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Total 911

THE PORSCHE MAGAZINE

964 RS V CUP

Ultimate 90s thrills – but which has the greater fun factor?



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GT2 REBORN

Has the GT2 FS finally tamed the 'Widowmaker'?

RS REPLICAS

How much should you pay?

GT3
CUP 991
PICTURES
INSIDE



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- Pikes Peak
- Great roads
- SharkWerks
- Rallying a 911
- Living the legend

911 S

Every statistic on Porsche's darling classic racer uncovered

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The incredible story of a '67 911 set free after 35 years hiding in California



FUTURE STAR

Home-grown Carrera Cup GB sensation Ben Barker answers your questions



ISSUE 96

£4.50



SHARK

SHARK PLUS



GOT FIN?

CARRERA / S / 4S / GTS

STAGE I EXHAUST: + 12

STAGE II TUNED: + 24

GT3 / GT3RS

STAGE I EXHAUST: + 5

STAGE II TUNED: + 17

3.9L UPGRADE: + 85

TURBO

STAGE I TUNED: + 60

STAGE II EXHAUST: + 85

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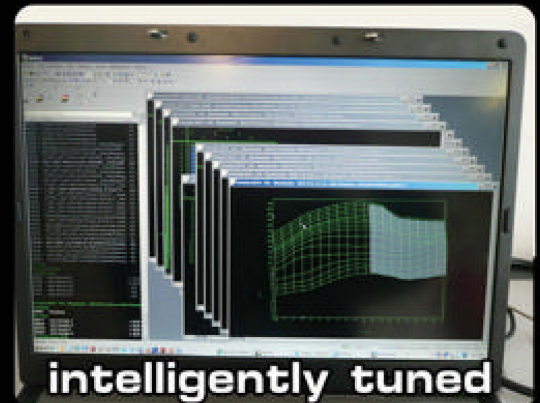
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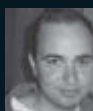
Jubilee Preview
**50 JAHRE
 PORSCHE 911**

1963 - 2013



LEE SIBLEY • Deputy Editor

What we've been doing...



STEVE WRIGHT, Sub Editor
 I've been brushing up on my sweeping ready for any deluge of snow. The trials of living in a house with a needlessly long driveway!



GARY PEARCE, Ad Manager
 I'm relieved the Mayan calendar predictions didn't come to fruition, as I can't wait to see the 991 GT3 Cup car in action this year.



KATIE PEAT, Art Editor
 My New Year's resolution is to pick a clear favourite model of 911 before the new Turbo arrives. There are many choices!

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It's certainly been an interesting challenge putting together only my third issue of **Total 911** in just three weeks, thanks in no small part to the formalities of a prolonged festive break. Nevertheless, I think the team and I have adhered to the task well.

As I touched on in the last issue, 2013 is a big year for the Porsche 911 at large: we're observing a monumental 50 years of the model's design, while the decorated Rennsport version can now lay claim to being 40, too.

On top of these fervent festivals of 911 nostalgia, we have much to savour going forward, starting with the unveiling of the new GT3 Cup car and the imminent arrival of the latest Turbo (not to mention our own 100th issue being on the horizon, of course).

There's a healthy agenda for the year ahead, then, and it goes without saying that we'll carry on with

the landmark celebrations in coming issues. For now, though, there has been plenty to embrace from all those years in between.

In this edition, we're behind the wheel of Fearnsporn's take on the GT2 with their 997 GT2 FS as we investigate whether the 'Widowmaker' tag, often used by mainstream media, has been dispelled to the realms of the past. We also take in two idols of the 964 era and explore which one provides the greater driving thrill, and there's even a sublime '73 RS replica to cast an adoring eye over. Certainly, the topic of replicas alone provides cause for great debate in Porschedom time and again, so we hope you'll revel in our latest twist to the tale - as ever, we'd love to hear your thoughts.

Enjoy the issue, and do join our digital community across the website and social media for that extra dose of 911 endearment.



1911 Opening Shot

Now four decades old, the original RS is more esteemed than Porsche could ever have imagined at the time. Many have tried to replicate the iconic 911 to varying degrees of success, but Autofarm's example is stunning.

Photograph by **Alisdair Cusick**



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“It’s two decades old, yet looks like it has just rolled straight out of a Porsche showroom”



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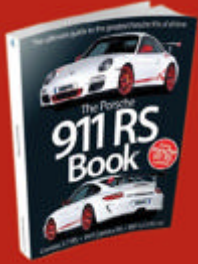


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Update

The latest news, updates, products and gadgets from the world of Porsche and beyond

In brief



911 RS Book

Discover all there is to know about the greatest Porsches ever made with this guide from the makers of **Total 911**. From classic road tests to full-on restoration, this book covers all manner of RS models, from the 2.7 all the way to the GT3 4.0. Packaged with stunning photography and in-depth articles written by our 911 experts, simply visit the Imagine Shop to order a copy.

www.imagineshop.co.uk/the-porsche-911-rs-book.html



Diesel Tuning UK Pedal Box

Increase your throttle's liveliness with this Germany-sourced Pedal Box. Connecting between the ECU and accelerator pedal, it modifies the drive-by-wire throttle signal to increase response and reduce throttle delay. It includes four maps and costs £179.

www.dieseltuning.co.uk

A celebration of Rennsport

Porsche marks the 40th anniversary of the RS moniker by revealing exclusive new driving programs



Not only is model year 2013 the 50th anniversary of the 911 itself, but it's also the 40th anniversary of Porsche's hardcore Rennsport models, better known as RS. In order to celebrate this milestone, Porsche has launched three new driving courses through their own Porsche Experience Centre at Silverstone.

The first program, named the 'GT Course', costs £400 and offers the opportunity to pilot both the 911 GT3 and GT2 using the bespoke facilities at the Porsche Experience Centre. The second-tier course, called the 'Evolution RS course', costs £500 and focuses on the



GT3 RS in three forms – 996, 997 3.8 and 997 4.0 – over 90 minutes. The third and final course, named 'Ultimate GT', is the cherry on the sundae. For £500, you can enjoy 90 minutes of one-to-one tuition and driving, starting with the GT2 and moving up to the coveted GT2 RS.

The history of Porsche's RS badging goes back to 1973 with the 911 2.7 Carrera RS developed from the 911. The RS aimed to combine a raw track proclivity with street-legal driveability. The original RS, like the marque today, was sold in a

limited batch of 1,500 cars and has since appeared in every generation of 911. It demands as much from the driver as it does from the laws of physics.

As such, the celebratory courses available at Silverstone from Porsche GB aim to capture the exact essence of the RS on the track, providing a lightweight, powerful, agile and breathtaking driving experience. All programs are currently open for booking, which you can do via the website or by calling 08443 575 911.

www.porsche.co.uk/experience

“This course aims to capture the exact essence of the RS on the track”

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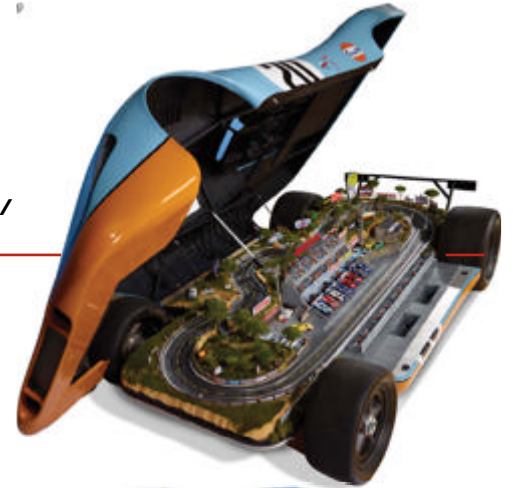
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Replica racing

\$125,000 (£77,675)

Hammacher Schlemmer, the kings of arbitrary luxury items, now have cars within a car so to speak for the ultimate Porsche enthusiast. What seems like a full-sized Porsche 917 replica opens up to reveal a 1:32-scale wooden car track. The headlights and taillights are fully functioning on the car, which wears race-worn tyres and opens with the push of a button. Staples of the Le Mans-inspired track include working streetlights and period signage. The cars themselves are modelled after various race cars, such as the 917 and the Lola T70.

www.hammacher.com/Product/12005

Roll with the TechArt greats

Prices vary by supplier



At the 2012 Essen Motor Show, TechArt displayed their latest style offering: a variety of new finish and colour options for their 911 wheel range. Now, they offer a ceramic polishing method that creates a high-gloss surface for longevity and wear resistance. TechArt also have a two-tone

high-shine/antracite aesthetic specifically for their Formula III wheel that involves coating the rim in anthracite, followed by a polishing process akin to "covering the front face with a diamond." Check out their website for more info.
www.techart.de

Bring Porsche to your office

£60 pad, £60 mouse



If you're looking to add a bit of Stuttgart to your office, you'll love these offerings from Porsche. Created in the shape of the iconic crest, the mousepad is made from authentic original vehicle leather. It's large without being obtrusive, and will be a nice addition to any desk. The mouse is shaped to resemble the 911's classic figure, with a logo, aluminium scroll wheel and wireless technology. Available in white or black, it's compatible with both PC and Mac. For an extra £5, you can get one in green with the 918 Spyder logo.
shop.porsche.com/uk

Festival of Speed celebration book

£45

To mark the 20th birthday of the famed Festival of Speed, Goodwood have published this commemorative hardback book – encased in a protective sleeve – to showcase the best of the event since 1993. Containing 360 pages of fascinating photography, this book is a must-have for fans of the festival, and is available from the Goodwood website.

shop.goodwood.com/products/festival-of-speed-the-first-twenty-years-book



App of the Month



The portable car care guide

Free

Meguiar's, one of the most reputable names in the car care industry, are bringing their know-how to your iPhone. Their official app contains just about everything a car care enthusiast requires, such as a guide to a professional paint finish, a list of local stockists and updates on their latest product releases. The app is free to download on your iPhone from the Apple App Store.

www.meguiars.co.uk/iphonepage

Motorsport



The introduction of paddle shift behind the steering wheel is a major talking point to the new GT3 Cup car

Porsche reveal new 991 GT3 Cup car for 2013 season

Stuttgart bowed out of 2012 in style by unveiling the eagerly anticipated new GT3 Cup 911, ready for its forthcoming debut in the 2013 Supercup season.

Based on the current-generation type 991, the Cup car enjoys revisions in performance and safety over the outgoing type 997 model.

Power in the new competition-ready Porsche is increased by 10bhp to 460bhp for the 3.8-litre flat six engine, while paddle shift gears feature around the steering wheel for the first time. The car also benefits from a new dash and data logging system, while freshly designed centrelock wheels are now connected to the tarmac via 20mm wider tyres on the front and 10mm wider at the rear.

For safety, a newly designed roll cage accompanies fresh designs to the drivers seat, which is distinctively shaped around the head and shoulders. A rescue hatch in the roof of the car also provides easy access for primary medical attention in the event of a crash, and allows for the extrication of the driver if needed.

The new Porsche 911 GT3 Cup is to be produced in Stuttgart-Zuffenhausen on the same assembly line as road-legal models, before a general setup for the circuit at the Motorsport Centre in Weissach.

For more pictures and an exclusive video, visit the website, www.total911.com.

Racing updates

Latest news from racing series' around the globe

Porsche support for juniors

Alex Riberas Bou (18) from Spain and America's Connor de Phillippi (19) are the new Porsche juniors for the 2013 racing season. The two young hot shots, who have already achieved success in karting and various Formula race series, will contest the Porsche Carrera Cup Deutschland in 2013. After their excellent performance this past season, the Austrian Klaus Bachler (21) and Michael Christensen (22) from Denmark will receive support from Porsche again in 2013 as Porsche Juniors compete in the Porsche Mobil 1 Supercup. Porsche supplies the four rookie drivers with the bulk of their budgets and provides coaching for the talented youngsters both on and off the track.

Carrera Cup GB 2013

Porsche GT3 Cup Challenge GB contender Pete Smallwood will step up to the Porsche Carrera Cup GB for 2013. Smallwood, one of the first drivers to confirm Carrera Cup plans for 2013, will contest the Pro-Am2 category with race-winning team Parr Motorsport.

The company director from Towcester only started racing in 2010 in the GT3 Cup Challenge after taking part in trackdays. In 2012, he finished sixth in the GT3 Cup Challenge after a part season, topping his campaign with a podium finish in the final race at Silverstone.



Carrera Cup Australia

17-year-old Renee Gracie will become the first female driver to compete in the Carrera Cup Australia. Described as one of the most exciting prospects of her country's generation, Renee has a sterling record in karting and will look to continue her victory-laden career in the hotseat with McElrea Racing. Renee's first race behind the wheel of her new 911 Cup car will be at the Clipsal 500.

American Le Mans Series

With anticipation continuing to build towards a combined sports car series in 2014, Grand-Am Road Racing and the American Le Mans Series have been asking the fans themselves for input to help develop the name of the merged series. The 'Name The Future' campaign, which launched back in November, gives fans the chance to submit a name suggestion that explains the new series for the masses. The winner will not only see their suggestion put into practice, but will receive a VIP entry into the Daytona 24 Hours.

International GT Open

Following the success of the event last season, GT Sport will again organise a Winter Series ahead of the 2013 International GT Open.

The Winter Series provides ideal opportunity for teams and drivers to prepare for the forthcoming season and test men and machines in a race configuration. The 2013 Winter Series will include three events, two of which will include two 50-minute races each. The events will take place over two days, the first devoted to private testing and the second to the two 50-minute races, preceded by a qualifying round of 20 minutes per driver.

Total 911 extras

All About Space

All About Space, our exciting new sister publication, which aims to explore and explain the wonders of the universe in all its glory, is available to purchase right now from all good retailers.

Porsche 911 Turbo: The Ultimate Guide now on sale

Porsche 911 Turbo contains the best of Total 911 remixed into a glorious book. It's a great addition to your Porsche library. Available from www.imagineshop.co.uk

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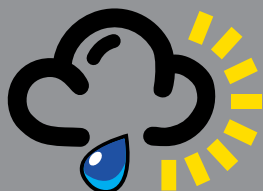
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2°C

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*summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3 °C

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Your letters, emails and tweets

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Letter of the month

The sender of the Letter of the Month receives a **Porsche 911: Celebration Of A Legend** bookazine!

WIN!
Porsche 911:
Celebration
Of A Legend
bookazine



Air-cooled Vs water-cooled

Check out our 'Thought of the Day' on the **Total 911** website



It was great to see the online 'Thought of the Day: air-cooled vs water-cooled' article via your website, written by Chris Dearden. I'm a PCA member and rabid Porsche enthusiast, most particularly of 911s and Caymans. As a PCA member, I couldn't agree more with your comment regarding the so-called "misplaced sense of superiority" that I see and read about pretty much everywhere there's serious interest in Porsches.

I own what I consider to be two driver's cars: a Gen2 996 Turbo and Gen1 Cayman S. Since getting into Porsche ownership in 2008 (through lifelong admiration), I've also had the pleasure of driving over a dozen 911s (mainly 996s and 997s, but also an early 3.2 and 993), and altogether well over 20 different Porsches. I know it's far from a journalist's notches, but it's hopefully not bad, and I can at least voice an opinion. I really love the air-cooled Porsches, and expect to get one in the not-too-distant future. But when I do, I'm not going to deride those that cherish their 996s.

It pains me to hear these idiotic proclamations about how easy 996s are to drive compared to the 993 and other air-cooled 911s – I've constantly heard this about my 996 Turbo. In my

experience, this isn't true. Let me please explain: in the case of the Turbo, as an illustration, it is definitely the most difficult Porsche to launch quickly of all the 911s I've driven. Why is that? Well, it has very short and incredibly highly strung first and second gears, and it's tricky when really pressing on. When you unexpectedly lose your all-wheel grip in the wet (or dry if you're really pushing it), the sensation is hair-raising because you don't know it's coming, and when it does it's violent and immediate. A lot of people who comment on the 996 Turbo – even professionals, I'm sure – have never owned or driven one long enough in enough situations to fully appreciate it or respect it. The air-cooled cars just aren't as fast and take longer to rev, so in those you have more time to adjust or, rather, save yourself. But more importantly, with the air-cooled cars you're always anticipating a possible slide.

Back in 2008 and 2009, before purchasing my Turbo, I test drove a few 996 and 997s from OPCs. I built a good rapport with the dealers, and they gave me a little more leash. I believed this nonsense about how easy they were to drive and how soft they were. I wanted to get a good sense of the cars and

what they could do, and pushed two C2s a bit, and each time I had the rear slide right out around a curve. It turned out to be an interesting day for each of the salesmen!

Pretty much all the air-cooled cars I see driven are relatively slow, which brings me on to my final, larger point. You feel more invincible in the water-cooled cars, and it tends to make you drive faster and more aggressive more often in a wider range of road and traffic conditions, so that's the big equaliser. The way I see it, when I get my air-cooled car I'll love driving it: the physicality, the beauty, the character, the sound, the hand-built quality, the smaller dimensions – you name it. But for me, I'll also be getting it to enjoy driving while toning down the pace.

David Langevin, Boston

Your opinion in itself makes for a rather interesting read, David!

*The air-cooled vs water-cooled topic is one that will continue to cause great debate among 911 enthusiasts, and to be frank, long may it continue. As ever, we'd love to hear other readers' thoughts, so if you have an opinion do get in touch. Chris Dearden's initial 'Thought of the Day' on the matter can be found on the **Total 911** website.*



Plane sailing

Hi team. Keep up the good job! Really enjoy reading it: every issue has been taken to 41,000 feet.

Brendan Vonk, Malaysia

*A super picture, Brendan: you're obviously doing your bit to help us take **Total 911** to new heights. Enjoy the magazine – responsibly of course!*

New 991 GT3 Cup car

I'd like to commend you for the weekend coverage via Twitter of the new 991 GT3 Cup car. You were straight in with information and discussion. It's nice to see you're living the job in every sense – great work!

Alex Bradley, via email



Test of Nurves

Dear sirs,

Having just put Issue 94 of the magazine down for the first time, may I congratulate you on a fine edition thus far. I particularly enjoyed reading the test on Nur's custom 911 collection. These guys have been around for quite some time, and although I wouldn't go to quite the extremes on my car that the company can obviously push to, it is nice to have it acknowledged there are some 911s that showcase an acceptable degree of bespokery.

Martyn James, via email

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Join the debate:

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Continued praise of the 964

Dear Sir,

Having just returned from a wonderful 3,062km trip, I feel duty-bound to confirm your view that "the once unloved 964 is the 911 to own." As far as I'm concerned, it always was the 911 to own!

After 15 years of ownership (one previous owner) and 164,000km on the clock, the car's performance during the trip was just brilliant. Without question, the new Continental SportContact 2 tyres made a huge difference. As my

service guys at Autohaus Hamilton in Sydney keep telling me, these cars thrive on being "at the speed limit." The further I went, the better my 964 felt. The rise of the 964? Absolutely! And about bloody time!

David Frost, Sydney

Thanks for your email, David. Your prolonged ownership of a 964 is a testament to its credibility as very much a 911 of high public esteem.

It seems that, finally, admirers of Porsche 911s the world over are starting to cotton on to what you've enjoyed for so long. Congratulations!

An iconic collection revisited

I got Issue 94 of **Total 911** today – thank you for a great article. The only problem is that one day people will refer to your article as being the bible – may I provide some extra information on my cars?

The production number of the R was 20 with four prototypes, while the production number of the SCRS was 20, with one car made after the series. Robert Droogmans was the driver of the white ex-Bulga car: he became vice-champion in 1984. Patrick Snijers was the driver of the Bastos car, becoming Belgian champion in 1984, and the Dinkel Acker car was an RS which went back to the factory to get an RSR engine, but remained an RS.

Frank Hendrickx, Belgium

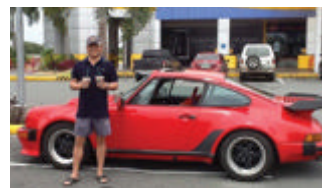


Thanks indeed for the extra information provided, Frank. You have a splendid collection of classic 911 racers; we had just as much fun testing them on the

Circuit d'Abbeville as we're sure you do in owning them day-to-day. If any more 911 icons of a similar calibre fall into your collection, please do let us know.

@total911

One of our popular discussions on Twitter this month followed our question: 'What do you personally consider to be the most iconic 911 colour of all time?' Here are some of the best responses:



Guards reddddd =)
@fab_abs

Either Guards red or India red... it's far from my favourite, but it's THE Eighties 911 colour.
@poprock



Take your pick!
@cork_head

More of your tweets
Great to see the @RegalAutosport GT3 in the mag. Top guys with lots of experience. **@thetimhutton**

Hans Stuck, what a man! Some interesting anecdotes in his interview, thanks for the read. **@C4_jones**

Total 911

THE PORSCHE MAGAZINE



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A shady business



This month, Chris Dearden discusses the importance of choosing the right colour for your 911, and why aesthetics isn't the only deciding factor...

“**Y**ou can have it in any colour you like, so long as it's black,” Henry Ford said magnanimously about his Model T.

I wish Henry had been around when I picked up a new Mustang convertible from Alamo Rental at Boston Airport. On the plane, I was excited about seeing it, as I always am when going to test a new car... until I saw it, that is. It was in 'Gotta Have It Green' (I kid you not – look it up). Try to imagine day-glo mushy peas, and you might get close.

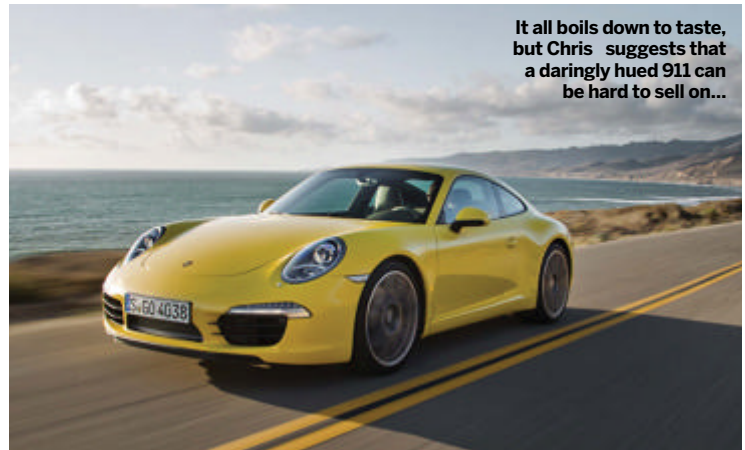
Some cars look great in one colour and not so good in others. The Mustang, for example, has such confused styling lines that it needs black to hide them. Ferraris should surely only be red, and a classic MGB has to be in British Racing Green. But what about the 911? 911 styling has always been so iconic that colour was never needed either to hide or accentuate features, leaving personal preference as the key factor. The region the car was first registered in, however, did have an impact. American 911s tended to be ordered in louder shades, while we Brits went for the more conservative end of the colour chart. True to form, I personally think you have to go a long way to beat Agate Grey Metallic, but I did see a banana yellow 993 at a dealership recently that would have been ideal for days when I was feeling frivolous.

If you're in the enviable position of being about to choose the specification of your own 911 or are looking for a used one, you might want to at least consider the impact your colour choice could have when the time comes to selling it. *Glass Guide*, the trade bible, notes that cars in some shades, particularly metallics, are likely to be worth several thousand pounds more than others one year on. That makes the additional

£800 for metallic paint a bit more palatable. Silvers and greys will always re-sell well, as will metallic dark blues and the more restrained reds. Solid, non-metallic colours, on the other hand, can really hit the resale value. This is partly because it suggests that when the car was originally ordered, the options list didn't get much of a visit, and we all know that a 911 without at least a few of the key options ticked can be a bit of a missed opportunity. Fashion, too, plays a surprisingly important role. White has taken over from black as the in-vogue hue in the showrooms, and matte finishes are being offered to us again. I'm generally no fan of these, but I saw a matte apricot 997 in Florida recently that looked sensational. Bear in mind, though, that while a shirt in yesterday's shade can be consigned to the bin, a 911 in a no longer fashionable colour might be harder to get rid of.

It's not just the body colour that is important; seats and trim can make or break the look of a car. I once travelled a long way to see a very reasonably priced 911 after checking it out thoroughly with the dealer on the phone. It had a full main dealer history, and was in striking dark green metallic. Perhaps it was over-excitement that made me forget to ask about the interior in my phone checks, and I was despondent to discover in person that the original owner – who must have been colour blind – had chosen blue leather upholstery and trim. Much as I tried to tell myself what a great deal it was, I knew I would regret buying it every time I saw that seat and bodywork combination, so I walked away. The dealer still had it a couple of months later, and I wasn't surprised.

I was chatting recently with an independent paint technician, and it seems the paint colour can have a real impact on aesthetic performance. Red, for example, is highly susceptible



It all boils down to taste, but Chris suggests that a daringly hued 911 can be hard to sell on...



... while some colours, like metallic silver, add value to a car

to fading, as a quick look around your nearest car park will confirm. If a dealer tells you it is no longer a problem with the newer cars, be cautious, because the issues are with the pigments.

Similarly, black paint tends to be softer than other colours, so is more prone to scratching. It is also poor at hiding surface imperfections, unlike white, which will cover up a multitude of bodywork sins. If, heaven forbid, you scrape your Agate Grey door on a Sainsbury's bollard, remember that some Porsche colours have up to ten minutely different variations, and your re-sprayer is going to have to work out which is the right match for your car. Remember, his time is your money.

At the end of the day, if you're buying a 911 then it should be an indulgence – an adventure – and not a carefully calculated business model. If it puts a smile on your face each time you see it then you have probably chosen the right colour, even if it is 'Gotta Have It Green'. And what about me and my brief fling with the Mustang? Well, I've taken to wearing dark glasses as I approach her, and once inside I can pretend she's any colour I like. She's loud, crude and – compared to my 911 – pitifully slow, but I'm having the most fun I've had in a hire car in a long time. I'm due to fly back to the UK soon, and you know what, even in that colour I'm going to miss her. **911**

“A bad shirt can be binned; a 911 in an unfashionable colour is harder to get rid of”



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GT2 FS

GT2 reborn

With a fearsome reputation, some see the GT2 as the über 911. But can the Widowmaker be tamed for all-day driveability while still providing brutal performance? We sample Fearnsport's GT2 FS to find out...

Written by **Kieron Fennelly**
Photographed by **Laurens Parsons**

In today's world, a growing notion of safety based on relieving the driver of responsibility has become evident. Electronics can turn on headlights, dictate manoeuvring, instruct when to change gear and refuse to allow engines to be started unless transmissions are in neutral and handbrakes applied. Software has long played a role in braking via ABS, but now inside or outside wheel braking during cornering is available; technology can decide that you have failed to spot an object in front of you and stop the car and the same system will keep the vehicle from changing lanes through driver inattention. These days, it's merely political constraints stopping third parties – for example, the police – from even being able to halt vehicles remotely.

In such a climate, we must be grateful that supercars have not been legislated out of existence, but they too have had to change with the times. As well as the full safety panoply, cars capable of 200mph have four-wheel drive and automatic or double clutch gearboxes... unless they come from Porsche. Not only does Zuffenhausen still offer a classic manual gearbox, it also builds a supercar with rear-wheel drive only – the GT2. As some drivers failed to control it, the eerily sinister tag of 'Widowmaker' jumped from the old Turbo models and started to gain currency with this newer car.

But how fair is this casual dismissal of the top-of-the-range 911? Here, we take an altogether different look at a 997 GT2, modified by the specialists at Fearnsport, to make up our own mind. ➔



A background to the GT2

The GT2 first appeared in 1995, and is a relative newcomer to the 911 family. A homologation car, this was Porsche's entry in a new GT series to recreate a return to endurance racing, which had more or less died out by 1992 (the year in which Le Mans had a mere 25-car grid). The new championship would use production cars like the 911, Lotus Esprit, Ferrari F40 and 348, Corvettes and Venturis, and the object was to keep the cars as close as possible to their road equivalents and impose intake restrictions limiting output to 450bhp. For the opening season in 1994, Porsche fielded its 964 3.8 RSR, but for 1995 it developed a new weapon: the GT2, so named after its race category. The competition 993 GT2 used the 993 Turbo engine, albeit only in rear-wheel drive. For homologation purposes, a small number of probably the most brutal-looking 911 ever to be licensed for the public highway were built. With their vast rear spoilers and 'bolt-on' wheel arch extensions, the 57 cars to emerge from Weissach rapidly disappeared, mostly into private collections.

The 993 GT2's successor would have different origins. By the late Nineties, it was apparent that a racing 996 GT2 was not going to be competitive against essentially mid-engined competition, and Porsche switched its focus to the GT3 series. Rather than being a homologation special, the 996 GT2 was destined to become an extension of the 911 range: Porsche's flagship, a car for wealthy enthusiasts and as such a product of marketing



Aside from the fire extinguisher for track use, there's little evidence of the Widowmaker tag here



Porsche has kept the GT2's Sports Chrono



The half roll cage leaves some space for feasible everyday use



Looking stunning at the rear, the Gen2 light conversion is not a straightforward swap

997 GT2 FS SPEC PART I

BODYSHELL & INTERIOR:

Porsche Motorsport 'Cup' front wings; GT2RS carbon bonnet; GT2RS front splitter; Fearnsport sun-screen strip; GT2RS carbon side intake vents; GT3RS 4.0 rear quarter plexiglass; GT3RS 4.0 rear screen plexiglass; GT2RS rear PU; GT2RS carbon exhaust side vents; 997 Gen2 rear LED light conversion; GT2RS rear carbon spoiler lip; GT3RS 4.0 non-roof rack plastic roof rail covers; GT3RS 4.0 larger wing mirrors, finished in satin black and Guards red; GT2FS custom decals to doors and rear lid; enlarged intake ducts; removal of unnecessary sound-deadening; removal of factory-fit Bose subwoofer; GT3RS 4.0 Clubsport fire-extinguisher and bracket; GT3RS 4.0 Clubsport roll cage; red Schroth harnesses; red 'normal' seat-belts to match harnesses; GT3RS 4.0 steering wheel and air bag; carbon ash tray; Porsche Motorsport lightweight Lithium battery.

ENGINE & TRANSMISSION:

Upated intercoolers; standard Akrapovic Ti exhaust – Cats replaced with Porsche Motorsport items; uprated coil-packs and spark plugs; Fearnsport bespoke re-map; Sachs competition clutch; lightweight flywheel; Porsche Motorsport 'Cup' differential.

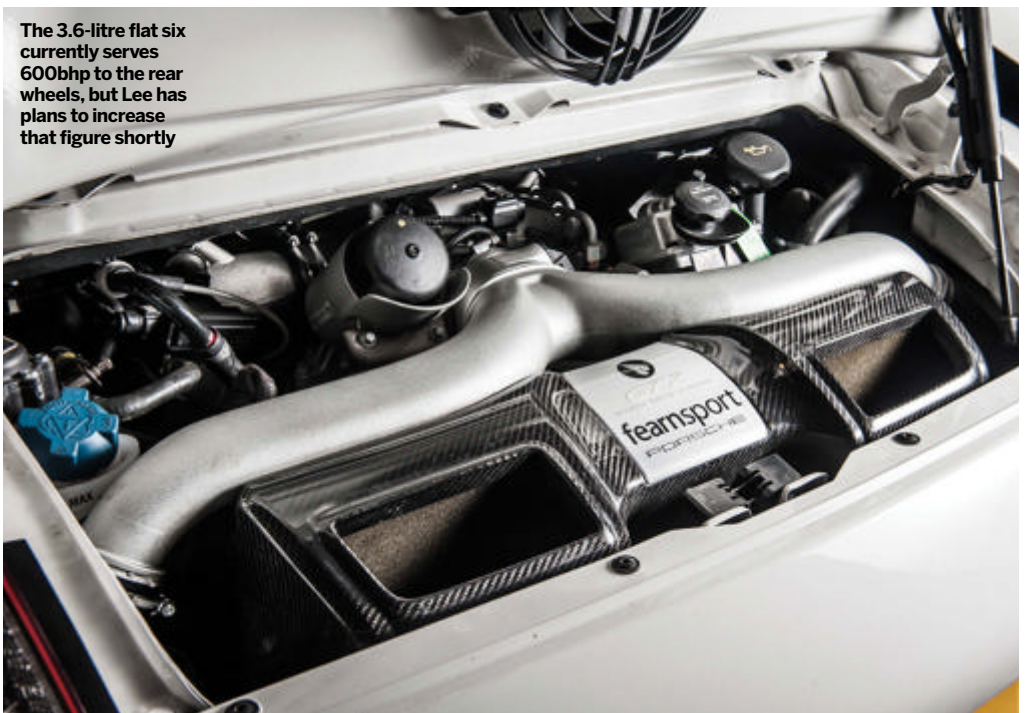


Lee's Fearnsport GT2 is charming to look at, but becomes altogether more ruthless when in motion

rather than the brainchild of the racing department. It would be built in larger numbers than the 993 variant, and without that 911's fierce looking additions, the 996 GT2 would resemble nothing more than a variety of the Turbo, which, of course, it was. But the 996 GT2 was again rear-wheel drive, with less constrained turbochargers, 110kg less mass and, surprisingly, no electronic safeguards bar ABS brakes. It was considerably less benign than the standard Turbo. Set up by the factory to understeer, the GT2 could react to over-ambitious exploration of this tendency by oversteering rather abruptly. Enough drivers were caught out here to thus give the 996 GT2 a reputation equalled only by those original Turbos. That old 911 tagline, 'the Widowmaker', would resurface.

Six years on, Porsche wisely decided to offer the complete range of PSM and traction control on its latest GT2, the 997. In any case, the company had another trick up its sleeve: the new GT2 was the first production Porsche to have a top speed of over 200mph, which alone would attract the kind of headlines that Porsche had always sought. But it was publicity from a different source that got Lee

The 3.6-litre flat six currently serves 600bhp to the rear wheels, but Lee has plans to increase that figure shortly



Garner interested in GT2s and led him to the very car in our photos.

“I was looking to purchase a new Porsche 997 Turbo to replace my Audi RS4,” he says. “So I went to my nearest OPC and saw the GT2. Not knowing anything about it, other than that it looked tougher than the Turbo, I started reading reviews. One of the first I came across was Jeremy Clarkson’s: he rubbished the 997 GT2, giving it one star and saying it was a Widower. That was enough for me; if he didn’t like it then I was definitely interested!”

It soon struck Lee that the GT2 offered amazing performance. “I had a GT3 RS 3.8 and was offered an extremely rare RS 4.0, but I was disappointed that for such a huge price premium it seemed to offer very little more than the 3.8. I’ve had a few 911 Turbos, and I began to think I could modify a GT2 by lightening it and fitting GT3 running gear for a lot less money than the price of a 4.0 RS, and get more power in the bargain.” Lee took this idea to Matt Counsell at Fearnsport, and the Porsche 997 GT2 FS began to take shape.

“When we started the project in 2011, Porsche had just launched the GT2 RS. The fact that the RS had boost increased from 1.4 bar to 1.6 and was rated at 620bhp showed us that Porsche knew the engine had much more potential, and it gave us the confidence to remap the electronics and enhance boost to produce similar horsepower,” Lee explains.

The former Olympian planned to spend about £10,000 uprating his year-old GT2, a sum that would cover engine and suspension upgrades as well as a bespoke exhaust. But having proved that



Fearnsport can rightly lay claim to a beautiful rendition of the 997 GT2



Larger air intakes are one of many lashings of carbon on this 911



The GT2 doesn't need to defend its performance credentials on these Buckinghamshire lanes, with the gauntlet instead thrown down for the new suspension to impress

“It costs less than
the 4.0 RS with
more power in the bargain”

a GT2 could be transformed for less than a new GT3 4.0 RS, the project proved impossible to stop, and Lee has since gone well over budget as the GT2 continues to evolve.

“The largest part of the additional expenditure has gone into aesthetics. We’ve fitted most of the GT2 RS’s bodywork, from the front splitter and carbon bonnet to the rear bumper and spoiler, and the only way you can identify the Fearnsworth from the factory GT2 RS is the FS’s lower ride height, wider Porsche Motorsport ‘Cup’ front wings and non-standard OZ centre lock wheels,” he explains.

Having got the appearance to his satisfaction, Lee now wanted his GT2 FS to behave to his standards: “I very much want to conserve the civilised nature of the car, to be able to drive to Spa and not climb out of it feeling I needed to spend a week in traction. So we haven’t stripped out the cockpit; I’ve kept the sound system – minus some of the speakers – and we fitted the half roll cage that doesn’t interfere with visibility or getting in and out. We also saved weight by using plexiglass in the rear and back windows and by removing some sound deadening.” Lee has also retained the factory lap and diagonal belt as well as fitting six-point harnesses, with the latter giving fantastic location. More power has also been investigated: “We’ve had it running at over 700bhp, but we were concerned about issues

The familiar script on the rear wing is a personal denotation from Lee to Porsche in motorsport



of heat and generally stressing the engine more, which is why we've dropped it back to nearer 600," he says. This has not stopped Fearnspart adding some distinctly competition-grade components: a Porsche Cup LSD is married to a Sachs clutch, and the GT2 struts have given way to three-way adjustable bespoke Ohlins units.

Even more ambitious are Lee's future ideas: "Eventually we intend to bore the engine out to 3.8 or 3.9 and fit higher-rated turbos. Fearnspart is also looking at other types of ECU with a view to allowing more subtle traction control, for example. Instead of the usual 'on-off' way it works with the standard engine cut out, we could modulate it through ignition timing and 'blend it in' more. I believe the GT2 FS can have just the right balance of power and driveability at around 650bhp, and I'd like to achieve this with lower boost, perhaps around 1.2 bar. What I above all don't want to compromise is the driveability of the GT2 and the linear response of the turbos."

These are entirely admirable aims in a part of the market where the fascination with boost and output all too often becomes an obsession, and can cost the 911 the subtlety that makes it so brilliant.

On the road

The blistering performance of the GT2 is well documented (530bhp, 0-60 in 3.5 seconds and 60-120mph in seven seconds). With around 100bhp extra at its disposal, there's little need to exercise the upper echelons in performance credentials of Fearnspart's modified GT2 here, but what the roads in the Chiltern Hills do represent, however, is an acid test of Lee's prized 'useability' of the car.

GT2 FS SPEC PART II

BRAKES & SUSPENSION

Front ceramic discs replaced with custom-made Brembo steels; rear ceramic discs replaced with standard GT3RS 4.0 steels; Ohlins three-way adjustable custom suspension with helper springs; various joints and arms replaced with Porsche Motorsport 'Cup' items; hubs converted from standard 5 bolt to GT3RS 4.0 centre-locks all round; GT3RS 4.0 Plastic centre caps; 9x19-inch front OZ Ultraleggera HLT lightweight centre-lock wheels with Michelin Cup 245/35 tyres; 12x19-inch rear OZ Ultraleggera HLT lightweight centre-lock wheels with Michelin Cup 325/30 tyres. Wheels and tyres fitted at Blackboots 01494 797820.

For more information on Fearnspart and their GT2 tuning packs, call 01327 856993.

First impressions are favourable: the cockpit is virtually standard – a much nicer place to be than a bare metalled racer's insides, and we are reminded how much of an improvement the 997's interior is on the 996. The bucket seats are comfortable, the Sachs clutch is meaty and, though not as heavy as you might expect, the bite point is quite low. Owner Lee attributes this to its newness. Certainly, as the day progresses and as bidden by our photographer, we manoeuvre the FS on quite steep slopes, yet the clutch readily accepts this treatment. The gearbox is like the GT3's: firm and very precise; steering (with hydraulic assistance) through the RS 4.0 steering wheel is direct and has a degree of the feel you would want in a track-orientated car, which is not to say it mercilessly

The RS kit conversion and lowered ride height suits the Fearnspart GT2 well

Despite having over 600bhp, the GT2 FS is surprisingly smooth at low speeds

"A striking feature is its relative docility below 3,000rpm"





transmits every detail of Buckinghamshire's neglected blacktop through the rim. Even more surprising is the ride quality offered by the Ohlins struts, which have a combination of solid and bushed attachments to the chassis.

Suspension design has progressed since the uncompromising ride of the 964 RS, and this GT2 FS manages to insulate driver and passenger from all but the worst potholes while keeping the tyres on the road. The other striking feature of the FS is its relative docility: off boost, ie below 3,000rpm, it offers remarkable performance and a throttle setting which makes it easy to maintain the low speeds we are reduced to by tractors and other local traffic. When serious acceleration is demanded, the wave of power builds massively and propels the FS forward like a proverbial rocket. On these sometimes ridiculously bumpy roads, you can feel the Ohlins battling to keep the rear wheels in contact with the road – only a fool would try full acceleration with traction control switched off if these surfaces were wet. With such enormous torque, even the racing limited-slip differential cannot defy the laws of physics.

Another comparison with the previous generation is the arrival of the boost: despite being greater than the 996's, its take up – though huge and



The classy centre-lock wheel conversion is an acknowledgement of the GT2's clout on track

almost instantaneous – seems noticeably more modulated than the previous generation.

Fearnsport and Lee were wise in their decision not to interfere overtly with the cockpit, and Lee has succeeded in maintaining the GT2's relative refinement. The flat six is certainly vocal when solicited, and the Cup differential makes interesting squishing sounds to let you know when it is doing its stuff, but otherwise noise and vibration levels are surprisingly acceptable. We suspect that the only reproach that could be made of the FS is the high-speed tyre roar – a characteristic of all 997s.

At once docile yet quite capable of the brutal performance that 630bhp moving 1,260kg is expected to exhibit, the 997 GT2 FS appears to fill its owner's ambitions: it is indeed an ultra-fast track weapon that performs reliably and undemandingly at normal traffic speeds with almost the comfort of the base 911. Although the project has pushed the performance of the GT2 further still, it has also succeeded in taming a car that has in the past been coined a 'Widowmaker'. Rest assured, in the wrong hands it will still do damage, but this GT2 FS adds a refinement to the raw nature of a factory GT2. We salute this accomplishment and look forward to driving the FS again to see how far Fearnsport has pulled off Lee's next challenge of upping the capacity for more power, without compromising the GT2's easy-going temperament. **911**

Thanks

Thanks to Champneys spa resort in Wiggington Bottom, Tring, for the use of their premises during the GT2 FS photoshoot. For more information on Champneys and their luxury health resorts, visit the website: www.champneys.com.





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● For the JOY of driving

Two 964s at the very summit of ultimate Nineties thrills – but which represents the greatest fun factor? Total 911 pits the esteemed RS against the thoroughbred Cup to find out...

● Written by **Phil Royle**
Photographed by **Chris Wallbank**





Porsche 964 RS

It's a rare thing, the Rennsport 964: with only 2,282 built, just 72 were right-hand drive. This 964 RS in our pictures is one of the very rare 72, but we're willing to bet it's even rarer still: first for being one of the lowest mileage examples going, with a whisker under 3,000 miles on the clock, and secondly for having one of the highest ever recorded sale prices, as this immaculate RS in Midnight blue just sold for £140,000.

The 911 964 Carrera RS was a lightweight special built by Porsche based on the Carrera Cup cars of the era. Like the 2.7 RS of the early Seventies, the 964 RS was gutted of luxuries like rear seats, underbody sealant, electric windows, air con and sound deadening. Instead, the RS was fitted with low inertia touches galore, like an aluminium front lid, lightweight doors, carbon Recaro bucket seats, super-light Magnesium 17-inch Cup rims and even 3mm thick (instead of 4.7mm) side windows in an attempt to cut weight. The Weissach job was a success, stripping 155kg from the C2 it was based upon to just 1,230kg.

Porsche engineers also 'blueprinted' each of the 3.6-litre air-cooled, flat six Boxer engines – upping the power by 10bhp to 260bhp – and fitted a lightweight flywheel to the G50/10 close-ratio gearbox. They also seam-welded the chassis and fitted 40mm lower sports springs, uprated dampers, adjustable roll bars and bigger 'Turbo' model brakes and retuned the ABS system.

All this hard work made the relatively humble 964 C2 worthy of carrying the famous Rennsport tag. It was lighter, stiffer, stronger and faster, with the Spartan 964 RS growing in cult car status – and value – as the decades passed.

Some RS models (like this one) included one of the few RS options available: tri-colour leather covers for the seats. Meanwhile, bodywork colours were mainly black, silver, Guard's red, GP white, Rubystone red, Speed yellow, RS blue or Midnight blue, like this one.

It's quite surreal to be standing next to a car that's over two decades old, yet looks like it has rolled straight out of a Porsche showroom. Having been mothballed in storage as an investment by its original owner, this RS recently came into John Hawkins' hands at Specialist Cars of Malton via a trade contract.

John says: "We had a white RS a couple of years ago with just 2,000 miles on the clock and it sold for £120,000, so values are still on the climb. I think about the 2.7 RS; we had one about five years back that sold for £60,000. Now they fetch over £200,000, so maybe there's still more legs on 964 RS values to come." ➔

SPECIALIST CARS, MALTON

Porsche enthusiast and salesman John Hawkins set up Specialist Cars over 25 years ago, and it's now one of the world's leading specialist Porsche dealers, sourcing and delivering Porsches from all over the world, including a rapidly rising Far East marketplace.

Their mirror wall showroom in Malton is loaded with some of the finest road and race Porsches you can imagine – from historic rally cars to modern road cars, including an unbelievably cool road-legal 962 Derek Bell Signature Edition with over 700bhp per ton, retailing at a cool £325,000. The current stock list is "at pretty low levels" currently, at around £4.5 million and 30-odd cars, but it's still one of the finest collections of desirable Porsches I've ever seen.

Asked what the appeal of Porsche is, John says: "Everything works so well with them. You can drive one to Silverstone, thrash it all day on track, drive it home again, wash it and it'll all work perfectly the next morning on your drive to work. They are such iconic, reliable, desirable cars."

Want a Porsche? Look no further. Malton will either have one already or can certainly get one, prepare it, service it and help you get the most from it. Pop along to their next 'Big Breakfast' event to see for yourself. Details can be found on the website at www.specialistcarsltd.co.uk, where you will also find the current drool-worthy stock list.



It's a sight to behold, both inside and in front of that cabin

The mothballed RS is dripping in textbook Porsche refinement



“This immaculate
RS in Midnight blue just
sold for £140,000”



Tri-colour leather colours for the seats were one of only a few available options on the 964 RS



The 3.6-litre flat six has been updated to provide 260bhp

Porsche 964 Cup

A year after the 964 was born in 1989, the now famous Carrera Cup was created (following on from the popular 1986-89 944 Turbo 'Cup' series), with the first racing in Germany in 1990, followed by France in 1991 and Japan in 1992. 50 Cup cars were built in 1990, 120 in 1991, 112 in 1992 and just 15 in 1993. They are rare, collectable and much-admired 911s with a real place in Porsche motorsporting history.

Legendary drivers like Walter Röhrl, Olaf Manthey, Uwe Alzen and the Formula One-famed Mika Hakkinen and Jean-Pierre Jarier (and not to mention pop star Chris Rea) all got their hands dirty racing in these 964 Cup cars, further adding to the appeal of this fine Nineties race ace.

The pre-1992 Carreras (with a designated code of M001) were built by Porsche's Weissach motorsport division, mainly in GP white and to a full-on racing car specification: stripped, caged, loaded with lightweight measures and race safety gear and weighing in at just 1,120kg. They were the real deal.

On top of the now classic Cup car hallmarks such as the wooden floorboard on the driver's side, the 964 deleted everything non-essential and added all racing must-haves, resulting in a car with a superbly focused setup.

The suspension featured 12-set Bilstein Cup spec dampers, fully adjustable Eibach progressive rate springs, a five-way adjustable front antiroll bar and three-way adjustable rear, as well as uprated rubber control arm bushes, monoball upper strut bearings and vast rear camber adjustability.

Braking power came from modified Turbo-spec discs and calipers, with aluminium front hubs as well as a switchable ABS (derived from the C4 hydraulic system) to accompany the Pagid racing pads.

The M64/03 3.6-litre engine was similar to that of the RS, being blueprinted and balanced, and quoted at 260bhp (although reputed to be nearer 300bhp). Meanwhile, the gearbox was a G50 five-speed with a lightweight flywheel, competition-spec ratios and a special limited-slip differential with a 20 per cent load lock and 100 per cent braking lock.

Finally, the racing wheels were one-piece cast Magnesium Cup 17-inch rims (saving 11kg of unsprung mass alone) from 1990-91 and Speedline 18-inch three-piece rims from 1992 - with a variety of Pirelli and Michelin slicks. ➔



The Motec M600 ECU is optimised for use with six cylinder engines



The 3.8 RS rear wing is ideal for blistering track use, but may look a little lairy on the road



Lexan windows help shed weight from the Cup car



Further enhancements to the M64/03 engine take the Cup past 300bhp

ROAD READY

You might think turning a full-on race car like this super-aggressive, hardcore 964 Carrera Cup car into something road-legal is nigh-on impossible - but not so. The process for the 964 Cup involves:

1. Fitting a set of road-legal headlights with correct beam spread and strength, plus indicators all round.
2. Fitting a set of road-legal tyres, with a minimum tread depth of at least 1.6mm around the complete circumference of the tyre.
3. Providing confirmation of the dating of the car from Weissach or Porsche GB in Reading (with a fee of £93).
4. Completion of DVLA form V55/5.

After you've done this, sent the DVLA all paperwork (V55/5 and Porsche ID) and paid the one-off first road registration fee of £55 plus road tax, they'll send you a tax disc and V5 stating that it's road-legal. You will then be free to take your car on the ring road.





“This is a
true race-bred classic
 911: deranged and dedicated in equal measure”



Racers loved the car. In a previous issue, Olaf Manthey told us that he still has the fondest memories of racing the 1990 964 Cup he won the inaugural championship with, and understandably so. It was a weapon; light, agile, grippy and quick. The Cup race cars, like the RS road-going racers, are incredibly revered and respected, making them hugely collectable.

Naturally, being race cars, it's rare to find one that doesn't have the 'used' look and feel – or indeed is still in original specification, as most were used for different championships with more free regulations after the Carrera Cup. This one currently for sale is no exception.

Having been used in the Intermarque Championship (which it won in 2002), Porsche Cup and Open Championships, this Signal orange, twin white Viper striped example is now a 3.8-litre beast with 344bhp. That comes courtesy of Mahle barrels and pistons, Carillo rods and a Gen1 GT3 crank, Jenvey throttle bodies, a custom full race exhaust (reducing weight by 66 per cent over the standard unit), a supplementary oil cooler, custom oil tank and a Motec M600 ECU mapped extremely aggressively, spitting flames while popping and banging on the overrun.

The car has also been stripped down to just 1,018kg thanks to a glass-reinforced plastic shell, a 3.8 RS replica rear spoiler, super-light OZ Magnesio rims plus Lexan side and rear windows. Inside, you can find a removable Sparco race steering wheel, Cobra carbon race seat, race pedals and a custom-made carbon dash pod, housing all the race controls like rain maps, shift lights, Astratech data logging, fuel pump, starter, de-mist and so on.

Following an extensive rebuild very recently (it has run for just ten hours since), the Cup car also now has a non-ABS GT2 Evo front brake setup with T3 rears, a hydraulic tarmac-rally handbrake with manual lock, GT3 Cup gear change and a modified limited-slip differential.



Astonishingly, the Cup car has been cleared to legally drive on UK highways...



...although it's the refined RS that is much more at ease on public roads



These two great 911s each present a very different appeal

Interestingly (or insanely, depending on how you view it), the car has been registered for UK road use (and is being supplied MOT'd and taxed), so you can even use this to blast to the shops should the mood take you.

The greater fun factor?

But would you want to? It's a typical race car, being temperamental, not keen to start or indeed stay started from cold, twitchy, stiff, deafening and incredibly hardcore. It's not a turn-key, jump-in-and-enjoy 911 like the RS.

But get it warm, get it rolling and find a nearby circuit, and this Cup car will knock seven shades out of the RS – perhaps even most things on track. This is a true race-bred classic 911 – deranged and dedicated in equal measure. With its additional 80bhp and 100kg less weight compared with a standard Cup car spec, it's a very sharp tool for competition.

And that's what it was built to do: compete. The beauty of this particular Cup car is that should the mood take you, you can drive it to and from events and trackdays perfectly legally. Thinking about it, that's pretty cool, right?

Best of all, at just £64,995, given the level of investment that has been poured into this Cup car in its 22-year history by Weissach and since, surely this is the one to own? You get to use it on the road, thrash it on the track (as a good 964 Cup should be) and, being rare and packed with pedigree, it's only going to go up in value.

For others, the unfettered appeal of the RS and its refinement is too strong to resist, and understandably so. For while many have sat in the seat of the Cup car and held that steering wheel in the racing grip, the RS is not only untinkered, but still relatively box fresh. You're physically owning history here, and if you choose to drive it, the RS comes blessed with pace and, crucially, a purification that the Cup car can only dream of.

Of course, which is your personal favourite will depend largely on whether you buy your cars to marvel at or with. But – and here's our point – we've taken two race-bred 964's and shown that despite their extremely contrasting nature at first glance, they both share that time-honoured ability to put a smile firmly on the face of its owner. It all comes down to fun: the question is, how do you get your kicks? **911**

“Racers like this one are incredibly revered and respected”



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Replicas: Worth the

Inspired by this £75,000 RS homage, Total 911 explores the appeal of a replica in our world of authentic-only satisfaction

Written by **Richard Aucock**
Photographed by **Alisdair Cusick**

Replicas: better than the real thing, or can only the genuine be enough? It's a debate that has been going on for decades. Given the engineering expertise of a multitude of Porsche specialists, the natural evolution of modern techniques and the ever-increasing price placed on authenticity, why exactly should replicas be sneered at? To find out, **Total 911** sampled one of the best of the breed: a 1973 911 RS that isn't quite what it seems.

Based on a regular 1973 2.4-litre 911S, it has been faithfully turned into an RS over the years – a job that began back in 1990 when a 1984 Carrera bodyshell was acquired, with all the mechanical bits from the then-rusty 2.4 S being transferred across. The original 911S engine was also converted into 2.7 RS spec. Many years of use and tweaks alike have occurred since: Autofarm ➔



price tag?



carried out the final finish and detail in 2004, with this work alone amounting to the sum of £10,000.

The result is wonderful: finished to a high standard, it's utterly beguiling. Because it's not an original, it has been allowed to be modified over the years, encompassing a 911 SC LSD, a 915 five-speed gearbox, Falken tyres and even the electric speedo drive. This is not an RS that is sitting in a museum gathering dust, but is instead thrilling both its owner and its onlookers at every opportunity. Surely anyone who's seen it won't sneer at replicas anymore?

Then there's the price. The car is currently up for sale at £75,000 – and now we can hear the cries of the detractors: that's the same price as a brand new 991! More tempting still, it's the same price as a 2010 997 GT3, a sublime car that has critical acclaim in spades and, well, *is* the real thing. Isn't that a better option?

Replicas are notoriously frowned upon. They have a huge hill to climb due to a certain irony that's hard to ignore – the easiest people to fool are the ones who probably won't know or care what or how special it is, and the ones you will have to work hard to convince are those who probably won't even entertain the very thought of purchasing a replica anyway.

People simply like things to be genuine. Witness how important matching numbers on classics are, and note how much you have to deduct from the potential sale price of a totally original classic car that just happened to gain a new engine along the way for evidence of this. We're harsh.

The replica enthusiast

Even more so, we're very hard on replica owners. So why do they do it? The business seems to be thriving, and there are always replicas at Porsche shows and in classified ads. Why, knowing that they're not real?

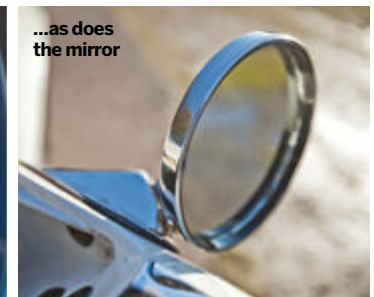
It turns out that the answer is quite simple: most owners know they'll never get to drive a real one. Indeed, the number of people who can drive one of the iconic Porsches at all, let alone in anger and in the spirit it was designed to be, is



Here, the original 2.4S engine was converted to 2.7RS spec



The 15-inch Fuchs wheels add to the appearance of authenticity...



...as does the mirror





“Replicas should be seen as ways of keeping the reputation alive”

2.7 RS REPLICA CAR SPEC

INSPIRATION: 1973 911 RS

DONOR CARS: 1973 911

2.4 S, 1984 3.2 Carrera

CONVERSION ENGINEERS: Targa Autos, Wembley

ENGINE: 1973 911S (7R crankcase), rebuilt in 1990 by Jonas Zambakides at Pickup Leask; stainless steel heat exchangers; twin-pipe silencer; five-speed 915 gearbox; 911 SC LSD.

POWER: 222bhp (dyno test 2003)

WHEELS: 15-inch Fuchs, 205/50 and 225/50 tyres

DATE IT BECAME A 2.7 RS REPLICA:

October 1990

DATE THE PROJECT WAS FINISHED:

August 2004

It may not be the real thing, but why let that prevent you from enjoying it?



diminishing all the time. So what's wrong, they figure, with creating a replica and using it as it was designed to be instead?

Given a choice between never enjoying an iconic Porsche or recreating one and being able to drive it (knowing you can fix it if anything goes wrong, without fear of spoiling its originality or value), isn't the latter a more tempting option?

Ironically, this is actually how replicas often become so expensive: owners want them to be as close in feel to the real thing as possible. It means that the price difference isn't actually as great as you'd think – the point is, replicas can actually be driven. Now, which 911 enthusiast wouldn't celebrate that?

This is where the world of the replica enthusiast comes good; one that celebrates replicas and acknowledges that they often have interesting stories to tell of their own. The cars become just as interesting to read about as the very model they're impersonating. Just as history and provenance is vital to a classic car, a fully documented replica is almost guaranteed to have a more interesting past than most.

Let's take it further: instead of being built on a production line, replicas have had one-off attention from legions of experts and been poured over in a way that the stock original would never have. You could thus argue that a replica such as the RS pictured has more expertise built into it than a generic original – and isn't all this investment and focus from engineering and historical greats upon one individual car worth something? It could certainly be why the good ones are worth the money.

This RS costs a great deal more than a stock 1974 911 – even if it is a sizeable sum less than an actual RS. How can such sums be justified, argue the detractors? Simply looking at what has gone into it should be evidence of this. A good replica is this one-off engineering effort with a fully validated history of its own – and the more involved and detailed you want it, the more you spend. ➔

There comes a limit, of course, but in itself it's simply another way of policing the 'real versus replica' argument. In years to come, there may be odd cases of fraud, with classic 911s pretending to be iconic 911s, but we're not quite in the vintage Ferrari scene yet. Indeed, thanks to Porsche's famously tireless factory records and chassis numbering systems, the chances of passing off a pretender as the real thing are slim anyway.

The replica analogy

To try and get a handle on what a replica is all about, here's an analogy: they're motoring's equivalent of the musical tribute act; everyone knows they're not the real thing. For instance, Wham! are unlikely to reform and play *The Red Lion* in Basildon. But the crowd don't actually care. They want to experience the thrill of the Wham! jam and be transported back to an event that is otherwise unavailable to them. They love the music, and chances are they won't be seeing the real Wham! playing live any time soon, so this is a way of still enjoying that buzz.

Do onlookers frown at people leaving such gigs and feel the need to point out at length how they're not the real thing, or wring their hands and moralise over the wrongs of trying to pretend people have been to a Wham! concert when actually they've been to no such thing? No. The service the tribute act plays is understood, and the lines between Dave Smith and George Michael are clearly drawn.

There's arguably another interesting parallel to replicas in the classic Porsche world that's worth discussing: are classic restorations not simply replicas of the real thing anyway? A ground-up restoration can see every part replaced, thus meaning nothing is original. And yet, restorations are accepted as being period machines whose validity is rarely questioned. Why is this, given how principally similar replicas are pilloried so much?

It's easy to assume restorations are not trying to be something they're aren't, but in a sense they are. They're trying to be box-fresh and convince onlookers that they've been cocooned for decades, when in reality they've been created much more recently. Can a Seventies original really be called that if it has been recreated using a multitude of parts of varying origin, including pattern parts created six months ago on a trading estate in Telford?

Classic restorations are beautiful things, and are celebrated – and priced – accordingly. But they are not original, yet nobody seems to mind. Onlookers ➔



Details of Autofarm's RS go beyond the ducktail spoiler, flared arches and special livery



Dedicated replicas can produce exceptional results...



...which extend to every aspect of the interior, like these seats with separate headrests



“You can use replicas
in the way they were
designed”



Of the actual
1,580 '73 RSs
made, just 117
were right-
hand drive

IN THE MARKET?



**The 1972 911
2.8 RSR replica**
PRICE: £79,995

ON SALE: DK Engineering
URL: www.dkeng.co.uk/ferrarisales/292/Prestige_Cars_Porsche_911_28_RSR_Inspired_Replica.html

Not just any RS, but a 2.8 RSR, complete with genuine-look lightweight body panels. It's based on a 1972 2.4T, and was actually raced in historic championships as a 2.7 RS replica, before being used as a road car and, in 2008, undergoing a major restoration into 2.8 RSR guise. Like the Autofarm RS, it's completely useable and utterly convincing, apart from one glorious irony: the engine is actually 3.2 litres and 300bhp.

Replicas
for
Sale



**The affordable
2.7 RS replica**
PRICE: £30,000

ON SALE: Christopher Jackson Ltd
URL: www.christopherjacksonltd.com/vehicle.asp?id=768&Used-Porsche-911-Carrera-RS-2.7-Replica

Some would be more willing to entertain a replica if it was a bit more affordable: it's all about the psychology of not spending too much on something that's not genuine. How about a very well detailed RS, then? Based on a 1984 3.2 Carrera, this car has the right bits outside, the correct seats and even an RS carpet set and door panels. At this price, the 3.2 Carrera bits are easier to spot – look at that dashboard for one – but that's something you could fix. As it stands, it's an RS you use every day. What a tribute to a great car.



**The Paul
Stephens 911**
PRICE: Up to you

URL: www.paul-stephens.com

Paul Stephens is a 911 specialist who's gaining a growing reputation as a 911 creator. In true replica fashion, the firm takes good modern 911s and makes them look like iconic classic 911s. The difference is that Stephens embraces the inherent flexibility in the replica world and focuses on making something great rather than identical. If it mixes RS, RSR and standard bits, so be it: you decide. It's the perfect example of a car being inspired by another. The above 2.7 RS Touring replica is currently for sale at £34,995.



**The very
affordable 2.7
RS replica**
PRICE: £19,995

ON SALE: Private ad
URL: classifieds.pistonheads.com/classifieds/used-cars/porsche/911-pre-89/rhd-911-carrera-73-rs-2.7-lightweight-replica/436998

Instead of spending £15,000 on a regular 3.2 Carrera, why not fork out a bit more and get something totally unique? Call it the 3.2 Carrera tribute to the RS – something the factory could quite convincingly have made itself. Fibreglass body panels throughout give it the look, and while the giveaways are obvious, they're almost in keeping with it: a replica that takes the spirit of the RS without trying to completely mirror it at a reasonable price tag. Not many 3.2 Carreras have had this much attention lavished on them.

celebrate and admire them, and never get angry or sniffy. Contrast this with the reaction to a replica. Doesn't it now seem a bit odd?

The replica manifesto

It's time to look at the replica in a new light. Instead of pretending to be the real thing, why not consider replicas as cars that have been inspired *by* the real thing? In the process, why not turn a negative into a positive? After all, a simple shift in emphasis could transform how we view such cars.

Replicas honour the greats from 911 history and let many more people experience the thrill of a genuine classic without the cost, impracticality and basic impossibility of actually driving a genuine classic. By being seen out on the road and in action, they are inspiring a whole new breed of classic RS fans in the process, too.

What about those enthusiasts with the furrowed brows? Well, they know yours isn't an actual 73 RS. But they of all people should know why you've worked so hard to make a tribute to it: surely they can then praise the level of detailing you've achieved, enjoy the stories of how it came about and even see

such cars as ways of enhancing the reputation of the real thing, rather than detracting from it?

After all, if something is good enough to breed a whole host of impersonators then there must be something about it. Maybe we should see replicas as a way of keeping the reputation alive, then. Everyone, therefore, has a very important part to play in the history of the car.

The replica verdict

Bad replicas are awful. They're the epitome of suburban chintz and snobbery, like using Harrods bags to bring back the shopping from Farm Foods. They are the rotten old classic 911 with a shiny respray. But just as bad classics don't detract from the good ones, embarrassing replicas shouldn't put you off the best ones (even though, for many, they do).

They may not be the real thing, but in some ways a replica is even better than that: you can use them in the manner they were designed for, and without fear. Given a choice between never driving a 2.7 RS and enjoying the treats of a convincingly built replica, I know which option I'd pick. What about you? **911**

Thanks

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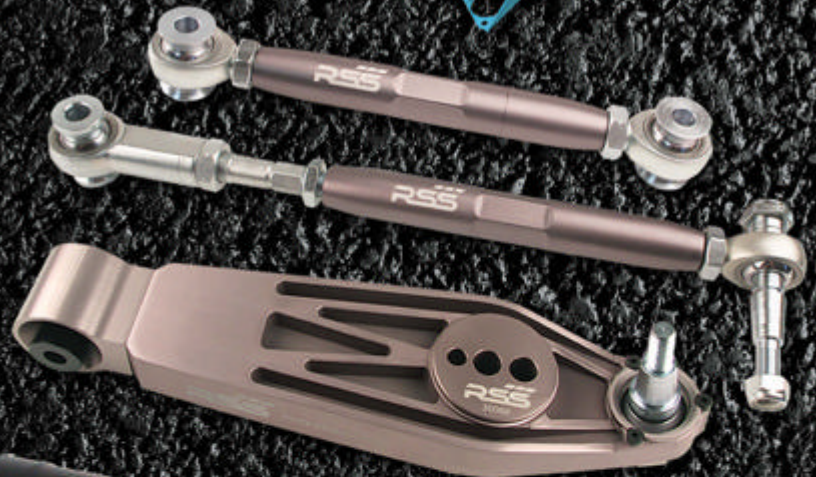
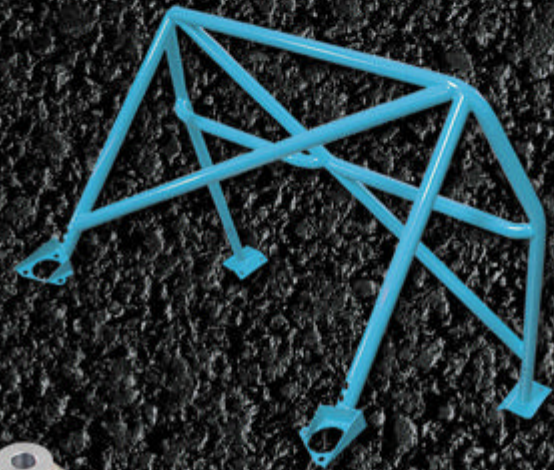
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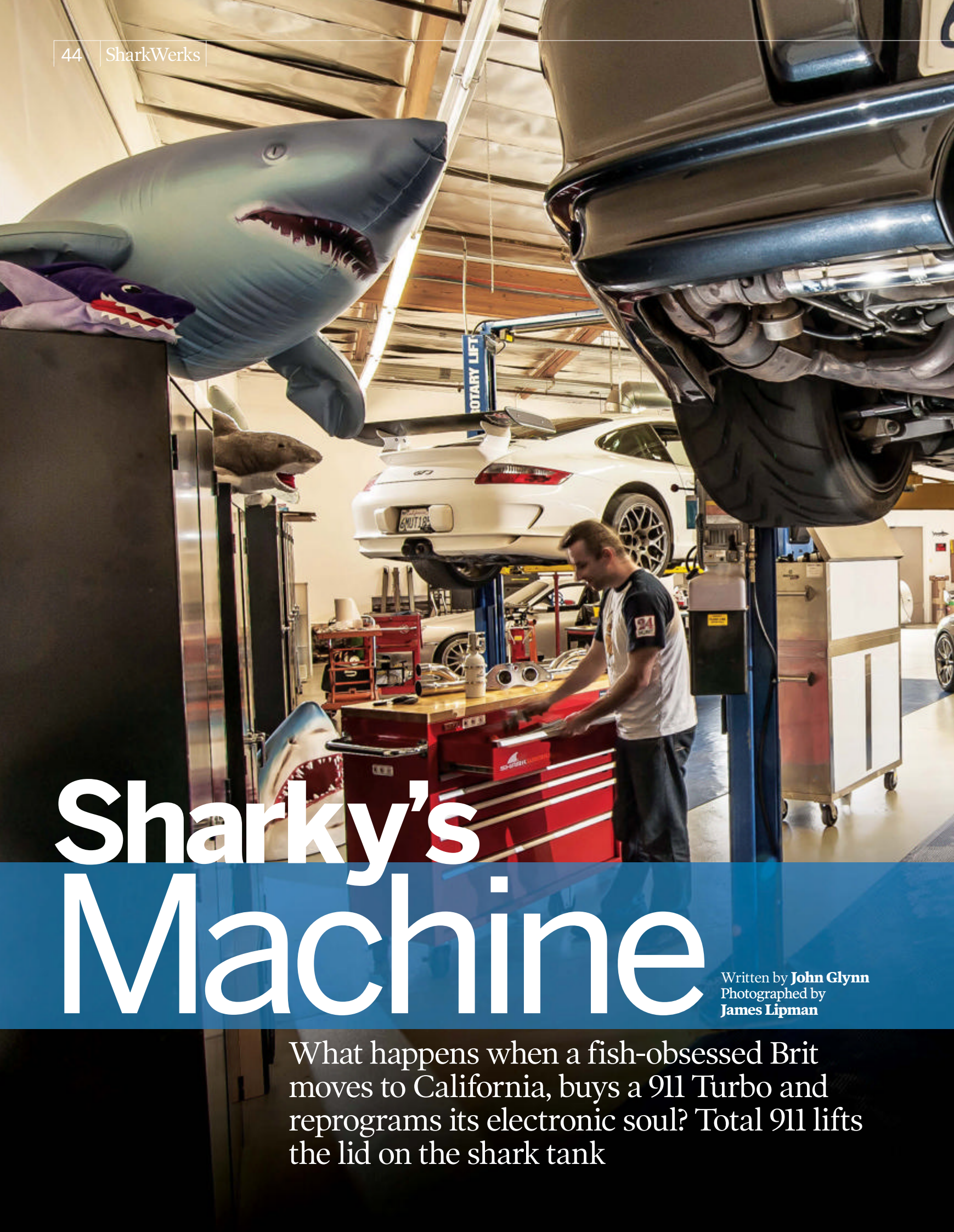
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Sharky's Machine

Written by **John Glynn**
Photographed by
James Lipman

What happens when a fish-obsessed Brit moves to California, buys a 911 Turbo and reprograms its electronic soul? Total 911 lifts the lid on the shark tank



Sharks have been parked on our human radar for quite a while now: they're the ultimate lean, mean, killing machine. Online knowledge dictates that the earliest shark dates back more than 420 million years, so their predatory traits are firmly baked in our consciousness. Sharks never stop – not even to sleep – and are always up for a fight. If the science behind the sea predators on their own wasn't awesome enough, sensationalised stories on screen have taken their legend to a whole new level, too.

Discovery Channel's *Shark Week* has been going strong for a quarter of a century, and now attracts 30 million viewers. One such die-hard fan is Alex Ross. Born in London at the end of the swinging Sixties, Alex was hooked on Selachimorpha (the scientific name for sharks) well before Discovery spotted the gap in the market. School friends

quickly cottoned on to his passion, soon applying the obvious nickname, and 'Sharky' Ross was born.

"I was into two things," remembers Alex. "Sharks and computers. I was one of those teenagers who lived for performance data: things that pushed the envelope. Sharks were top of their food chain, and the fight to stay on top was constant. The search for faster computers was along the same lines: industry giants in an unpredictable ocean, scared that the minnows were smarter and faster. The big guys had to work hard to survive, so innovation was everywhere.

"Following technology became my fascination. Before the advent of blogging, I ↻



The magazine stand alone is a clear indicator of Alex's impeccable taste

wrote online about who was on top and who looked like fish food. That website, called Sharky Extreme, built an audience. Computer firms started sending us products for testing and promoting their wares on our site. It grew and grew: three years later came our first buyout offer, then another, and another. Eventually, the right number came, and we called it a day.

“By then, I had moved to California, close to Silicon Valley. I was happily settled and had some money in the bank – I’d started this website just out of school and took it right to the top. Now, it was time to live a little: buy some toys and blow off some steam. Growing up in London in the Seventies had given me a real taste for supercars. I’d always liked the 911 shape and the Turbo badge they stuck to the really fast ones, so I bought myself a 996 Turbo.

“Selling a business that has occupied every waking moment of your life for years leaves a big hole to fill. As good as the 996 Turbo was, it wasn’t enough: I needed more speed. It then occurred to me: this thing was run by computer, so maybe I could make it faster, just as I’d done to PCs. I did some research and found that the chips used in cars were the same things we’d been tweaking for years. I found the ECU, pulled it out and got to work.

As Sharky continues, ECU tuning was almost impossible back then. “Chips were soldered in place, so removing them to modify was a total black art. To start with, tweaking data was all we did, taking our Turbo to the drag strip to compare software versions. Datalogging with Stone Age

software offered hints of a direction to follow, but it wasn’t completely specific. We needed someone who was clever with cars, and I knew just the man.”

That man was James Hendry, a friend from a forum called Fun Cars. James was a Porsche-trained technician who was well into tuning, and the two men hit it off instantly: “We swapped a few posts, talked about projects and it snowballed from there,” Sharky says. “We entered some tuning competitions, kept running the drag strip and eventually claimed the National Hot Rod Association’s street car quarter-mile record at 10.5 seconds, with a terminal speed of 138mph. It took 18 months for someone to beat us!”

At that point, Sharky’s partner, Joan, who had also been his business partner on the computer website, suggested a merger of talents and experience to turn this fast-moving hobby into a business. “We reached an agreement in 2005, and that’s how SharkWerks was born,” confirms Sharky.

The SharkWerks HQ

Upon arriving at SharkWerks’ base in Fremont, California, it’s obvious that this is no regular Porsche shop. The first clue is a Toyota RAV4 parked outside, with ‘electric vehicle’ stickers down its flanks. Next to that is another electric car. I’m all for electric technology, but I wonder for a moment if we’re in the right place.

“California is beautiful, but normal driving here is not easy,” says Alex. “Fuel prices soar up and down, and rush hour traffic is crazy. For those of



Many 911s arrive at SharkWerks straight from the factory, ready for tweaking

us who are forced to drive to the office, the daily commute can be soul destroying.

“There’s a lot of bad press around electric cars, but it’s good technology that makes life easier. Low-emission cars in California can use car sharing lanes with only one person, so commuting is faster, not to mention cheaper. My RAV4 is a factory conversion and fully electric: I’ve got a plug-in point at work, which makes it simple to live with.” The nearby Tesla factory heightens EV consciousness.

Tesla hasn’t answered every question regarding electric cars, but they understand the importance of performance in changing mass behaviour. Combustion engines struggle to match the instant surge of torque from electric motors. Porsche now fits electric power to racing cars (GT3 R Hybrid) and the latest Panamera Sport Turismo. Current EV thinking might not be the ultimate solution, but a revolution could be right around the corner, especially here in California. By using and



SharkWerks are best known in the UK for their Race and Street valve-controlled exhausts...



...as well as internal upgrades for even more power




 SHARKWERKS

“We’re very popular with people who really drive their cars”

understanding EVs, SharkWerks can easily keep in touch with progress.

Keeping abreast of the EV revolution makes good business sense in this part of the world, but SharkWerks is not short of work in the meantime. Having spent the last seven years building a reputation for easy-going professionalism that ultimately leads to Porsche satisfaction, owners have complete trust in the team. “We’re now at the point where some people are buying cars and not driving them in standard form,” Alex explains. “The new car is delivered to the dealer, the customer tells us when it’s arriving, we collect the car on their behalf and add our suggested upgrades before they use it themselves.”

Taking the tour

Sharky shows us the TechArt 991 Carrera sitting in front, delivered to SharkWerks from new and upgraded before customer delivery. It’s quite a vote

of confidence. Sharing the workshop with TechArt is a clutch of GT3s and late-model Turbos, a much-modified Cayman R in silver and, surprisingly, a 904 in Signal Orange.

“That’s James’ car,” says Dan Kennedy, the team’s fourth member. “It’s a replica built by Chuck Beck in Georgia. James is collecting the parts for a serious engine build.” A long-time fan of the drag strip, Dan is most owners’ first point of contact at SharkWerks’ HQ. His Porsche tuning experience was honed on the 996 Turbo and has gathered pace ever since, so Dan knows SharkWerks’ products better than anyone.

“We sell a lot of parts overseas, particularly our own brand of exhausts. The Middle East, Asia and Australia, Malaysia, Singapore: our exhausts pass noise testing anywhere and people love the sound. Our products are very popular with people who really drive their cars: they often take them to the track. We get calls from all around the world from

people who have questions on which way to go with development.

“In America, there’s a big demand for expert input on tuning and upgrades. We work on everything from Cayman to Cayenne, Panamera to 911, and people send them in from everywhere. The biggest interest right now comes from owners of 2009 to 2012 911 Carreras. Our X-pipe has been well received on those cars: owners like how well it works with the PSE (Porsche Sport Exhaust).

“Mail order parts make up much of our business, but our workshop is also important. There’s a steady stream of GT3s coming in for track preparation, suspension modifications and our exhausts: all different parts we make for those cars. Despite having eight official Porsche centres in this part of California, we also do quite a bit of servicing and, of course, software upgrades.

Dan continues: “People want more power – they want to track them and so on – so we’re big on ↻



The SharkWerks logo is sleek and unassuming, much like their performance upgrades





The SharkWerks working environment: not bad by any standards



suspension tuning. Centre radiator conversions are also in demand to keep the temperatures down on track. A Boxster Spyder owner who races at Laguna Seca saw temperatures fall from 220 degrees to 195 just by adding the radiator. The conversion is a trick we learned from Tiptronic cars.

"The third radiator is all done using Porsche factory parts, which owners really like. We try to use Porsche parts where possible, when they're not superseded by aftermarket developments. SharkWerks is one of very few places in the US that can open, rebuild and strengthen the 996 TT, 997 TT and GT3 engines with factory tooling and our own custom parts.

"Tuning a car is more than just power. We increase throttle response using lighter flywheels and throttle body conversions. We spend a lot of time on transmission upgrades and properly installing limited-slip differentials. Guards Differentials are not too far away, and we've got a great relationship there, too."

SharkWerks are well renowned for their groundbreaking 3.9-litre GT3 conversions at present, which is an interesting topic of conversation for Dan, who says: "Some believe that the all-round flexibility of that engine forced Porsche to go one better with the 4.0 RS. For Turbo cars, we bring more power: EVOMS kits can take top speed on a 997 Turbo to more than 230mph.

"Our promise is to only sell and install parts that have been tested on our own vehicles, including our range of exhaust systems developed in-house. We stock parts and technology from EVOMS, TechArt, Werksl, Tubi, Cargraphic, Brembo and Bilstein: our most popular coil-over system is the Bilstein PSS9. We also sell HRE & Champion Motorsport wheels, so we're well placed to deliver something special."

SharkWerks takes so many calls for advice on tuning normally aspirated 911s that the company has added a series of tuning guides to its website, covering everything 997 related. "We've done most of the 997 models and are working on more," says Alex. "Our projects section covers all the other things we do: Panamera, Cayenne, Cayman and 911 Turbos - so there's a lot of education there. We'll keep adding documents and information and let people make their own minds up.

"Sharing information openly and honestly has been my philosophy since I started online. Whether

it's PC chips or Porsche tuning, we treat our readers as intelligent individuals. We share our results, tell people what worked and what didn't and help them get the most fun from their equipment. It's a formula that has served SharkWerks well for more than seven years; if it's not broken, leave it alone!"

So ends our trip to SharkWerks. It's been all we expected and more. Brand names need energy - the promise of excitement and reward. We want brand names that resonate with us, and are backed by owners who know how to honour each customer as an individual.

Such lofty aspirations are a challenge to find, but SharkWerks lives up to them. Sharks are adrenaline-fuelled and always on the move; Werks 1 was where Ferry carved a brand that brought us motoring icons. As a pair of words coming together to excite Porsche owners, I can think of few better. Behind the brand, SharkWerks' reality rocks. **911**

CONTACT SHARKWERKS

If you're interested in the extensive tuning range that SharkWerks have to offer, simply call in directly, or for UK and European customers, visit the SharkWerks website:

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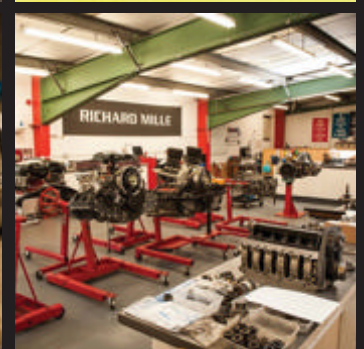
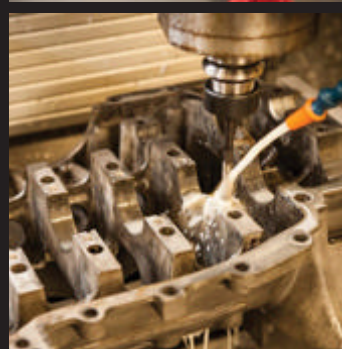
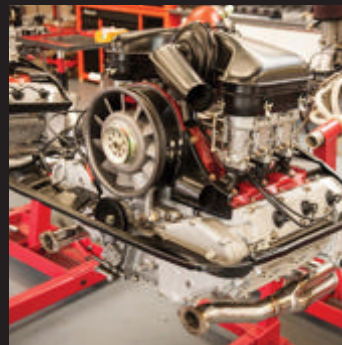
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THE COMPLETE GUIDE

911S

3rd
in series

Documenting a decade of gradual evolution, the classic S emphasises the progressive early philosophy of Porsche. Here, all the stats on the first darling 911 racer are revealed

Written by **Kieron Fennelly**

The 911 had been in production for almost two years when Porsche announced the S high-performance version in July 1966. Delivery began the following year, and quickly confounded critics who had complained the 911 was lacking in the ultimate performance stakes. Racing experience in the Porsche 904 had shown that the 2.0-litre engine remained reliable even when tuned to 210bhp, and the 911S confidently upped the standard

911's compression ratio from 9:1 to 9.8:1. With modifications to carburation and exhaust, the S produced a heady 160bhp at 6,600rpm. Weighing only 1,050kg to boot, the car had a turn of speed that only exotic Italian models with twice the cubic capacity could seriously improve on, and it duly became the top-of-the-line mass produced 911 until it was displaced by the 2.7 Carrera in 1973. A historical marker, only with the 997S 3.8 would Porsche reintroduce a more powerful naturally aspirated S not just of a higher specification. ➔



The S was top of the mass-produced line until it was displaced by the 2.7 Carrera

History



356B

The G series signalled a major facelift, featuring impact bumpers for the first time



Porsche-badged cars originated as VW Beetle-based two seaters sold largely for competition use, which in the early post-war years was as casual as it was spontaneous, with sprints and hillclimb events seemingly taking place almost everywhere. Porsche itself went to Le Mans in 1951 – a brave decision so soon after the war – but it paid off with a class win and cemented the Zuffenhausen firm’s strong reputation.

In the Fifties, Porsche production would be divided between its 356 Coupes and mid-engined racers. Competition success was what sold the road-going Porsches, and by 1961 had endowed Zuffenhausen with the confidence and financial momentum to build a completely new model. Launched in 1964, the 911, which had a flat six instead of a flat four, marked a huge advance on the venerable 356, itself withdrawn and replaced by

the 912 (effectively a 911 housing the 356 1.6-litre flat four, but still capable of 113mph). The 912, which even outsold the 911 in the US for a couple of years, effectively became the entry model of a three-car range. The top model would be the high-performance S, but early development problems with carburation and suspension meant that its announcement did not come until 1966, with the launch taking place the following year.

The 911S was the Porsche that enthusiasts and amateur racers had been waiting for: here was a light, agile sports car ready to take on bigger engined and far more expensive competitors on the autobahns and win on the track in production car competition. Tuned versions would take three consecutive Monte Carlo rallies at the hands of luminaries Vic Elford and

EVOLUTION

Even those who aren't blessed with keen eyesight (or a historical footing, for that matter) will recognise the 911 as the evolution of the 356.

Both rear-engined and lightweight, the 911 carried over the high set bumpers and enlarged windows of its elder statesman.

Other changes for the 911 included the introduction of the familiar Porsche badge on the front bonnet, with indicators recessed into the body, while the descent from roof to rear bumper is noticeably more linear. Lighter Fuchs wheels also adorned the S model, and would continue to be used on further evolutions of the marque at large.

The engine was completely overhauled, too, with the cylinder capacity upped from four cylinders in the 356 to six with the 911.

“In the Fifties, Porsche production was divided between 356 Coupes and mid-engined racers”

Vs 911

Björn Waldegård, who served to confirm the 911's status as the car that every other competitor was desperate to beat.

Mechanical fuel injection would briefly replace carburettors in 1968, but the S reverted to twin Webers in 1970 as the capacity increased to 2.2 litres and then 2.4 litres, by which time power had increased to 190bhp. Eventually, the 911 was to receive its first major restyling: the 1974 G Series, complete with impact bumpers foisted upon them by US safety legislation. This brought with it a repositioning of the 911 range, using the 2.7 engine to comprise the 150bhp base model, while the S had 175bhp and the Carrera used the 210bhp unit fitted in the RS. In 1977, Porsche duly simplified the range with the announcement of the single model 3.0 SC and, later on, the Turbo, which was bored out to a 3.3-litre capacity. ➔



The S model was a natural ascension for a company that enjoyed great racing success in the Fifties

Style

Although built on the same principles as the 356, with a rear-mounted boxer motor behind the transaxle, the Porsche 901 – or 911, as it became known – did not have a panel in common with its predecessor. A full unitary construction, the 911 was two inches narrower, but longer and with a greater wheelbase. Strikingly modern looking when launched and with more sweeping lines and a far greater glass area than the 356, Porsche hoped that this new body style might last for about ten years. In the event, this design effectively went unchanged for almost a decade, but then the styling changes that Porsche introduced – largely to the front and rear of the 911 – were dictated by circumstance.

The S was not differentiated from the base and later mid-range E models except with badging and Fuchs alloy wheels, which were a standard fit but proved so popular that they became an option on other 911s. Internally, the S was identical, with the now familiar five-instrument dashboard and five-speed gearbox. The main differences were out of sight: the S was the first 911 to have ventilated disc brakes, and it was also fitted with a double antiroll bar at the rear in anticipation of the demands that would be placed on its cornering abilities.

The advent of the G series saw the S relegated to the middle of the range and the ignominy of a



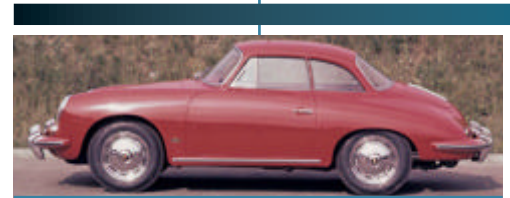
four-speed gearbox, though most were ordered with the optional five-speed. Internally, the G series cars benefited from Porsche's new 'tombstone' seats with integrated head restraints and the first edition of the rather bland 'safety' steering wheel. The Targa option was also available from 1967, as was Porsche's 'Sportomatic' four-speed clutchless manual transmission. ➔

Only small revisions were ever made to the interior and bumpers of the classic S model. However, the iconic Fuchs wheels would remain

Generations

Introducing the 911S family tree:

1962



Carrera 2000 GT

Throughout the Fifties, Porsche often used the 'S' appellation to denote tuned models. The 356 closest in spirit to the 911S is probably the 2.0-litre Carrera of the 1962 356B, which used the four cam flat four. These were usually purchased for fast road and circuit use, but such was the complexity and cost of making the Fuhrmann engine that Zuffenhausen built few. Porsche needed a bigger engine with more development potential, which was part of the reasoning behind the move to a flat six.

911S SPECIFICATION & PRICING

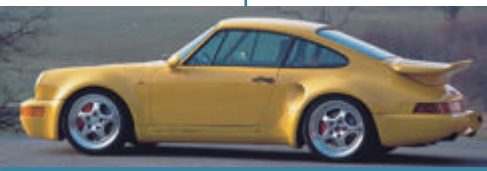
	2.0S:	2.2S:	2.4S:	2.7S:
Specification	<ul style="list-style-type: none"> • 1,991cc 80x66mm • 160bhp @ 6,600rpm • 18.2mkg @5,200rpm • Weber carburettors • Weber carburettors (1968 model with mechanical fuel injection: 170bhp @6,800rpm 18.5mkg @5,500rpm) 	<ul style="list-style-type: none"> • 2,195cc 84x66mm • 180bhp@ 6,500rpm • 20.3mkg@5,200rpm • Weber carburettors 	<ul style="list-style-type: none"> • 2,341cc 84x70.4mm • 190bhp @6,500rpm • 22mkg@5,200rpm • Weber carburettors 	<ul style="list-style-type: none"> • 2,687cc 90x70.4mm • 175bhp @5,800rpm • 24mkg @4,000rpm • K-Jetronic injection
Price now: Top spec	£80,000	£80,000	£85,000	£30,000
Price now: Total restoration needed	£15,000	£15,000	£15,000	£4,000

“The Porsche 911 design effectively went unchanged for a decade”



No S models were exported to the US in 1968, with the L model (in S guise, but with a normally tuned engine) made available to customers instead. The S returned for 1969

1992



964 Turbo S

Porsche used S to distinguish tuned models, but it was 1992 before it was again applied to a 911. This was the short production-run 381bhp 'Leichtbau' 3.3 Turbo S, built by Weissach to homologate the 911 Turbo for the American IMSA series, lightened with a heavily reworked version of the 3.3 turbo engine. Paul Frère recorded 0-60mph in 4.7 seconds and exceeded 180mph, but concluded that so massive was the boost of the single blower that it was too much of a handful for the public road.

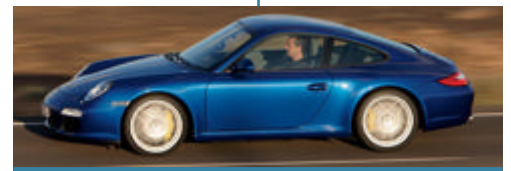
1996



993S

Although the design of the 993 was something of a compromise – retaining the roofline and exposed wipers of the 964 – it proved to be a success. Many observers thought the 1995 Carrera 4 with its wider Turbo body was even better looking, so for 1996 Porsche introduced the 993S, which too had the Turbo hips and deeper front valance. It also had the Turbo's suspension and brakes, but the engine was the standard 285bhp VarioRam unit. Today, it can sell for a 50 per cent premium over the plain 993.

2005



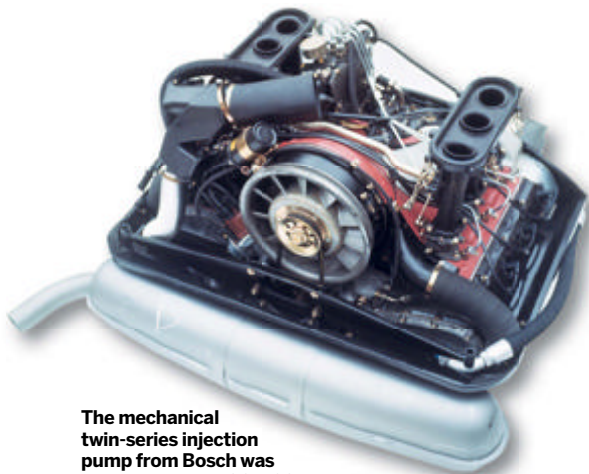
997S

At last, Porsche again produced a genuinely faster S version of the naturally aspirated 911. When the 997 superseded the 996, two engine sizes were proposed: the 3,596cc unit, a development of the previous engine, and a new 3,824cc version. Developing 355bhp against 325bhp of the stock 997, the new S was capable of 0-60 in 4.7 seconds and had a top speed of 187mph. Porsche has again continued the power differentiation between the 911 and 911S on the current 991 generation.



“These engines like to rev,
and racing them to the
limit is hard
to resist”

The engine capacity of the S evolved from 2.0 litres to 2.7, each time increasing in power



The mechanical twin-series injection pump from Bosch was preferred on the 901/02 engine instead of the as-yet unproven K-Jetronic, which was used later

Performance

Performance was what the S was all about. The 911 with 130 horsepower was already a very fast car by Sixties standards, able to leave British competitors like the Austin Healey 3000 and Lotus Elan in its wake, but the S moved the proposition to an altogether higher level. Paul Frère recorded 0-60mph in 6.8 seconds for the 2.0-litre S and a top speed of 138mph. The 1970 2.2 S was comparable, taking seven seconds to reach 60mph and managing a higher 143mph maximum. The 2.4-litre S had the same top speed, but sprinted to 60mph in 6.6 seconds.

With a 911, it was how it accelerated that mattered: all the pre-1973 S models developed their maximum power at 6,500rpm or above and maximum torque came in at 5,200rpm. These engines really like to rev, and racing them to the limit is hard to resist, especially given the intoxicating mechanical soundtrack of the flat six and the incomparable wail of the exhaust. In 2012, on the other hand, an S designed for the open roads of the Sixties can be hard work in slow traffic, requiring frequently oiled plugs and slightly embarrassing throttle blipping. It is thus easier to



The S is great for open road use, but can be a lot of work in traffic

PROS

- Authentic, vintage 911 experience.
- Very rewarding to drive in the right conditions.
- Likely to prove a strong investment.
- Cheaper 2.7 S a lighter and simpler alternative to the later and more common SC and 3.2 models.

CONS

- Rust-free cars are rare and expensive.
- Beware reconstructions/replicas.
- The pre-1973 911S is not an everyday car – needs space and dry roads to be enjoyed properly.
- 2.7 S looks much like any other G Series 911.

You need a feel for older cars to appreciate a 911S fully and to be able to accept its modern day limitations, but if it fits in your lifestyle (and your garage) then the only challenge will be finding a genuine, rust-free example.

understand the popularity today of the less highly strung T and E variants.

The G series 2.7 S is very different. US emissions regulations obliged the replacement of the Webers with K-Jetronic fuel injection, and while the 2.7 managed 138mph, its 0-60 time of 8.5 seconds reveals the effect of the extra 50kg of body changes and this flat six's reluctance to rev, with maximum torque produced at only 4,000rpm. Easier to drive than the earlier 911S, it lacks the visual simplicity of pre-1973 cars, though its rarity means the 2.7 S is worth a lot less than the slim-bumpered versions.

Handling



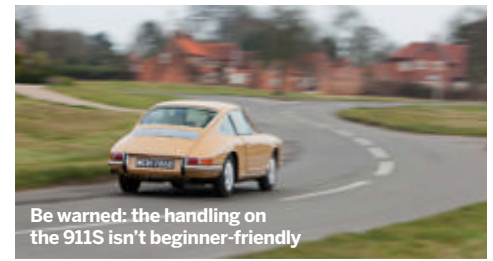
The rear end of the 911S had a reputation for swinging out without warning

With light, direct steering and that extraordinarily willing flat six, the 911S invites keen driving, but beware: though anyone familiar with air-cooled 911s will be instantly at home, the 911S is very much a product of its time. The driver has to adjust to a Porsche which is immensely responsive, but whose road holding is on a different level from its performance. Despite a new chassis on 4.5-inch rims and narrow tyres,

“The earliest 911s were so unpredictable that Porsche even fitted weights in the front bumpers!”

from the outset the 911S's handling was never for the faint-hearted. Although there is less of the 356's fierce oversteer, the back will break away at anything approaching fast cornering speeds. Indeed, the earliest 911s were so unpredictable that Porsche even fitted weights in the front bumpers!

Technical director Ferdinand Piëch pressed his engineers hard, adjusting the front struts and lengthening the wheelbase by 6cm. At the same time, advances in tyre technology and wider tyres meant that better road holding was achieved by having more rubber in contact



Be warned: the handling on the 911S isn't beginner-friendly



The eventual introduction of wider tyres contributed to better road holding

with the ground. A lip fitted to the front valance on the G-series S also reduced high speed front end lift.

Former works driver Richard Attwood has fond recollections of the 'company' 2.0-litre 911S he drove in the late Sixties: “Porsche expected us to take them to all the race meetings so that the paddock looked full of Porsches. The S was great to drive even though it had no torque below 5,000rpm, but it was an expert's car – the back would start to go and you had to be very quick. I still wish I had mine, though.”



Was the success of last season expected? Why did he go racing in Australia? And what's with his obsession to coffee?

Carrera Cup GB driver and rising superstar Ben Barker takes a break from the cockpit of his racing 911 to answer the very best of your reader questions

Written by **Lee Sibley**
Photographed by **Daniel Pullen**

Ben Barker is a man with an attitude that belies his age. At only 21-years old, the racing protégé throws up an uncommon scenario for **Total 911**'s own editor, who is not used to conducting an interview in the world of Porschedom with someone of a similar youth.

Not that you would know it, though. Standing at six-foot four and strolling around the Brands Hatch pit lane with all the aplomb of a seasoned pro, the racer innocently suggests a presence that demands respect. His performances on track in the 2012 Carrera Cup GB do justice to command as such, too. The Cambridgeshire boy marked his accreditation as a rising star by finishing second in his maiden full season in the competition, before being on the receiving end of an unexpected call-up to a race in the Porsche Supercup at the tail end of last year.

This level of pedigree at such a young age naturally induces a whole host of questions from fans and interested rivals alike, and after readers of **Total 911** were given the opportunity to forward their own interrogations via the internet, Ben graciously sat down to answer the best in between running hot laps in his 997 Cup car. You didn't hold back, and in fairness, neither did he...



BEN BARKER PROFILE

- **Age:** 21
- **Height:** 6'4"
- **Weight:** 70kg
- **Place of birth:** Cambridge, UK
- **Hobbies & interests:** Surfing, snowboarding, downhill biking, gym
- **Most memorable racing moment:** My first ever victory at Knockhill, Scotland
- **Racing hero:** James Hunt
- **First race car:** Van Diemen LA09
- **Favourite circuit:** Bathurst

What made you want to participate in racing in the first place, Ben?

Neil Hague, via email

It was my mum! I was nine-years old, and she pretty much dragged me into it. She had raced for Renault in her own career and wanted me to try it, so I gave karting a go – and loved it.

At what point did you think you could have a career in racing?

Aaron Bonner, via Twitter

At no point, really – certainly not in karting. I couldn't relate karting to real racing, as I had never raced. I hadn't even passed my driving test at the time! When you can't relate to it, it's hard to want it, I suppose. It wasn't until here at Brands Hatch when, aged 15, my mum took me out in a 'T' car (little Touring car) that I realised it was what I wanted to do. From then, I had to be a racing driver.

Karting is one thing, but car racing is quite another. How did you find your way from one to the other?

Darren Kench, via Twitter

Well, simply, I found a budget and jumped into Formula Ford. It came about as the team owner lived opposite me in my village, and I went to →



school with his daughter, so he always knew me and invited me along to test. We were quite quick in testing, too, and I really liked the step up. As I said, we then found something of a budget and managed to scrape through the first year in Formula Ford.

How did you find the step up with Formula Ford?

Leonard Scholl, via email

I was scared when I first started in Formula Ford; absolutely bricking it! My first time was in a race at Silverstone, and I remember thinking as I got into the car, "This is crazy, how do people even race like this?" It took some getting used to, but after the second and third day I was at ease with the changes in environment, and was eager to get more out of the car. It has to be said, though, after that first day I was glad to go home!

How exactly did you end up racing in Australia?

Mark Featherstone, via Twitter

A good friend of mine lives there, so I went out and was able to compete in Formula 3 for a very affordable price. I was eager to tick it off on my racing CV, so I did Formula 3 for a year and managed to win the championship, beating Mitch Evans (who's just won the GP3 Championship). Just from that, I got Total Oil on board as a sponsor last year for the Porsche Carrera Cup Australia.

When was your first experience in a Porsche?

Jaari Johanna, via Twitter

It was in Australia. As I'd just won Formula 3, they gave me a little test in a 911 as the Carrera Cup was coming back there. It was at a little track called Mallala in Adelaide – don't go there by the way, it's an awful track – but I absolutely loved the car.

"I'm an original British kid back in UK racing"



Considering Porsche's worldwide motorsport pedigree, I knew that was a direction I'd like to go in. It's so vast – your career can literally go anywhere with a Porsche.

Do most youngsters try to find their way Down Under these days, or is your route into the Carrera Cup rather unnatural?

Matt Widdowson, via email

It's not very natural at all. V8 Supercars is massive there, and Porsche Carrera Cup Australia is part of the V8 Supercars package, so you're in front of everything: TV cameras, big crowds. It was a great chance for me to be in the limelight. The news of how I was doing eventually started making it back to here, but it took a bit of time!

By then I'd decided I wanted to come back to Europe anyway. I was finding it incredibly hard to break into that coveted V8 setup in Australia, as the evolution of team lineups was becoming almost hereditary, so I started looking at coming back.

Are there any big differences between the Carrera Cup GB and the Australian competition?

Christopher Hafer, via email

In the Carrera Cup Australia, the top six are incredibly quick. Here, it's more like the top ten. However, they all seem to be a bit older in the Australian Carrera Cup: ex-supercar racers who've been there, done that and don't tend to make mistakes. That in turn means you can't make any, either. Bizarrely though, it's more relaxed – quick, but relaxed. Everybody is fast, but they give each other room as well, as it's a lot more strict for that sort of thing in Oz.

Why did you come back to Britain?

Ben Balaam, via email

As I said, I was looking to come back anyway, and Parr Motorsports manager Paul Robe offered me two races in the Carrera Cup GB last year. I flew back midway through my Carrera Cup Australia season just to race in the rounds at Snetterton and Knockhill, and achieved a podium straight away! I decided this would be the ideal move to get back into the faces of Britain and Europe at large.

What was it like returning to race in the UK after your time in Australia?

James Patey, via Twitter

Well, everyone thought I was Australian at first because I'd disappeared after my first year with Formula Ford, but I'm an original British kid back in UK racing. Returning made perfect sense.

How did you get the Parr gig?

Miles Bailey, via Twitter

It actually came about through Porsche GB. I was looking for a good deal back here, and Paul had also done his research on my record, and had spoken with a few of his contacts in Australia. Paul decided it was worth giving this kid a try, so we did a two-

Ben and his 997 Cup car shone in the 2012 Carrera Cup GB



“I won five races in a row and my driving just clicked from there”



race deal mid-season, and hit those podiums soon after. That triggered us to work together for the whole of the season just gone.

You've had a phenomenal first full year in the Carrera Cup GB. What were your honest expectations at the start of it?

Anoop Chana, via Twitter

As I came into it, I knew I'd be challenging for the top three as I'd done well in my two races the previous year. It was Michael Meadows' third year in it, so I knew he was going to be quick, and I knew I'd enjoy racing him, as you learn off people like that. If you're the quickest all the time, you don't push yourself and you don't know how strong the field is, so I knew I had to be up there challenging with Michael at the business end of the season.

I had a bit of an iffy start, but then I started picking up a couple of seconds and thirds before I got double wins at Knockhill and Rockingham, plus a single win at Silverstone – so five wins in a row! My driving just seemed to click from there.

How happy were you with your Cup 911?

Steven Mackie, via Facebook

Very. We struggled in places at the start of the season, but a lot of that was down to me and my experience. It was all about squeezing that last tenth out of the car. Giving the team feedback on the car is just as important as the racing, and I'm a lot more specific with what I tell the team now. That helps them, and for the second half of the season we were on top form.

I heard you struggled on the circuits early on, as you'd not raced on them before. How much of a difference do familiar surroundings make?

Matthew Aspinall, via Twitter

It's massive! I didn't know Oulton Park or Croft at all. It even rained on testing, so it was strange to qualify in the dry, and with such a competitive championship full of good drivers you can't just turn up and take a pole. Fear not, though; I know them much better now!

How expected was the call-up for the Baku Supercup race in October?

David Hughes, via Twitter

It wasn't expected at all! I received a call from my housemate (Archie Hamilton, who was driving at Baku) on the Thursday morning prior to the event, telling me that Franz Konrad from Konrad Motorsport needed another driver to partner with him. Franz wanted to test me out prior to next season anyway, so this was a perfect situation for me. Six hours later I was on a flight to Azerbaijan!

It was a mega weekend, going up against the best in the business. All I cared about was keeping the car out of the wall and trying to be quicker than the other Supercup drivers. We won our class, and my pace was within half a tenth of the likes of Nicki Thiim and Christian Engelhart. My experience in a Supercup car was awesome, although the straight-



Ben's return to British racing was buoyed by a cameo that encompassed podiums in both races



RACING CAREER

2012

- Baku City Challenge, 1st, Porsche Supercup Class.
- Porsche Carrera Cup Great Britain, 2nd (five wins, nine podiums, two lap records).
- BRDC Superstar.

2011

- Michelin Sports Person of the Year.
- Porsche Carrera Cup Great Britain (four races, two podiums).
- Australian Radical Cup (two podiums, one win).
- Australian Porsche Carrera Cup.
- BRDC (British Racing Driver's Club) Rising Star.

2010

- Australian Formula 3, Gold Star champion.
- Australian Formula 3, East Coast Shootout champion.
- V8 Supercar Development Series, Bathurst, 7th place.
- Trans-West Radical 250 Endurance.
- World Time Attack Australia.

2009

- MSA Formula Ford Championship of Great Britain, race winner.
- British Formula Ford Festival, 4th place.

2008

- Super 1 British Karting Championship.

2007

- Super 1 British Karting Championship.

2000

- Cadet Karting, won all of his novice trophies.

through exhaust system bouncing off the walls of the street circuit was deafening and sent tingles through my right foot for the first lap.

You've done well for your age. Has lining up on the grid against older racers ever bothered you?

Jack Sadler, via email

Not at all. If anything, you look at it the other way around: if you're lining up against someone and realise they're older, you think, "Good! I've got more time to get to where he is!"

What do you do away from racing?

Karen Davenport, via Twitter

Well, I have a passion for coffee – I even work in a little café in Oxford sometimes. In Australia they're mad keen for it, so I got into coffee there. I also did a lot of surfing, although I find it hard to do here.

What's next for Ben Barker?

Anthony DaCosta, via email.

My goal is the Porsche Supercup. I'm 21: in my head I have to be there next year and try to stay there for as long as possible. We've worked hard to get into different championships, and I'm going to work hard to get into the Supercup next year, because I know that's the logical step. You're on the main stage with F1, and if you're fast you get recognised. It's a very competitive championship, and I feel I'm ready. Parr are looking to get into it, too, so hopefully something positive can happen. **911**

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A long road to recovery

The incredible story of how a decorated concours judge and restoration addict came to love this rust-ridden barn find

Written & photographed by
Maurice van den Tillaard

John Straub is one of those seasoned, hardcore Porsche enthusiasts. He is well known for his pursuit of perfection in restoring cars, and rust has certainly never been a part of his Stuttgart agenda. However, after coming across a 1967 911 that had spent about 35 years of its life in a California barn, that agenda was altered somewhat.

The car had been owned by one of John's friends for some time, and when it was eventually put up for sale, the knowledge that it had been predominantly stored for most of its life proved

JOHN STRAUB

John has worked as a concours judge for a number of years, and is a well known character on the Southern California racing scene. He loves to compete in his 914-6 in Porsche Owners Club events held in the San Diego region.

His first Porsche was a 356, acquired in 1965 when he was still in high school. Many top-notch cars followed, like his showroom-quality yellow '65 911, which he has owned since the early Eighties. It was with this beauty that John won numerous Concours d'Elegance, before his passion for restoring 911s was ignited. Consider this barn find to be very much an extremely well loved black sheep of the family, then.

too strong to resist. John declared his interest in the 911, and was overcome with anticipation en route to viewing it for the first time.

Upon arrival at the barn, though, all he found was an old, forlorn and rusty Coupe with four flat tires. Next to it he spotted a dust-covered 911S Targa from 1972, which looked even worse. The owner suggested a conservative asking price for both Porsches, plus a bunch of bonus original parts, which softened the blow against the state of the cars. It still needed careful consideration, however: John had to make up his mind if this was all going to work for him, especially as all his cars are perfectly restored and he didn't know if he was ready for another high-end restoration project. Closer inspection of the 911s closed the deal with his friend, though, and John hauled both Porsches home to his garage in La Mesa. The Targa was disassembled soon after, with the car sold in parts, while the '67 Coupe was up and running within just a few days.

Driving the car was like being in a time capsule, introducing John to another world of motoring. It still had its charm, nevertheless, and even in those early days John would park in town and return to find a selection of business cards wedged in the windscreen wipers from enthusiasts enquiring if it was for sale. ➔

Rust, which is usually the nemesis of every early Porsche owner, had nestled itself down over the 911's body in a very cute way. Somehow, the doorsills, rockers and floors had stayed in great shape and remained perfectly solid – only the outside was touched by corrosion.

Said corrosion is easily explained, too. The original owner of the car spent the Sixties in La Jolla, a district of San Diego right beside the ocean. It is believed that here is where the car received its thin layer of surface rust, affected by the salty sea breeze. The time spent in the barn meant the process of rusting all the way through the body never progressed itself, and with rain being a rare sight in San Diego at the best of times, no moisture got into the barn to attack the car in the meantime.

The restoration process begins

Nevertheless, the '67 was in need of a complete restoration, but with John already being in possession of plenty of showroom-condition Porsches, he decided to leave the body exactly how he found it. "It was a difficult decision," he says, "but how often do you see something like this? Cars often endure a complete restoration, or they had the so-called 'ten-foot paint job', but 911s with a certain patina like this one are pretty rare in my book."

The '67 was the most basic model offered that year. It has a 2.0-litre engine attached to a four-speed 901 transmission, with no options installed from the factory. John does think, though, that the old professor had an interest in racing – at some point, Mobil Pegasus emblems were painted on the fenders, while on the quarter windows 'Riverside Raceway' decals can be found. The dashboard also carries an old plaque from the first International

Grand Prix, which was held in San Diego. In a bizarre twist, a Talbot mirror was also installed.

After the decision was made to leave the body unchanged, John rebuilt the undercarriage, transmission and motor to original specifications. He didn't have time to do all this by himself, so it was passed to John's friend Brant Parson, the owner of Shamrock Racing in El Cajon. He built the engine and transmission to stock specs, where even the original decal on the Bendix pump wasn't forgotten.

You never know what to expect from the fuel tank of a car that has effectively been asleep for 35 years, so the innards were cleaned to avoid a clogging of dirt on the next long haul. However, when the 901 transmission was opened up, Brant was surprised at just how good it looked. Every part was in perfect condition, and even the synchromesh rings didn't have the slightest bit of damage. All that was needed was a set of gaskets to piece the gearbox back together properly without any oil leaks.

Embellishing the interior

The brakes were next, which didn't fare as well as the transmission. They needed a full rebuild, so the master cylinder, discs and brake lines were replaced and the calipers refurbished. New shocks and bushings were also installed in addition to a complete rebuild of the pedal cluster. A little dust removal aside, not much had to be done on the outside of the car. With the Cibie Biodes and California black plates, it looked great – the only thing John couldn't live with was the fact that all the window rubbers had cracked over the years, so these were duly replaced.

As the car had been stored for 35 years with the windows closed, the interior needed nothing ➡

Apart from the superficial rusting, the rest of the car remained in great condition



The car spent much of the Sixties with its owner in San Diego



“As the car
had been stored
for 35 years,
the interior needed
nothing more than a
vacuum clean”

THE PAST LIFE

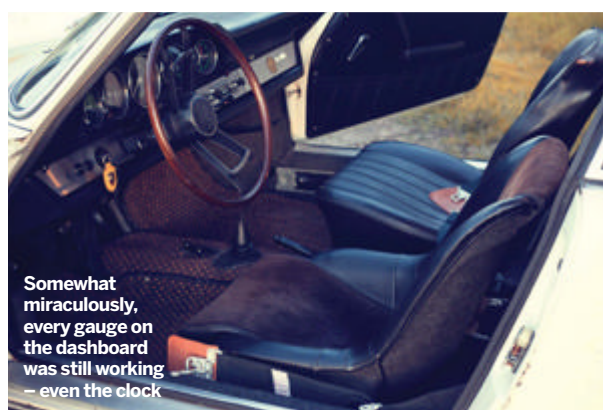
This white 911, complete with all the original paperwork, was first owned by a professor at the University of San Diego. John tells us this while proudly pointing to an old decal still stuck to the rear bumper: “There it is, a UCSD parking permit, expiring in 1968.” The car was bought at San Diego Motor Imports, has driven 78,000 miles and the light Ivory paint is all original. The professor drove the car until 1973 before selling it to John’s friend. It was he who parked it in the barn, where it stayed until its sale to John.



After 35 years of rest, the 2.0-litre flat six and 901 gearbox work like new

Talbot mirrors were one of the more unusual accoutrements

“When you go for a ride in it, the charm turns into blissful affection”



Somewhat miraculously, every gauge on the dashboard was still working – even the clock



Minilite alloys were fitted, fastened securely with extra long wheel bolts

more than a vacuum clean and comprehensive wipedown with some interior spray.

The dash hadn't even cracked, and every gauge was still working – including the clock! The seats looked like new, and so did the rubber floor mats. John covered these with a pair of coco mats to keep the originals in nice condition, and to finish off he decided to install a GT seat acquired at a swap meet, ideally styled as pre-911 era. The seat is in very good condition: John thinks it's from the period when these were used in 356s and Speedsters, but for some reason the width between the rails is the same as with a 911, finishing the interior off superbly.

Finishing off

The original Minilites were obtained from John's friend Don Anderson, and are 7x15-inch magnesium examples Don used on his Speedster. 195/60 Falken rubber was duly wrapped around the Minilites, and with the use of spacers and slightly longer studs, the wheels bolted on perfectly to the white '67.

Being around the car, its aura of charm is instantly apparent, and when you go for a ride

this charm turns into blissful affection. John took me out in it in the direction of El Centro, near the Mexican border along the 8 Freeway Eastbound. When exiting the freeway, the landscape suddenly changed, and we ended up in scenery reminiscent of the more midwestern parts of the USA – a beautiful area in which to snap John's cruiser.

John's a relaxed guy – just as relaxed as this old car is. It's not a 911 to be in a hurry in, and actually gives that authentic Volkswagen feeling – and don't get me wrong, that's not a bad thing. Pulling along on the freeway, watching the sunset and sky filled with bright orange light in front of us, we headed back to San Diego doing 60-65 mph. That's just how this old 911 likes it. The supple suspension sucked up every little bump, while we got a uniform thumbs up from many a car enthusiast, and outside a restaurant a group of ladies even asked us if the car was for sale. John assured them it wasn't, as just like his beloved 914 and beautiful '65 911, this short wheelbase 911 has been nurtured into an unlikely but equally important part of the oh-so perfect Straub collection. **911**



John's collection of Porsche memorabilia dates back to around the same time his '67 went into hiding

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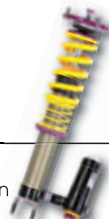
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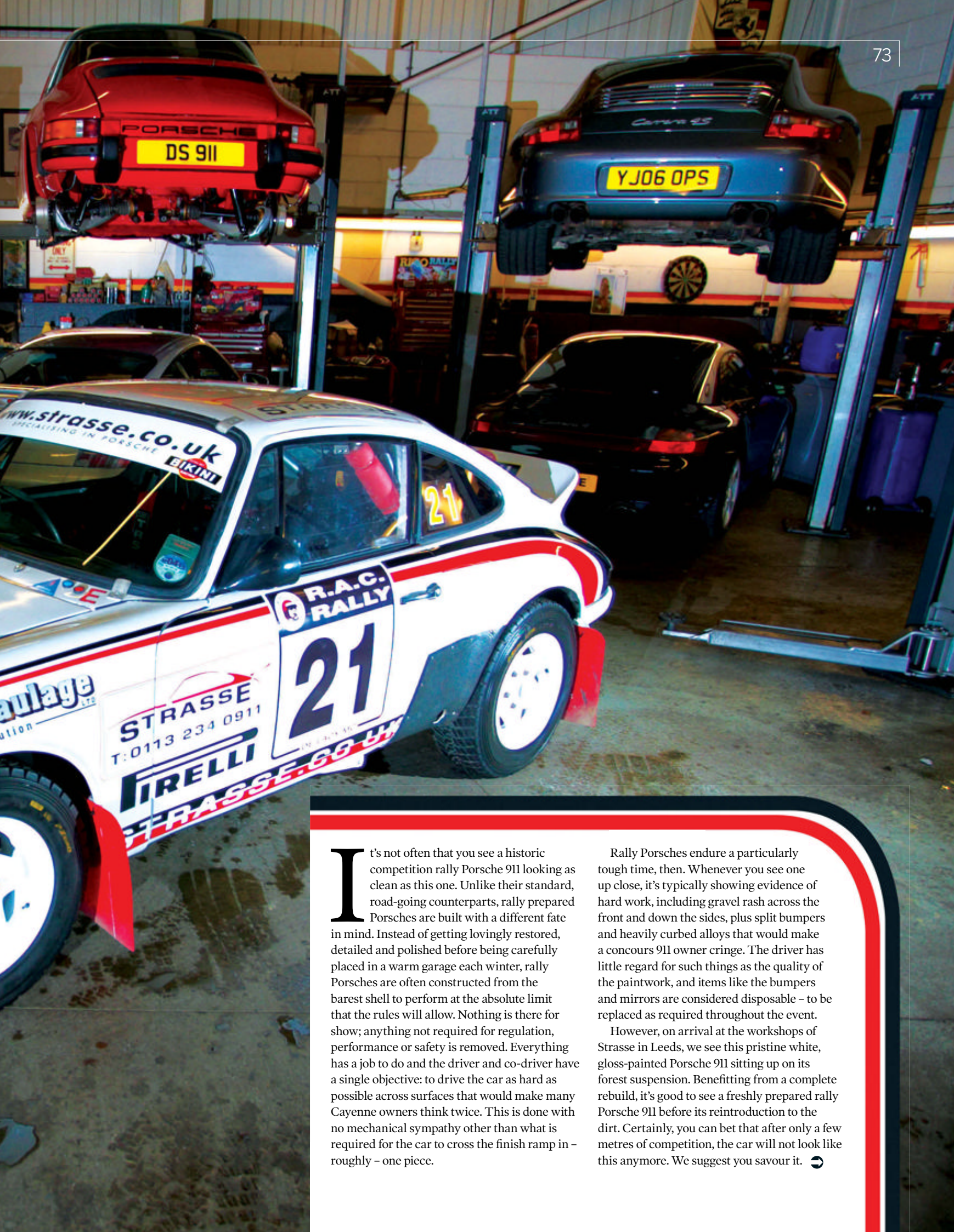
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Revival of a rally master

Competition rally cars have a hard life. This Porsche 911 has made a career from tearing through Britain's forests, and after a complete makeover it's ready to do it all over again – starting with the RAC classic event

Written and photographed by
Neill Watson





It's not often that you see a historic competition rally Porsche 911 looking as clean as this one. Unlike their standard, road-going counterparts, rally prepared Porsches are built with a different fate in mind. Instead of getting lovingly restored, detailed and polished before being carefully placed in a warm garage each winter, rally Porsches are often constructed from the barest shell to perform at the absolute limit that the rules will allow. Nothing is there for show; anything not required for regulation, performance or safety is removed. Everything has a job to do and the driver and co-driver have a single objective: to drive the car as hard as possible across surfaces that would make many Cayenne owners think twice. This is done with no mechanical sympathy other than what is required for the car to cross the finish ramp in – roughly – one piece.

Rally Porsches endure a particularly tough time, then. Whenever you see one up close, it's typically showing evidence of hard work, including gravel rash across the front and down the sides, plus split bumpers and heavily curbed alloys that would make a concours 911 owner cringe. The driver has little regard for such things as the quality of the paintwork, and items like the bumpers and mirrors are considered disposable – to be replaced as required throughout the event.

However, on arrival at the workshops of Strasse in Leeds, we see this pristine white, gloss-painted Porsche 911 sitting up on its forest suspension. Benefitting from a complete rebuild, it's good to see a freshly prepared rally Porsche 911 before its reintroduction to the dirt. Certainly, you can bet that after only a few metres of competition, the car will not look like this anymore. We suggest you savour it. ➔



Indulge in the glory of a pristine rally car: after just a few metres on gravel, the picture changes entirely

“Rallying can be a cost-effective way of enjoying motorsport”

By way of some background information, historic rallying (and historic motorsport in general), has become an expensive activity over the last decade. With wealthy collectors of historically important cars driving up purchase prices and then subsequently competing with big budgets, a seemingly simple car such as a Ford Escort can now command a price in excess of £100,000. Indeed, it's possible to spend that amount on a rally Porsche, with several well known companies acquiring global reputations for succeeding in 911s. But it doesn't have to be that way.

Competing in post-historic rallying for some time now, Tim Mason's experiences are a direct testament to our belief that rallying in 911s can actually be a cost-effective way of enjoying motorsport. Tim has campaigned with the car since 2004, and although regular enthusiasts of the British Historic Rally scene may recognise his 911's registration number, they won't be so familiar with its current guise. The more familiar incarnation featured bright red paintwork, but after a rather spectacular shunt on the 2012 Bulldog Rally forced the team to pause, Tim took the opportunity for a deeper rebuild than normal. With plans laid down to

compete against some of the top names in the historic motorsport scene in the Roger Albert Clark Rally in late November, the car needed to be bang on the money.

Thus, the car was stripped back to the bare metal – not in the heated expanse of a commercial workshop, but in Tim's garage. The shell was sent to be straightened, repaired and fully repainted, and with future wear and tear in mind, the interior was painted silver while everything else was reassembled.

One of the unique things about old Porsche competition cars is that they never seem to die. Sure, they grow old, collect scars and begin to look like a beaten up old tomcat, but nobody ever seems to write them off into history. 'ANW 603M' is one such car. Little is known about the vehicle before Tim acquired it in 2004, apart from that it was bright yellow and had at one point been a race car. The bare ingredients that Tim was looking for were there, and his team set to work turning the racer into a forest-ready 911 for rallying.

Just as in circuit racing, careful decisions taken early on can both contain costs and open up avenues that ensure value for money. Were funds unlimited, an FIA Appendix K rally ➔

The engine kill switch and light modes form part of the competition dash controls...



...while bucket seats and harnesses keep the driver and co-driver in position



911 RALLY CAR SPEC

BODYSHELL & INTERIOR

1974 911 wide arch shell seam-welded; integral welded-in roll cage reinforced through to front suspension turrets; additional strengthening to front suspension and under bonnet area; carbon fibre FIA-approved seats with five point harness; Peltor intercom.

ENGINE & TRANSMISSION

Standard 3.0-litre flat six with gas-flowed heads; Mahle race pistons; RS cams; Nitrex crank; triple Weber carbs; MSD electronic ignition; competition exhaust with re-packable silencer; fuel pumps with FIA-approved bag tank; short ratio gearbox and limited-slip differential; standard clutch.

BRAKES & SUSPENSION

Bilstein suspension-controlling torsion bars, 20mm rear and 19mm front; later model calipers; Pagid brake pads; competition brake fluid.

Competition equipment such as a large fuel tank and Bilstein shocks (right) were installed...



...although the engine and gearbox is largely standard



It's a safe bet that not everything will still be attached to the car by the rally's end

911, complete with high revving 2.4 engine, competition clutch, short gears and Exe-Tc suspension would be a wonderful thing to behold. In this car however, you'd be surprised at the high volume of standard components, and it's a testimony to the original Porsche build quality that it is both reliable and competitive.

By choosing to run in the post-historic class, the 3.0 Carrera engine can be used and – as can be seen – the wide body shell, too. It perhaps has more in common with an impact bumper 911 than the earlier narrow body Porsches, then. The engine is a standard Porsche 3.0-litre, rebuilt and blueprinted by Strasse. Dave Forrest's team have been responsible for all of the in-depth work on the car, including engine rebuilds, gearbox overhauls and differential work. Dave comments: "As long as you don't abuse them, they're a very tough drivetrain. It isn't just a standard spec engine; the 915 gearbox is stock, plus the differential and clutch, too."

I find it quite remarkable that a car built with a season of multiple standing starts ahead of it is running a standard clutch. However, Dave explains: "Sintered paddle clutches can be used, but they send a lot of shock through to the gearbox. Something has to give somewhere, and in our experience the gearbox gives up. The standard clutch is fine if you use it properly, and gives the gearbox an easier life." The sole non-standard gearbox component is the obvious and very popular Wevo short shift.

Don't think the 911 is in the most part standard, however. Obvious high-profile tweaks are the suspension and amount of reinforcement and stiffening built into the bodyshell. Bilstein suspension is used throughout, and as for the shell, man hours are the biggest investment here. A huge roll cage is installed for the crew with regulation door bars and massive five-point harnesses holding them into deep, FIA-approved seats for those heavy landings. The roll cage stiffness is extended forwards through the firewall to the tops of the suspension turrets, with multiple areas of seam welding and strong diagonal bracing running forwards past the fuel tank and behind the front bumper. Then there's the fuel tank, which driver Tim admits was a big investment: "That fuel tank cost more than £1,500. It's an FIA Bag Tank. With it sitting right up front, a heavy front end would rupture a standard tank, and that's not something I'd fancy in a forest."

With entry fees of around £400 for a day event, plus accommodation, fuel and tyres, a weekend's rallying can be had for under £2,000. And the cost of the car itself? Tim, perhaps conservatively, values his at around £40,000. International events are a whole new ball game, with most teams from the forthcoming RAC Rally spending over £7,000, and an FIA spec Porsche 911 is running at a six-figure sum.

On that note, we bid farewell to the car and promise to catch up at the RAC Rally in a week.



(Above and inset) with Tim's car falling behind, the pit stops marked a handy opportunity to embark on some vital repair work to return to form (top)





Rally cars are designed to take punishment, which is probably just as well...

“The once pristine paintwork is caked in Yorkshire mud”

THE CONTENDERS

Historic motorsport is continuing its explosion of popularity, and rallying is no exception. Owning a competition vehicle that you can take into a forest and drive competitively while at the same time knowing it's actually increasing in value has obvious appeal. The historic motorsport industry is now huge globally, with the Porsche 911 at the very heart of it. Here's a look at some of the popular rivals:

FORD ESCORT

The king of forest rallying and the icon of the Seventies, the Escort is the definitive front-engined, rear-wheel-drive, limited slip-diff rally car. It's mystifying as to how it's possible to generate an invoice of well in excess of £100,000 for a Ford Escort, but that's the going rate.

OPEL KADETT

On paper, the Opel Kadett should be a winner, with 240bhp from a well built German engine and a steering rack that had vast amounts of lock, enabling big saves from those corners that the co-driver calls "Tightens".

LANCIA STRATOS

Stunningly beautiful both in its day and even now. A very short wheelbase gave it a reputation as being a snappy, oversteering little devil. There's currently only one running in the UK right now, funded and driven by VK Kick drinks magnate Steve Perez.

SAAB 96

Running in a class apart from the Escorts, the little SAAB has a big following. Sounding like a deep chested jet ski when sitting on the starting line, the crisp throttle response, light weight of the engine and a good chassis make them surprisingly rapid.

Seven days and an absolute deluge of rainfall later, we're in Pickering. International rally crews from across Europe assemble as Tim hands over the £2,100 entry fee in exchange for door graphics and a start number of 21 – the high number reflecting his experience and local knowledge. The car's pushed forwards into the arena, now with a huge array of 150-watt lamps in a pod at the front of the boot bonnet. Helmets are checked and paperwork is put in order. There's some big budgets here, but the team is more than confident of holding their own with the trusty classic 911.

Tim gets off to a great start, running up to 16th place overnight. However, when we open up the laptop on Saturday morning and refresh the results screen for the latest times, Number 21 rather ominously isn't there. As we begin to fear the worst, it pops up, albeit way down in 40th position. It's not good, but it's still running and subsequent stage times show the 911 to be at the same pace as before. However, while waiting at the Croft service area in anticipation of meeting the car and team, it's obvious something's wrong. Standing at the time control, we suddenly hear the bark of the flat six as Tim arrives. The reason for the lateness is clear: the car's been off the road and the front bumper is now shattered and its wing crumpled, with the remains of the headlight pushed deep into the damage area. Already, the car is a galaxy away from the spotless state of perfection we photographed it in only days previously. Thankfully, the opportune moment for a much-needed service had arrived.

On the muddy ground sheet, the car was up on jacks before the team had even climbed out. The once perfect paintwork now caked in heavy Yorkshire clay, the mechanics get to work with little ceremony, pulling the crumpled wing back into a form that has some resemblance to a headlight hole. They have just 15 minutes to sort this, in addition to replenishing the 911 with fresh tyres and fuel, then it must be road legal once more.

“We lost the brakes on the approach to a fast 90-left in Gale Rigg,” says Tim. “We flattened a fir tree, but then ended up on top of it and couldn't get off. Luckily there were plenty of spectators, as we had to lift the car off the tree.”

Wheel nut guns hammer away and Tim's crew slide around under the car, oblivious to the mud caking their overalls as fog rolls in and darkness falls, and there's still three stages to go before a short sleep and another day of action. Cars are falling by the wayside, but the Porsche whirs and barks into life as it lands back on the floor. The crowd of onlookers part, before the red tail lights disappear into the dense, cold fog.

On Sunday, a good solid run saw Tim and Colin climb back to finish 17th. Take away the accident, and a top ten finish would have been the prize. As for the car, it never missed a beat. Utterly reliable, sounding great and punching above its weight, it actually beat several more expensive 911s. Still decorated in mud, the 911 is back at Tim's workshop awaiting a jet wash to survey the damage before attention to the once pristine paintwork commences once more. And so the great revival starts again! **911**

How I conquered Pikes Peak

by Romain Dumas



Pikes Peak virgin. Car built in days. Racing against rain, hail and snow at 14,000 feet. And yet, for a time, Romain Dumas' 911 GT3 R held the course record at the coveted 'race to the clouds'

Ghostwritten by **Phil Royle** Photography courtesy of
Getty Images and **Romain Dumas**



For 2012,
Romain Dumas
decided to tackle
something
different



When I was young, growing up in the south of France with my rally driving father as a role model, one of the most influential things I ever saw was Ari Vatanen driving the 600bhp, 900kg Peugeot 405 T16 up the Pikes Peak Hill Climb in America. It was incredible, and I knew that one day I had to take part in that race.

The 'race to the clouds' is the second oldest motorsport race in the States, first run in 1916 and this year – the year we entered for the first time with my 2012 Porsche GT3 R – was the 90th running of the event in its maiden year as a tarmac-only course.

It's an unbelievable 12.42-mile road, with 156 turns, from 9,390 feet above sea level to the 14,110 foot summit of 'America's Mountain', Pikes Peak, where the air is so thin it robs 30 per cent of the engine power from our normally aspirated car. It's a unique event, pitting the driver against the clock and the hill – with its blind corners, no barriers and big drops – in a one-shot drive. You must have a fast, reliable car that is in excellent condition, perfectly tuned, set up for a good time and makes no mistakes. It's no place to crash!

In 2008, I set up a rally team with a group of old schoolfriends. We did this for fun, but created a very professional and competitive team, rallying a 3.8-litre GT3 RS. We do everything ourselves and we've had some brilliant results against WRC cars, with four-wheel-drive and turbochargers. We are all quite young – 25-35 years old – so we know each other well and get on brilliantly. This year we decided to do Pikes Peak.

In just two and a half weeks, we built a car to do the specialist hillclimb event. We used a 2012 GT3 R as a base, with a virtually standard engine – just altering the airbox design to optimise airflow. We fitted a shorter ratio gearbox, saved as much weight as we could and modified the dampers for the perfect setup.

Of course, one crucial thing to factor in with Pikes Peak is downforce. It helps you stop flying off the hillside, which is kind of important! So we all sat down and designed an aerodynamic kit to give us the maximum downforce. We knew we'd lose power and gain drag, but we also knew from looking at all the fast Pikes Peak cars that we needed maximum downforce – especially in the

final sector that's so fast with fourth, fifth and sixth gear corners and big drops off the side.

We sketched and worked up designs on the computer, then made fibreglass moulds – longer diffusers, bigger wings, gurney flaps, undertrays, everything – and tested them at the airfield to see what downforce we could generate. We made all our own parts and ended up with the most beautiful GT3R ever made. What's more, it worked.

Arriving at Pikes Peak

The craziness getting ready for Pikes Peak continued right up to the start line, as I was racing at Le Mans and the Nürburgring the weekend before. I flew out from Düsseldorf to Denver and arrived at Pikes Peak on Monday morning, having never seen the course before and with no time to practice, watch videos, do simulators or anything; it was all totally new to me.

You only get three practice runs in the race car, and we only had a few runs in a road car at very slow speed (it's a public road in a national park, with heavily regulated speed limits). I did just eight runs in total before the race, which wasn't ideal. In an attempt to get around this, we strapped 11 cameras to the car so I could watch and learn the course and see where I made mistakes.

The hillclimb course is split into three distinct sections: It starts in a very beautiful area by a lake, and the tarmac is smooth and flows like the Nürburgring, with left, right, left, right, third and fourth gear corners. The second sector is all third gear, brake, hairpin, brake, hairpin repeats. Then the top section is very, very fast – with fourth, fifth and even sixth gear corners, most of them blind – this is where the Porsche was the quickest and our

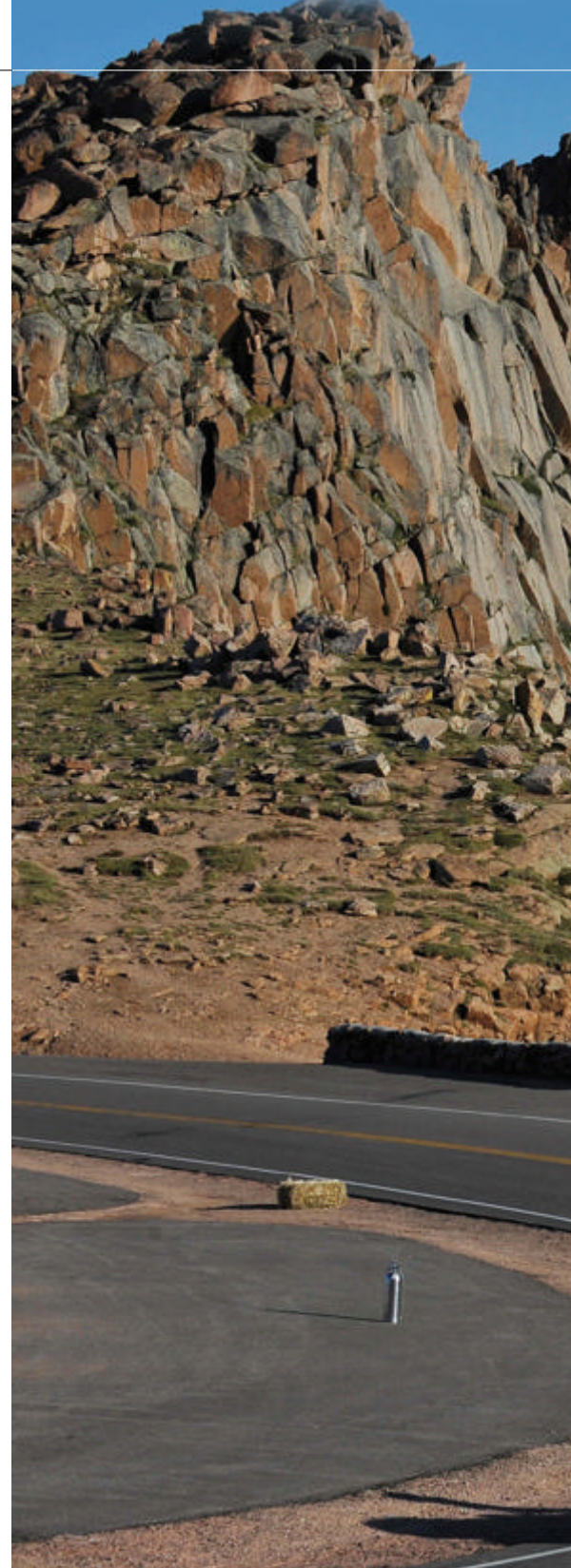
downforce came into full effect. At the bottom there are trees and grass, which all suddenly disappear to be replaced with rocks, blind corners, no barriers, the sky and big drops. The view up there is breathtaking; it's an amazing course.

We had to fit an oxygen tank and breather to the inside of my helmet, as the air is so thin. It's hard to breathe for the driver as well as the engine, though I only had to use this on the actual runs.

Our first practice run didn't go too well, as we had a setup issue with one damper. But on the next two we fared better, managing to finish in the top three. We were very surprised! We knew we could win our class, but not the event itself, as we were up against all these 4WD, turbocharged Pikes Peak specials and lots of seasoned guys. While our car was losing that 30 per cent of its engine power at the top, the turbo cars lost just ten per cent, and we only had 380bhp against cars with a lot more. We did have great support from the Colorado Springs local Porsche dealer though, and of course Michelin, who gave us a brilliant tyre package.

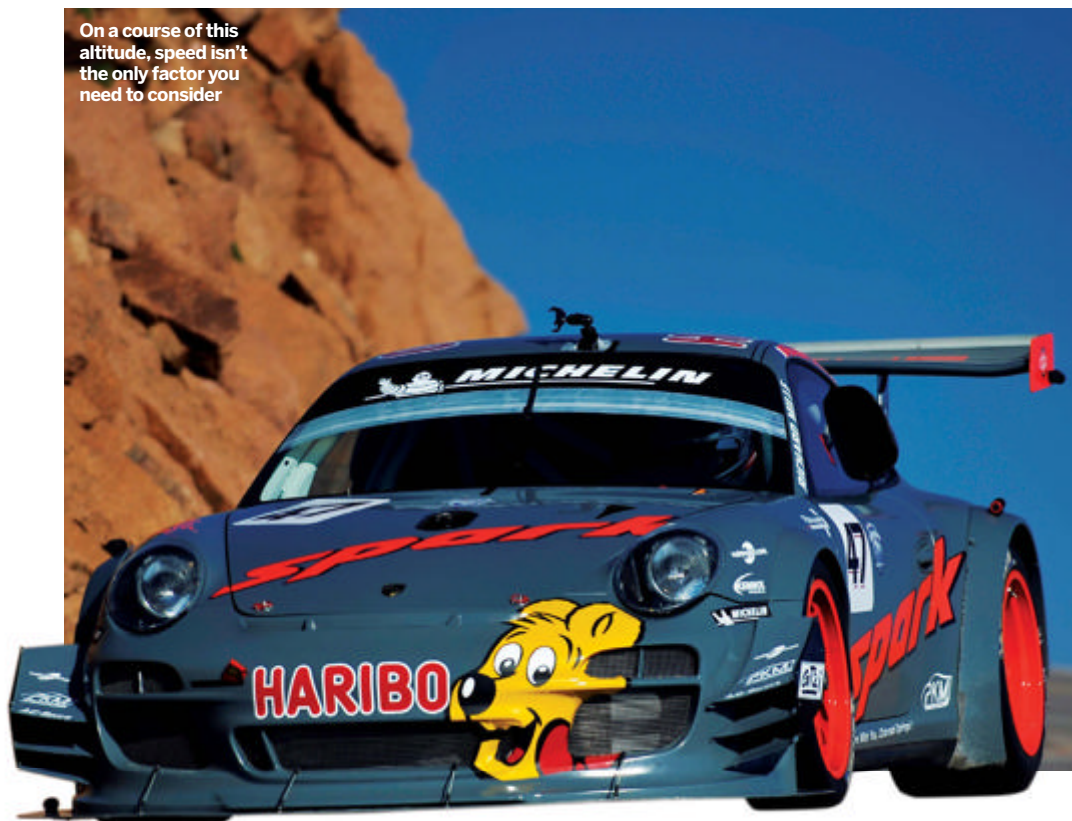
This is a very old school event, not like Le Mans or big, modern races. Everyone was so nice to us, even other competitors – though they were a bit less supportive after our times put us in the top three!

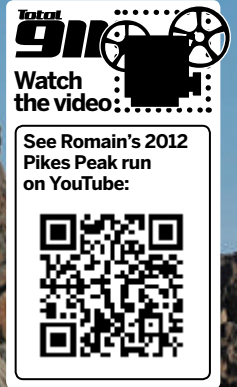
Pikes Peak is unlike circuit racing or the endurance races I make a living from. It's all about that one-shot; you cannot afford to make a mistake and the car needs to be perfect, otherwise you could find yourself out of the event pretty quickly. You need to push hard, but make sure you don't crash – especially here, where rolling off the side isn't a nice prospect. Factor in the lack of reference points and blindness of the bends up top, and you have a really challenging and exciting experience.



The perilous route leaves little room for human error

On a course of this altitude, speed isn't the only factor you need to consider





“The blindness up top makes it really challenging and exciting”



Talking of experience, you need a lot of it to do well at Pikes Peak – which is smooth like in racing, but also a little bit crazy, like us rallying guys, who are used to a bit of danger.

Back to the action, I knew that for the main run I had to be really quick. Unlike in practice, it was a rolling start, so the RWD Porsche was not at such a disadvantage against the 4WD Turbo cars. The biggest issue was all the waiting: you don't run in qualifying order, so we had to wait until very near the end of the day for the opportunity to get our pass, with the weather gradually getting worse all the time. I wasn't nervous, however – I just wanted to get on with the race before it started raining!

The race to the top

Some people think Pikes Peak is long, but for an endurance racer it's actually very short – like one lap of the Nürburgring. I had a good run, making one or two small mistakes that cost me time, but we'd been working hard on the car setup and it felt great – especially high up the hill, where we knew we could really go fast in the high-speed bits.

Up at the top, though, where I knew the Porsche was the quickest, the weather was not good. We were on full slicks and it started to rain, then hail, and even snow! I had to work hard just to keep heat in the tyres. I remember one corner very near the finish, where I had a huge slide in fourth gear, prompting me to wiggle all over to get the car

back – it was right near the edge. It was quite a moment, but I pressed on and we crossed the line with the leading time of 9:46.18 – a new course record, and not bad for our first Pikes Peak in a privately entered, normally aspirated, rear-wheel-drive Porsche with only 380bhp.

But sadly, and by the very narrowest of margins – just 17 thousandths of one second – specialist hillclimb and Pikes Peaker Rhys Millen came up behind us without the snow and beat us into second place with a new course record. I was a little bit annoyed; if we'd run ten minutes earlier we'd have run in better weather, gone faster still and could have won with the record. To come second in our first Pikes Peak by a few seconds would have ➔



Despite taking second place overall, Romain was initially left feeling disappointed



been fine, but to get so close to winning and lose by such a tiny margin was hard to bear. I wasn't feeling great afterwards – it was snowing when I crossed the line and just five minutes later it was bright sunshine again. I was disappointed.

After the run, I had to stay up top for four or five hours. When I got down the hill, my feelings were mixed: some of the guys were really pleased, while others – like me – weren't so much. To win would have felt much better and been a real story, but that's motorsport.

Looking back, we realise how much of a great achievement it was. We held the course record and came second as a private team. It will go on my CV, and I certainly won't forget it. If asked what

year I first won the Nürburgring 24-Hour, I can't remember. But I will not forget the details of this result in a hurry!

I have said that I wouldn't do Pikes Peak again – and had I got those extra 18 thousandths of a second and won with the course record, I wouldn't go back. But the will to win is strong. To achieve this, I need a factory car with factory support. I would love to take the Spyder up there, but I think you need a specialist, turbocharged vehicle. In an ideal world, I would go back with a GT3-style, space-frame 911 with a 700bhp GT2 engine, then we will win for sure. First, I'll sort my normal day job out – the 2013 endurance racing calendar – then we'll see if I can become king of the mountain. **911**

ROMAIN'S MOTORSPORT HISTORY

My father was a local Porsche rally driver, rallying in France and around where we lived in Alès, and I followed him closely. I got started in go-karts at 12-years old, just for fun.

I was quick, and by 16 I'd won the French Cup Championship. I progressed to single seaters with Formula Renault, Formula 3 and Formula Palmer – for experience, not to progress to F1 – and had great results, including winning the ELF ACO scholarship in Le Mans.

I went to school in Le Mans and saw the famous 24-Hour race annually. It was there that I first sat in a Porsche 962 (more like an aeroplane than a race car) and decided to get into endurance racing.

In 2001, I was racing in the Euro F3000 Series in Japan when Toyota asked me a drive in a Porsche 911 GT2 in the Japan Super GT Championship. We came second in LM-GT class in the Le Mans 24 Hours, and got seventh place overall.

Porsche then offered me a part-time driver role for Le Mans, Spa and Sebring, which became a full-time contract in 2003 in the Freisinger Motorsport 911 GT3-RS for the European Le Mans Series. We won in Estoril and came second in Vallelunga.

Since then, I have raced Porsches in American Le Mans – where I was the LMP2 class champion – in a Porsche RS Spyder. I have also done many endurance (six, 12 and 24-hour) races at Daytona, Spa, Sebring and, of course the Nürburgring with Manthey Racing, where we have won many times.

In 2010 I won at Le Mans driving the Audi R15, and I continue endurance racing, winning Spa 24 Hours in the BMS Scuderia Italia 997 GT3, also coming first in the American Le Mans Series in an RS Spyder with Team CytoSport, in the Daytona 24 Hours, Le Mans Series at Spa and Budapest and, of course, at the Nürburgring 24 Hours. And so it continues. I love endurance racing.

Find out more at: www.romaindumas.com.



Romain's more familiar racing car, the RS Spyder

Having come so close, Romain is eager to give the course another go



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Living the Legend

Each month, we get to know our band of reporters as they share their real-life experiences with their 911s

Martin Dalziel

• Edinburgh, UK



2001 996 Carrera 4

Date acquired:

October 2009

Last report:

Issue 90

Total miles:

67,996

Costs:

£261.25

It's been some time since I updated you on living with MDL 5W. Last month saw a landmark for me: I have now owned my 996 for three years. In that time I have driven more miles than any other owner of the car. The previous owner had it for six years and drove 32,500 miles (average circa 5,500 miles per year), and I have been doing nearer 11,000 miles per annum. The thing that amazes me is that the first two owners each had the car for one year and did approximately 1,500 miles during their ownership. Why buy a car that wants to be driven and then not use it?

I strongly believe that a car behaves better if used. The 'garage queens' may have shinier paint, but mechanical bits like to be used. I have been delighted by the reliability of the car. The 996 seems in Porsche circles to be the poor cousin, putting it mildly, but I do not get this sentiment. The 997 is a redressed iteration of the 996, and as I reported, having driven one to Le Mans a few years ago, I would not pay the extra for one. The 996 is a motoring bargain. Sure, you enter into ownership with your eyes open, and the internet will try to chill your blood with scare stories of destroyed engines and problems. However, my three years of ownership have been great, and for the pleasure of driving such a brilliant car every day, I do not feel the costs are too high.

I have for some time now been mentioning that my Sport Classic II split rim alloys were letting the look of the 996 down. I have had this type of wheel on three cars now, and every one has been a problem. They all degrade badly, with the lacquered rim getting chipped through everyday use and ending up looking terrible. Previously, I have either had this dealt with under warranty or sold the car before having to face up to the problem.

I considered trading the latest set in and getting other wheels, but I like the look and originality of the Sport Classic IIs. I could have had the rims diamond cut and the centres refurbished, but I knew I was going to have the same problems again with the rims chipping, as I use the car every day in all conditions.

I took my dilemma to The Wheel Specialist in Edinburgh. Colin, one of the owners, spent

This month: The alloys get refurbished



Sport Classic II alloys seem particularly susceptible to wear and tear

time with me looking at the issue and coming up with solutions. It is fair to say that I should have dealt with this sooner, as the corrosion was pretty bad. That said, Colin was happy to take on the task, and we decided to refurbish the centres and have the rims decorated in a 'chrome' power coat. This was to emulate the difference between the centres and the diamond cut rims as original.

Colin took the car in for three days. He split the alloys down and carefully blasted the pieces to remove all of the corrosion. The rims were fairly pitted, and he smoothed these down so that the chrome finish would look

good, as any pitting would look terrible with this type of finish. He explained that they fit bolts onto the bolt holes while blasting the wheels so material does not go down into the threads – good attention to detail, eh?

The end result is brilliant. Purists will hate that the rims are not especially original, but the look – to my mind – deals with this. The wheels now do justice to the car, and I have had to convince people that it genuinely is 11-years old. It really does not look it. The 996 is now an old model, however you see it, but it is still a Porsche, and when in good condition is a very presentable car.

Aesthetically, the refreshed wheels improve the car dramatically



After some TLC, Martin's alloys were virtually unrecognisable

So, on to the accident I should have mentioned: the one unexpected expenditure recently was neither my fault nor the fault of the car, but that of my dear wife. Forgetting that I had parked outside my garage, she swanned out in her Mini and into the passenger's-side-door of the Porsche. There was no damage to the Mini, but I had a fairly dented door to deal with. I went back to Rocco at JRM Coachworks, who had previously done other bits for me, and he very reasonably sorted it out. You really would never know the dent had even occurred, and as we all know, accidents do happen!

A few weeks ago, we were invited by friends in Thirsk to stay with them while I took part in a 10km

run through the Dalby Forest, in the North Yorkshire Moors, called the 'Dalby Dash'. We debated which car to take, and I won. Edinburgh to Thirsk is a great trip, featuring every type of road from 'B' to motorway. It is approximately 190 miles, which we covered in good time, and I was delighted to see we had achieved 29.7 miles per gallon – not bad for an old 3.6-litre engine.

As usually happens when staying with people before a 10km run, there is more entertainment than any running text book would suggest prudent. This culminated in an excellent three-course meal at a restaurant in Sowerby called Oswald's (well worth a visit!) the night before the race. Having said this, I managed to beat my personal best and

completed the course in 48 minutes and 45 seconds, so it is not just the car's efficiency that surprised me on that trip!

I do enjoy the interaction that comes with owning older, higher quality cars. Yes, there are things to do and money to spend, but this is the case with virtually every car, and I prefer it to money effectively 'dribbling away into the sand' in the way that depreciation does on newer cars. The 996 has lost money over my ownership, but nothing like a new car of the same price at the start, and you know what, I've had a Porsche to drive for the last three years, and that's been a good experience. I hope the future will be equally kind to me. **911**

Gina Purcell

• London, UK

1989 964 Carrera 4**Date acquired:**September
2004**Last report:**

Issue 94

Total miles:

117,965

Costs:

£20

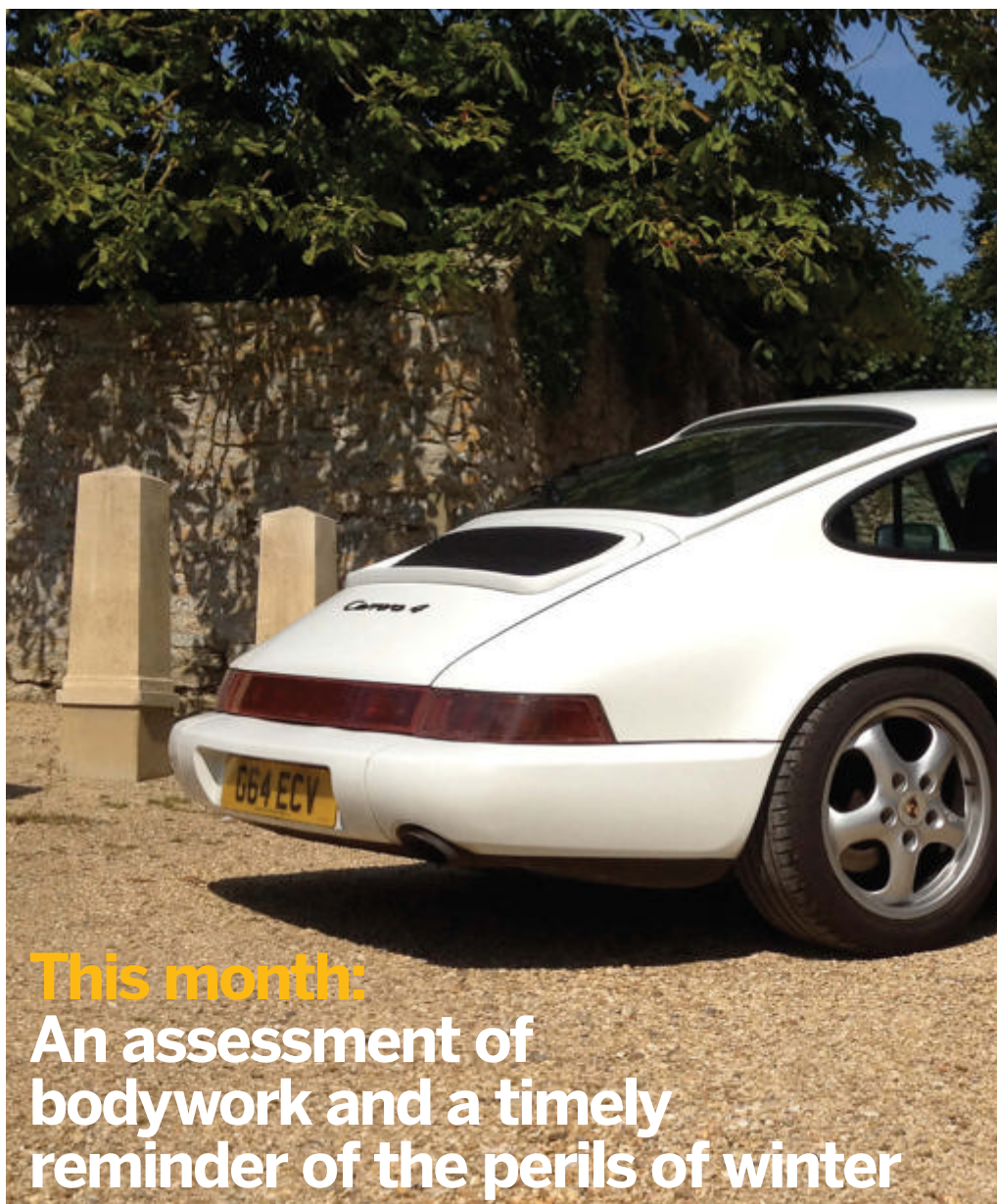
My previous update reported on the last of the big mechanical expenses. Three years on, and the next big one now looms large: after more than 23 years since manufacture, even a galvanised 911 accumulates some corrosion, so I've begun to collect quotes on a thorough body repair and bare-metal deep respray.

The 964 body has weaknesses like all 911s, even though it benefits from the wheel arch liners that stave off most wing/fender decay. Some early 964s suffer from random upper body rust spots, and Wolfi is one of them. The drip rails have some rust, but there is also corrosion in the top corners of the rear windscreen aperture away from the rubber seal. Where the front windscreen rubber has hardened, water, salt and dirt have done their worst, and there's corrosion in the lower corners. There's also a nasty patch on the driver's side 'A' pillar – either the result of a stonechip that has festered over the decades or more creeping corrosion from beneath the windscreen seal. Another patch of unsightly corrosion lurks the length of the left rear wing/fender and bumper moulding seal. The car looks wholesome from five yards, but get closer and the picture changes dramatically.

Wolfi also sports a nice collection of accumulated damage. This ranges from stonechips to self-inflicted dents acquired from careless closure of the front bonnet (by a previous owner) to car parking dents courtesy of a multitude of witless and uncaring motorists, through to a deliberate, targeted attack. While driving home one evening a few years back, a moron passenger in an oncoming vehicle leaned out and threw a fist-sized metal pot of glue at my car! Unfortunately, it took a big chunk out of the paint on the bonnet panel. Cleaning the



Gina's 964 looks glorious from five yards away, but up close the scars are visible



This month: An assessment of bodywork and a timely reminder of the perils of winter

glue off the windscreen and roof (not easy) gave me time to reflect on what might have happened if that missile had actually gone through the glass. Anyway, there's much to be done, but Wolfi will have to face another winter before any paint or bodywork gets done.

Another character-building aspect of owning a 964 in winter is the failure of the heater control unit. In the past, I've had Neil Bainbridge of BS Motorsport patch the system up, but it has now gone completely wonko. I could buy a second-hand unit and risk simply buying the same problem over, but surely it makes sense to get the unit taken apart and repaired? After all, it's only simple Eighties electronics, what can possibly go wrong (dear reader, please take your head out of your hands, you're making me nervous)? The thing is, not many people seem to have gone down this route. Neil located a company in Essex that repair Porsche ECUs, and they were keen to

take my unit apart and attempt a fix. I will soon be sending it off for examination, and I'll let you know what happens.

Speaking of electrics, I recently had an R41 DME relay failure. Fortunately, it failed when Wolfi was parked in my garage. It had been a long time since the previous failure, so it wasn't immediately apparent to me why the car wouldn't fire up despite the starter turning over energetically. I hooked the battery up to a CTEK trickle charger and left it overnight. The next morning brought forth much swearing as Wolfi resisted all attempts to fire up. The first port of call was Adrian Streater's 964 book, followed by a shout-out on Facebook! Thanks to my Porsche friends for replying with helpful advice (in particular, Rich C). Everyone and everything in Adrian's book pointed to the R41 relay. If you own a Porsche 964, urban legend says you *must* carry a spare DME relay with you – it's the get-out-of-jail-free card.



Fortunately, I do carry a spare, so I junked the old one, slotted in the new one, and hey presto! It's not often that I can lay claim to having got my car going, as I am completely mechanically inept, but I felt epic afterwards.

Speaking of misplaced confidence, it reminds me of a snowy winter's drive to work a few years ago. The journey started well enough, but 25 miles in and the weather turned while the snow deepened. My office was a mile away down a steep hill, which was also home to the UK's second longest dry ski slope. All other routes were impassable or traffic-locked. A few cars were gathered at the top of the hill, with several turning back – among them was a Cayenne driver who told me he wasn't risking his new car. Nothing had come up the hill, so I decided I'd give it go. I had a 4x4 – what could possibly go wrong?

I crept down halfway to where the gradient steepened, then stopped, locked the

differentials and selected first gear. Within 20 yards I was a passenger, of course. I might as well have been tobogganing downhill on a tea tray for all the good 245-section rear tyres and four-wheel drive were to me. As in all accidents, time suddenly slowed. I remember pointing Wolfi onto the fresh snow for traction and off the compacted tyre tracks, but unfortunately the road then narrowed to a single lane over a bridge. By now, Wolfi's rear had slewed right, so I fed-in opposite lock... and the engine cut out! So I'm holding the lock and frantically trying to get him going again. An 'S' bend beckoned, as did several frantic hard applications of the brakes, which seemed to work in concert with a big collection of fresh snow acting as chocks on the front wheels. I slid to a halt, wide-eyed and breathless. To this day, I still think the spirit of Ferry Porsche guided poor Wolfi to safety. Lesson learnt! **911**

This month's

updates from our Living the Legend contributors



Ross Kirkman

1987 3.2 & 996 C4

Date acquired: 2009 & 2012 Total miles: 98,750 (3.2)

Costs this month: Undisclosed

Lowlights: The snow has started coming down, so the 3.2 has been put away for much of the winter, other than the odd sunny morning.

Highlights: Enjoying driving the 996 again after having it returned from a full engine and cooling system rebuild.



Ben James

996 GT3

Date acquired: March 2012 Total miles: 47,800

Costs this month: Fuel

Lowlights: The car has started to make a 'clunk' noise when it hits harsh bumps at speed. We suspect it's a worn suspension component.

Highlights: Finally, a couple of weekends have been dry and sunny for some winter use. It's still performing better than ever!



Tim Hughes

993 Carrera

Date acquired: May 2011 Total miles: 103,000

Costs this month: £450

Lowlights: Being quoted £490 by my local Official Porsche Centre merely to replace the oil level sensor. Decisions, decisions...

Highlights: The chaps at Northway carrying out a 12k service and changing the level sensor for £450, plus a blast on the Berkshire lanes.



Kris Clewell

1972 911T

Date acquired: December 2012 Total miles: Undisclosed

Costs this month: Undisclosed

Lowlights: The 17-hour, 1,200-mile journey to collect my new Porsche 911 project. Arrived to find 'RS' stickers on it, too.

Highlights: The 17-hour, 1,200 mile journey back! After stripping the 'RS' stickers, big plans are ahead. More next month...



Andrew Moffat

2001 996 Turbo

Date acquired: March 2007 Total miles: 64,356

Costs this month: £196

Lowlights: Internet research indicated a failed micro switch in the door lock. Turned out it was fine – the lock mechanism was worn.

Highlights: Replaced latch assembly myself – with some internet based guidance! All back in good working order.



Maurice Tillaard

1972 911T RS hot rod

Date acquired: February 2012 Total miles: 1,400

Costs this month: £0

Lowlights: Winter has very much kicked in and the roads are covered in salt, so that means no driving until spring for me.

Highlights: A detailed appraisal of the car for insurance purposes came out very positively, as was expected, of course!



Ben Przekop

1988 3.2 Cabriolet

Date acquired: November 2011 Total miles: 50,051

Costs this month: \$1,755 (£1,090)

Lowlights: Significant service costs to replace all four brake pads and fluid, change oil and address leak in cabrio top.

Highlights: Drives through the nearby North Georgia Mountains. Enjoying the autumn foliage is what this car was made for!

Joel Newman

• London, UK

**1999 996 Carrera 4****Date acquired:**

December 2011

Last report:

Issue 94

Total miles:

92,971

Costs:

£597

Cost breakdown:

EuroCup GT Twin

carbon y-pipe:

£333

Fitting: £59

3.6 Maf sensor:

£205

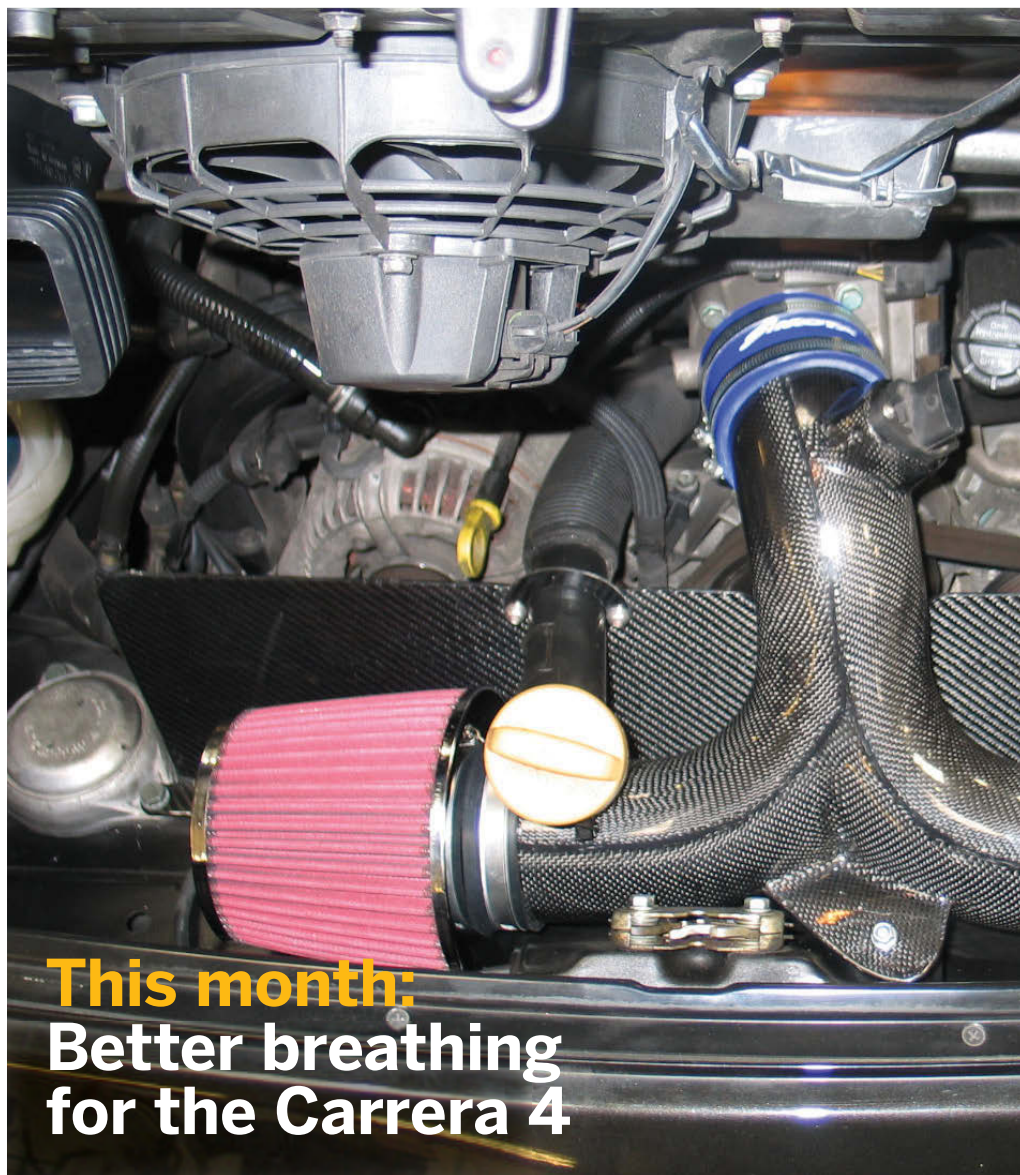
As I continue to look for affordable ways of improving the driving experience of my 996 C4, I've discovered it's not easy when Porsche put so much time, development, effort and research into every aspect relating to the performance of a 911. Nevertheless, it is still possible!

One thing worth considering is that my car rolled off the factory floor nearly 13 years ago, and with tuners and enthusiasts having been granted over a decade to play with and manipulate performance since, there are improvements available that go above and beyond Porsche's initial effort.

Flicking through a specialist magazine one afternoon, I stumbled across a news piece dedicated to perhaps the prettiest twin-carbon induction kit from EuroCup GT, the development wing of the well-respected Porscheshop. After further checking, I found out the kit would be suitable for my 996 C4.

I gave the owner, Ian Heward, a call to discuss the part and his experiences with it, and ended up having rather a long chat with a like-minded enthusiast. He explained that EuroCup GT have been developing the twin-carbon kit alongside their demo race car, and following successful testing on a range of customer cars they had seen proven gains in performance with improved throttle response, an incredible audio track under load and, best of all, between 5-7bhp more power.

In addition, the kit adds 50 per cent more cold air to the engine, so I should also see a drop in bay temperature, which again should result in more efficient running and even



This month: Better breathing for the Carrera 4

improved fuel economy of my 911. However, there was a small fly in the ointment: my car was a little bit of a special case, typically! You see, Porsche changed over from the throttle cable-driven 3.4 engine to a fly-by-wire throttle linkage with the 3.6 engine in 2000, and my car is a 1999 – meaning it's a weird amalgamation of both. Ian was well aware that they had never tested the kit on a car like mine, and we both agreed that in the interest of science – and my car going faster – we should investigate.

Aware that this wasn't going to be easy, I booked the car in to the Birmingham workshop and headed up for my appointment a few days later to investigate my car's predicament. Here, I learned something about the anomaly of my car that I'd like to pass on to the **Total 911** readership.

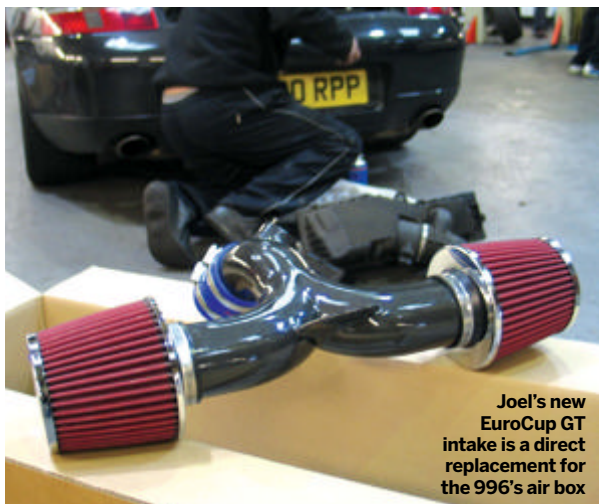
Having read many forum posts, there seemed to be a consensus that Porsche's air box was already about as good as it could be, and any changes could take you a few steps back. I wasn't convinced this was true, and

believed there was a reason Porscheshop had put so much time and development into their EuroCup GT 996-specific carbon induction kit.

After a test drive to make sure the car was running as normal, the original air box had to come off. After unplugging the air flow sensor with a ratchet, she was free.

The EuroCup GT kit comes complete with a stunning carbon heat shield, which was bolted into place first. Then, it was as simple as transferring the old air flow meter over to the new carbon pipe and, once fitted with some shiny silicone hoses, popping it on the car.

Lastly, the kit also includes a 996 Turbo air duct, which replaced my rather small feed and would force more cold air toward those huge cone filters. With that now installed too, I needed to test the product on the car. A key turn later and she fired up into life, with a blip of the throttle giving me my first dose of a now familiar but utterly wonderful sound: my 996 actively and audibly sipping cool air furiously under throttle.



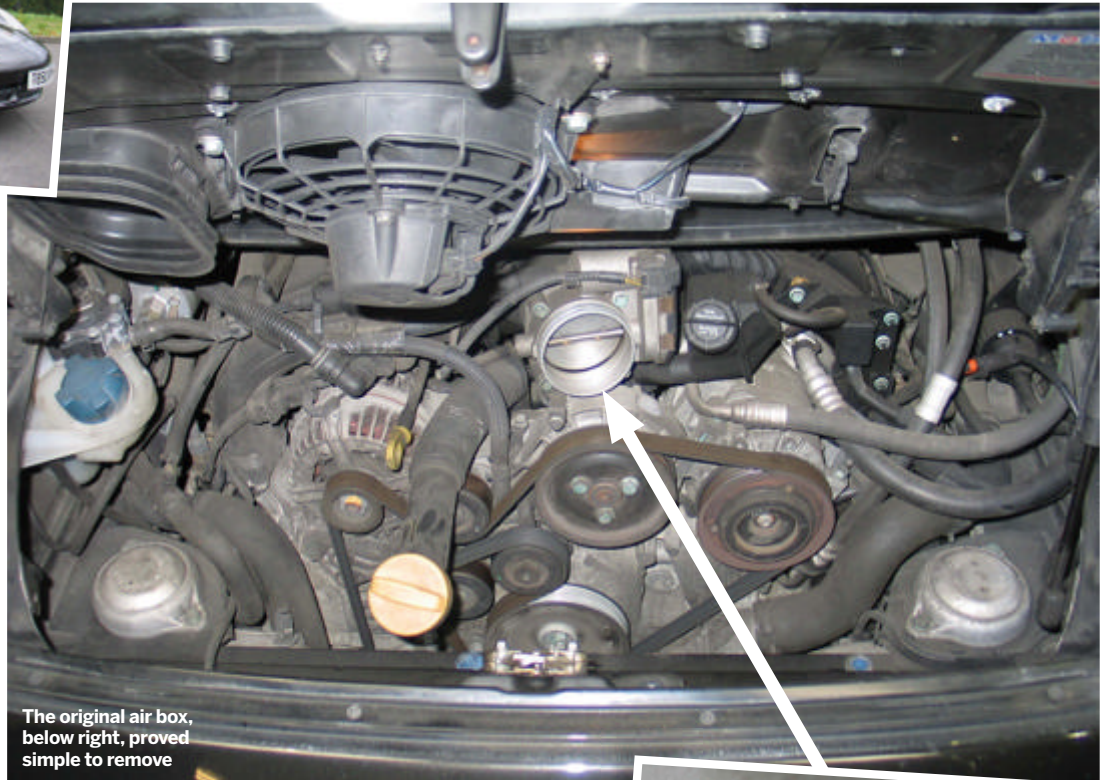
Joel's new EuroCup GT intake is a direct replacement for the 996's air box



Joel's new induction kit adds to the sound and performance of the car



The carbon heat shield is an attractive and functional addition to Joel's 996 C4 air intake



The original air box, below right, proved simple to remove



The original 996 air flow sensor was slotted into its new home



From the driving seat, the most obvious difference is the sound: when you hit 5,000rpm and the VarioCam takes over, it's an amazing sensation, a raw development of the gutsy and aggressive sound my QuickSilver Exhaust system had already worked wonders on, while at lower revs the intake adds a deeper, more guttural and purposeful tone. Aggressive induction roar, especially at higher rpm, is an area I feel the 996 is left wanting, perhaps because the car transforms its character so much here. I feel that boosting this crescendo adds to the intensity of the experience – like watching a movie with surround sound, it adds more to the driving experience.

In terms of performance, she pulls strongly all the way to the 7,000rpm redline – but she always did. If I have noticed any improvement, it's in the force with which the car accelerates from 5,500-7,000rpm. While I couldn't tell you precisely how much faster it goes, my ears do recognise that it takes less time for the engine tone to reach maximum attack, which means the engine is spooling up slightly faster.

I am also aware that throttle response has improved, with an instantaneous pick up and change

in tone with any pressure applied with the right boot. Whether this is due to turning up the volume or a sizeable increase in performance I'm not sure, but I'm enjoying it, and it does make the car feel more alive and in tune with your inputs as a driver.

This wasn't the end of the story. Following a few weeks of testing – and remember, with my 3.4 that's exactly what this procedure was all about – we discovered an intermittent fault. On one of every 50 starts, the car would fire up before the revs would die off and the car would stutter and shut down. Any application of throttle on start up eradicated the issue, but both Ian and myself wanted to solve the issue, and in the end there was a rather ingenious fix.

It seems that the additional airflow the engine received on start up caused the car's brain to falter (usually only when hot) as it worked out the correct air to fuel mixture. It was receiving so much cool, fresh air that it needed to adjust the fuelling to cope, and as it turned out, my somewhat bizarre 3.4 manufacturing setup was not always up to the job.

The clever chaps at The Porscheshop worked out that the addition of a 3.6 air flow sensor (Maf)

would enable my car to sense and adjust itself accordingly on start up. Following a further visit to the Birmingham branch, the Maf was purchased and fitted. Again, this problem only occurred because the 1999 3.4 was a cross-over, or developmental car. Ian pointed out that all other 3.4 and 3.6 models have a much broader fuel to air delivery ratio, and thus adjust and work effectively with the standard Maf in place.

Despite adding another £205 to the cost, it is an essential step if you're lucky – or unlucky – enough to have landed one of these oddball year cars. I've had no more issues; if anything, I've witnessed the car improve even further with the new Maf in place.

At £333 for the normal kit and £538 with the 3.6 air flow meter, the Euro Cup GT Kit is an attractive and nicely designed product that obviously enhances the sound of your 996 (C2,C4, C4s, 3.4, 3.6 – or even 997) as it improves airflow to the engine. Performance has also been enhanced, and if you plan on fitting an exhaust or remapping your engine, it's something you need to look at to take full advantage of your breather upgrades. As you can see from the pictures, it looks great in the engine bay, too – money well spent! **911**

This month: A health check at Porschtek



An early scare meant a trip to Porschtek for a mechanical once-over

Chris Wallbank

• Leeds, UK



2005 997S Cabriolet

Date acquired:

November 2012

Total miles:

22,770

Costs:

£65 (fuel)

One month on, and every time I get into my 997S it still brings a large grin to my face. However, one recent morning after starting the car up, I heard a rather distinct ticking noise coming from the rear that got faster with increased revs. My immediate thoughts turned to the worst: scored bores, which after reading many forum posts seems to be most common on earlier 997S models like mine! I thought the sudden appearance of the noise was a little strange, as it definitely wasn't there when I took the car for a test drive or on the few journeys since picking the car up only a few weeks previously.

I decided to call Porschtek (www.porschtek.co.uk) in Leeds, who had previously overseen some work on my 987 Boxster. These guys know what they're talking about when it comes to all things Porsche: between the team they have 55 years of experience, mostly at official Porsche dealers. After having a quick chat on the phone with technician Tony Snowden, he quickly assured me that the ticking might just be the tappets that have drained off after being stood for a few days, as they

Chris has again been assured that his low-mileage 997S was an excellent purchase



can take a while to refill with oil. He asked me to simply try turning the car off and then start it up again a few minutes later. I did so, and much to my relief the ticking noise seemed to disappear!

Getting an independent inspection carried out by a Porsche specialist was something I never thought about when buying the 997S, mainly due to buying from a reputable supercar dealer with a six-month warranty. After this early scare, I thought I'd better take it to Porschtek for a general checkup and peace of mind! Upon turning up to their immaculate premises on a crisp Saturday morning, Tony immediately got to work

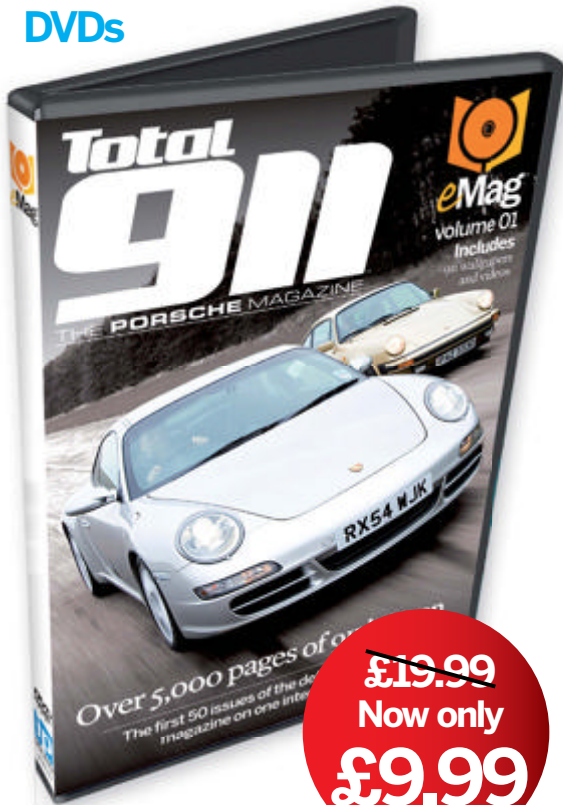
checking over the car on diagnostics and mechanical safety. About half an hour later, I received good news – he assured me I'd bought a very good all-round example of a 997S, which was a big relief.

It's worth mentioning on the dreaded subject of scored bores that Tony advised me to keep a good check on oil levels, as scored bores are usually a result of failing to maintain proper oil levels, and 997s can easily use a litre of oil for every 1,000 miles. It's something I personally wouldn't have expected after owning a Boxster that hardly used any oil, but I will definitely be keeping a close eye on things from here on in! **911**

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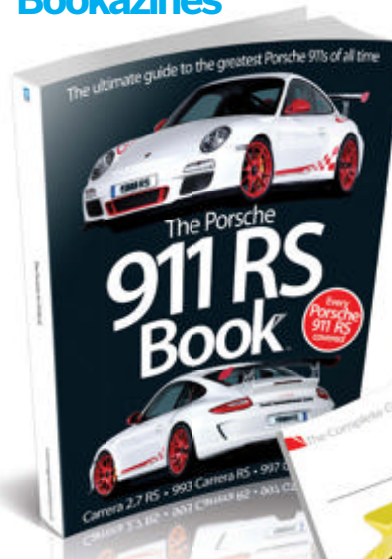
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Porsche 997 - Turbo, C4S, C2S, C2

2008/57 - 997 TURBO CABRIOLET TIPTRONIC (MIDNIGHT BLUE) 29,000 Miles

Savannah Beige Full Leather Interior, Sport Chrono Pack, Porsche Crested Seats, PSM, PASM, PCM, BOSE, 6 CD Changer, Sat Nav, Tracker, Xenon Headlights, White Dials, 19" Turbo Alloy Wheels, Only 2 Owners, Full Porsche Service History.

2008 - 997 TURBO COUPE TIPTRONIC (MACADAMIA BRONZE) 28,000 Miles

Full Savannah Beige Leather Interior, Black Leather Dashboard, TPC, PASM, PSM, PCM, Sat Nav, BOSE, White Dials, Xenon Headlights, Tracker, 19" Turbo Alloy Wheels, Only 1 Previous Owner, Full Porsche Service History.

997 TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles

Metropole Blue Leather Interior, PSM, PCM, Sat Nav, PASM, Telephone, Heated Electric Memory Sports Seats, BOSE, DVD, CD Player, Carbon Ceramic Brakes, White Dials, Xenon Headlights, Sport Chrono Plus, iPod Connection, Sunroof, 19" Turbo Alloy Wheels, Full Porsche Service History.

2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 26,000 Miles

Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission (Porsche Doppelkupplung), PSM, PCM, Sat Nav, iPod and USB Connections, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels, Full Porsche Service History.

2008 - 997 C2 CABRIOLET PDK (GEN II) (CREAM WHITE) 14,000 Miles

Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission (Porsche Doppelkupplung), PSM, PCM, Sat Nav, iPod and USB Connections, Xenon Headlights, 19" Carrera Sport Alloy Wheels with Colour Crested Centres, Full Porsche Service History.

2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles

Full Savannah Leather Interior, Sport Chrono, Sports Exhaust, PSM, PCM, BOSE, CD Changer, Sat Nav, White Dials, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels with Colour Crested Wheel Centres, Full Porsche Service History.

2009 - 997 CARRERA 2S PDK (GEN II) (ARCTIC SILVER) 29,000 Miles

Full Black Leather Interior, PDK 7 Speed Dual Clutch Gearbox, BOSE Upgraded Soundsystem, iPod Connector (Universal Audio Interface), Heated Seats, Sports Chrono with Sports Exhaust, PASM, PSM, PCM with Touch Screen Sat Nav, White Dials, Fully Electric Memory Seats, 19" 5 Spoke Porsche Alloys with New Tyres and Coloured Crested Wheel Centres, One Owner From New, Full Porsche Service History.

2008 - 997 C2S CABRIOLET TIPTRONIC (BASALT BLACK) 40,000 Miles

Full Black Leather Interior, Sport Chrono, PSM, PCM, PASM, 6 CD Changer, Xenon Headlights, 19" Porsche Sport Design Alloy Wheels, Full Porsche Centre Service History.

2006 - 997 C2S CABRIOLET TIP (GT SILVER) 37,000 Miles

Full Black Leather Interior, Heated Seats, CD Changer, PSM, PASM, PCM, Sat Nav, Sports Exhaust, Telephone, White Dials, Rear Park Assist, Xenon Headlights, On-Board Computer, Cruise Control, Parrot Bluetooth Unit Fitted, 19" Porsche Sport Design Alloy Wheels, Full Porsche Service History with a recent service.

2006 - 997 C2S CABRIOLET MANUAL (SLATE GREY) 30,000 Miles

Full Black Leather Interior, Sport Chrono, Sports Exhaust, PASM, PCM, Sat Nav, Bluetooth, BOSE, Porsche Crested Headrests, 19" Carrera Alloy Wheels, Full Porsche Service History.

2005/55 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 35,000 Miles

Black Leather Interior, PSM, PCM, Sat Nav, White Dials, CD Changer, Heated Sports Seats, 19" Carrera Alloys, Full Porsche Main Dealer Service History.

2005 - 997 C2 CABRIOLET TIPTRONIC (BASALT BLACK) 34,000 Miles

Full Black Leather Interior, PSM, PCM, Sat Nav, Red Dials, Porsche Crested Seats, Extended Leather Package, Xenon Headlights, 19" Carrera Alloy Wheels, Only 1 Previous Owner, Full Porsche Service History.

2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles

Full Black Leather Interior, PSM, PCM, Sat Nav, CD Changer, White Dials, Tracker, Colour Crested Wheel Centre Caps, 19" Carrera Alloy Wheels, Only 2 Previous Owners, Full Porsche Service History.

Porsche Cayenne Turbo

2009 PORSCHE CAYENNE TURBO TIPTRONIC (BASALT BLACK) 15,000 Miles

4.8 V8 Turbo, Full Black Leather Interior with Alcantara Headlining, PSM, PCM, Sat Nav, Telephone, Full Panoramic Glass Roof, Fully Electric Heated Memory Seats, Tracker System, Keyless Entry, Porsche Crested Headrests, Turbo Sports Exhaust, BOSE, 2 x 7" TV Screens with Wireless Porsche Headphones, 21" Sport Design Porsche Alloys with Black Inserts and Colour Porsche Crests, Full Porsche Service History.

Porsche Panamera Turbo

2009 - PANAMERA TURBO TIPTRONIC (CARBON GREY) 12,000 Miles

Luxor Beige Full Leather Interior, Brass Aluminium Interior Look, PDK 7 Speed Automatic Gearbox, Sport Mode, Sport Plus, PASM, PSM, Burmester Upgraded Soundsystem, Full Climate Control (4-zone), Keyless Entry, Keyless Go, Porsche Crested Headrests, Sat Nav (Touch Screen), PCM Module, Turbo Exhaust, 19" Turbo Porsche Alloys.

Porsche 996 - GT3, GT2, TURBO

2003 - 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 Porsche Service History.

2004 - 996 GT3 (ATLAS GREY) 29,000 Miles

Comfort Specification, Full Black Leather Interior, Porsche Crested Sport Bucket Seats, 18" GT3 Alloy Wheels, On-Board Computer, Original GT3 Rear Spoiler and Front Splitter, Only 2 Owners From New, Recently Fitted Tyres, Full Porsche Service History.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles

Full Black Leather Interior, Standard Porsche Equipment Cage, Bilstein PSS10 Lowered Suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Bucket Seats with 5 Point Seat Belts By Willems, Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel with Updated Clutch, Only 1 Previous Owner.

2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 42,000 Miles

Black Leather Interior, PSM, PCM, Sat Nav, Telephone, On-Board Computer, BOSE, CD Changer, Cruise Control, Heated Sports Seats, Alcantara Headlining, Sunroof, Xenon Headlights, Rear Wiper, Rain Sensor, Full Porsche Service History.

2003 - 996 TURBO COUPE TIPTRONIC (COBALT BLUE) 33,000 Miles

Stone Grey Leather Interior, PSM, PCM, Sat Nav, BOSE, Porsche Aerokit Rear Spoiler, Xenon Headlights, Only 2 Previous Owners, Full Porsche Service History.

2001/2 - 996 TURBO COUPE MANUAL (MERIDIAN SILVER) 44,000 Miles

Mid Grey Leather Interior, PCM, PSM, Sat Nav, BOSE, Sunroof, White Dials, Computer, Climate Control, Xenon Headlights, 18" Turbo Alloys, OPC Service History.

Porsche 993 - Turbo, C2S, C2, TARGA

1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles

Cashmere Beige Leather Interior, Only 1 Owner, Porsche Exclusive Carbon and Aluminium Pack, White Dials, Sport Seats, Turbo Crests On Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, Full Porsche Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles

Grey Leather Interior, Wood Package, Cruise Control, Upgraded Becker CD Player, Bluetooth, Speakers, Sat Nav Compatibility, Climate Control, 18" Turbo Alloys, Official Porsche Centre Service History.

1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles

Full Grey Leather Interior, Original Porsche CD Player & Radio, Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History (Just Been Serviced at an Official Porsche Centre).

1997 - 993 TARGA MANUAL 'VARIORAM' (FOREST GREEN) 82,000 Miles

Full Cashmere Beige Leather Interior, Alpine CD Player & Radio, Hardback Sports Seats, Electric Targa Retractable Glass Roof, Original Targa Engine Lid Spoiler with Brake Light, 18" Targa Alloy Wheels, Full Specialist and Main Dealer Service History.

1996 - 993 C2 COUPE TIPTRONIC 'VARIORAM' (IRIS BLUE) 73,000 Miles

Black Leather Interior, On-Board Computer, Upgraded Stereo and CD Changer, Climate Control, 16" Carrera Alloy Wheels, OPC and Specialist Service History.

1996 - 993 C2 TARGA TIPTRONIC (TURQUOISE) 83,000 Miles

Marble Grey Leather Interior, Varioram, Electric Glass Targa Roof, Porsche Stereo, On-Board Computer, 17" Targa Alloy Wheels, Full Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles

Black Leather Interior, On-Board Computer, Climate Control, 18" Porsche Turbo Alloy Wheels, OPC and Specialist Service History.

1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 55,000 Miles

Marble Grey Leather Interior, Varioram, Sony Stereo Player, AC, Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced.

1994 - 993 C2 COUPE MANUAL (IRIS BLUE) 99,000 Miles

Grey Leather Interior, Electric Seats, Electric Windows/Mirrors, Pioneer Radio, Air Conditioning, 17" Alloy Wheels, Full Porsche Specialist Service History.

1994 - 993 C2 COUPE MANUAL (IRIS BLUE) 101,000 Miles

Marble Grey Leather Interior, iPod Connection, Pioneer Upgraded Stereo, Xenon Headlights, 17" Porsche Cup II Alloy Wheels, Comprehensive Porsche Specialist Service History.

1996 - 993 C2 CABRIOLET TIPTRONIC 'VARIORAM' (ARENA RED METALLIC) 53,000 Miles

Full Black Leather Interior, Rare Wooden Trim Finish, Original Porsche Upgraded Stereo, Fully Electric Soft Top, Recently Fitted Hood, Nokia Mobile Phone Module, On-Board Computer, Colour Crested Wheel Centres, 18" Turbo Alloy Wheels.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles

Iris Blue Metallic, Full Beige Interior, Manual, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Soft Top, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

Ferrari - Models From 1967 +

2005 - Ferrari F430 Spider F1 (Nero Black) 12,000 Miles

Nero Black Coachwork, Creme Leather Interior, F1 Gearbox, Active Suspension (Sport Mode Manettino), Sat Nav, Scuderia Wing Shields, Fully Electric Daytona Seats with Ferrari Crests, Xenon Headlights with LED Panels, Tracker, Original Tool Kit, All Manuals Present, 19" Alloy Wheels (F430 Special), Full Ferrari Service History.

1998 - F550 Maranello Coupe Manual (Silver) 49,000 Miles

Navy Leather Interior, Sat Nav, ASR Sports Mode, Upgraded Radio & 6 CD-Changer, Ferrari Service History.

1998 - F550 Maranello Coupe Manual (Silver) 53,000 Miles

Navy Leather Interior, Sat Nav, ASR Sports Mode, Electric Seats, Upgraded Radio and 6 CD Changer, Climate Control, Ferrari Service History.

1997 - F550 Maranello Coupe Manual (Rosso Red) 37,000 Miles

Magnolia Leather Interior, ASR Sports Mode, Electric Seats, Upgraded Radio, 6 CD Changer, Climate Control, Ferrari Service History.

1996 - Ferrari F355 Spider Giallo Modena 28,000 Miles

Giallo Modena Yellow, Manual, Full Nero Black Interior, Optional Sports Mode, Tonnau Cover, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced. This car has been known to us for a period of 5 years.

1973 - Daytona 365 GTB 4 RHD (Rosso Red) 38,000 Miles

Black/Red Leather Interior, Red Carpets, Climate Control, 'Ferrari Classiche' Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 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 Concours and Awards Winner, Engine Rebuilt By Ferrari 26,000 KMS Ago, Comprehensive Photos Showing The Repair and Work Done By Ferrari.

Classics - AC, Porsche, Jaguar, Bentley

1991 - AC Cobra Lightweight (Black Metallic) 5,000 Miles

1 of 26 RHD Lightweights, Black Leather, Black Metallic Coachwork with White Stripes, Full Black Leather Interior, Full Weather Equipment, Absolutely Stunning Condition.

1978 - Porsche 911 Turbo 3.3 (Guards Red) Approx. 50,000 Miles

Full Black Leather Interior, Original Blaupunkt Stereo, Original 16" Fuchs Alloys and Toolkit, Original Turbo Spoiler, Comprehensive Service History.

1962 - Jaguar 3.8 Mark II Automatic LHD (Black) 16,478 Miles

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)

Gurney Nutting Coachwork, 40 Years Extensive History, A True Classic, Original Throughout, Exhibited At Louis Vuitton Concours D'Elegance in Paris 2003. Full Mid-Grey Leather Interior, Sunroof.

1935 - Bentley Derby 3.8L Saloon

A true classic. Completely original throughout and with a very well documented history. 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51E1, Engine no: P3BP, Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard, taking over 5 years.

1992 - Porsche 964 RS Lightweight 10,000 KM

Original Rubystone Red With White Vinyl Wrap (Removable), Matching Numbers 3.6i RS Engine (260BHP) and G50 Gearbox, Racing Seats, Red Racing Harnesses, Full Roll Cage, 964 RS Momo Steering Wheel, 964 RS Magnesium Wheels Painted Black, 964 RS Suspension, One of Only 2282 Ever Made, Recent Major Service.

1964 - Porsche 356 SC Coupe LHD (Signal Red)

1600cc Signal Red Coachwork, Sport Beige Leather Interior, 4 Speed Manual, Recent Restoration To Concours Standard, Eligible For Many European Events.

2010 - PGO Buggy BR - 500 RCN PGO BUGRACER (White) 700 Miles

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| 1967 911S SWB Historic FIA Rally Car | 1982 911 3.0 SC Black |
| 1972 911 2.8 RSR Evocation Green | 1986 911 3.2 Carrera Manual Low Mileage |
| 1972 911S 2.4 RHD Light Yellow | 1992 911 964 Choice of Coupe and Targa |
| 1972 911S ST Recreation Orange | 1995 911 993 GT2 RHD Physical Car |
| 1973 911E RHD 2 owners Silver | 1998 911 993 Turbo Choice of 2 |
| 1973 911E RHD Coupe Signal Yellow | 2007 911 PS Retro Touring |

Featured Cars 2006 987 Cayman S Clubsport, 1990 911 964 C4 Targa Red



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- 6 Speed Manual
- Comfort Leather Seats
- Onboard Computer
- PSM
- AirCon and Climate Control
- SatNav & Phone
- CD Multichanger
- Litronic Lights
- Home Light
- Rear Park Assist
- Sports Chrono Package Plus and Sports Exhaust System
- 19" Alloys



2002 PORSCHE 996 CARRERA 2 CABRIOLET 3.6 FACELIFT £15,995

- Arctic Silver with Black Leather Interior
- 74,000 miles
- 6 Speed Manual
- Side Skirts
- Heated Comfort Seats
- Onboard Computer
- PSM
- AirCon & Climate Control
- CD Multichanger
- Matching Arctic Silver Hard Top
- 18" Carrera Alloys
- FSH



2005 PORSCHE 997 CABRIOLET 3.8S MANUAL £28,995

- Seal Grey with Black Leather Interior
- 36,000 miles
- 6 Speed Manual
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- Tiptronic
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- PSM
- Cruise Control
- Sports Steering Wheel
- Litronic Lights
- GT3 Alloys



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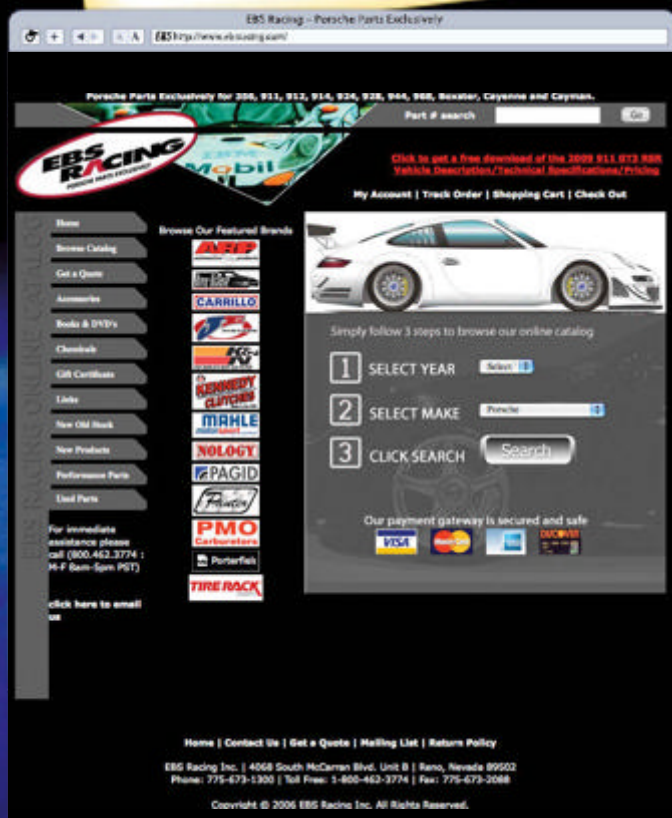
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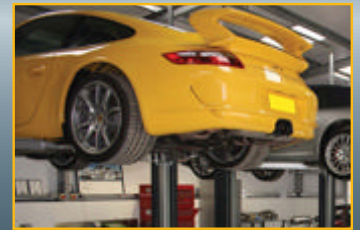
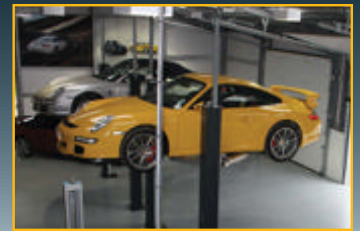
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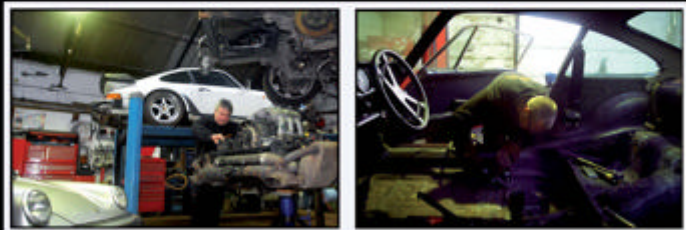
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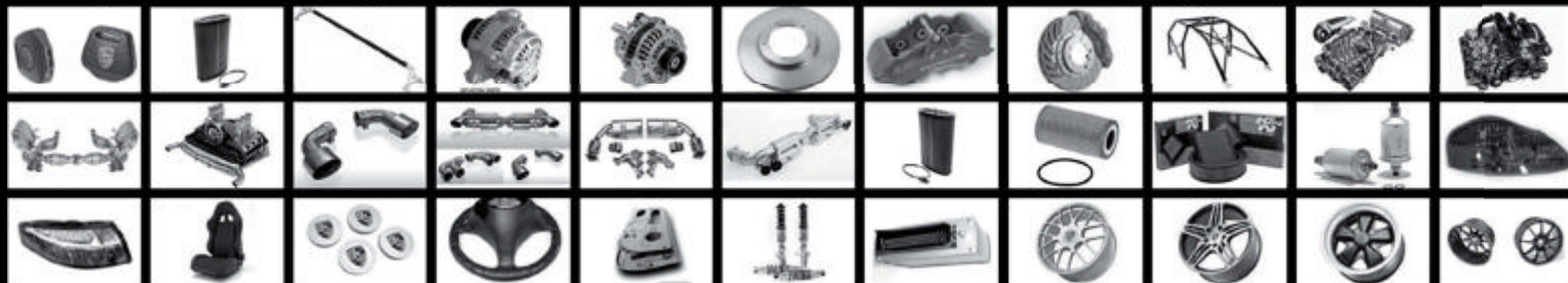
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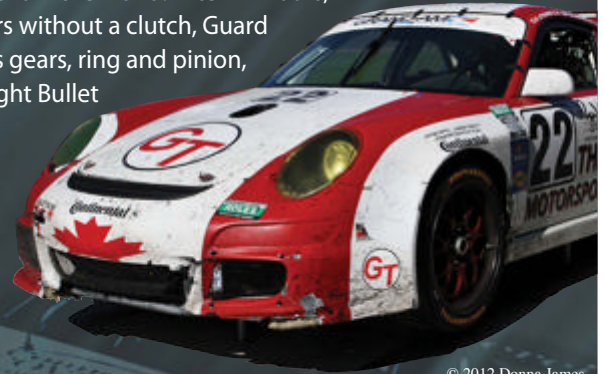
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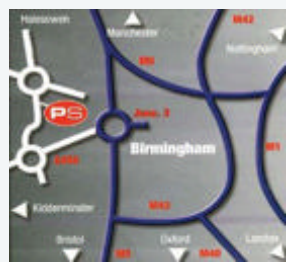
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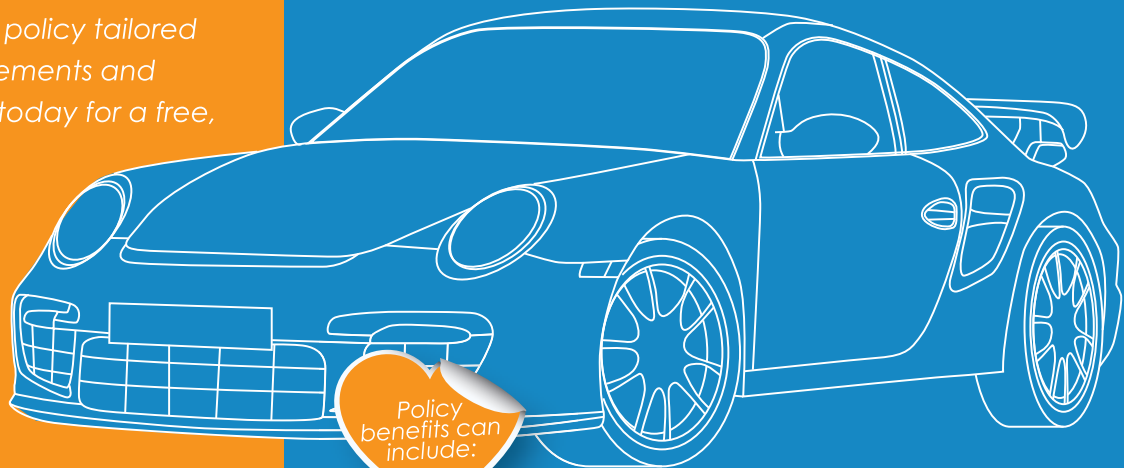
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911 Next Issue

You didn't think we'd leave this modified 911 sitting in the corner at SharkWerks without having a go for ourselves, did you? The product of a fruitful partnership with TechArt, we just had to get back to California and shoot this lavish joint venture on the 991 Carrera.

Issue 97: **On sale 1 February 2013**





Great roads⁴¹

Written and photographed by **Alisdair Cusick**

B4518, Mid Wales



After last issue's city break, we return to more typical Great Road territory in the Welsh principality, where you're never far away from a reservoir, quaint little village or any other idyllic recurring feature of the countryside

Essential info

LOCATION

Llanidloes

LATITUDE 52.4459 -3.5401



LENGTH OF DRIVE 15 miles

POINTS OF INTEREST

- Centre for Alternative Technology
- Clay pigeon shooting
- Red Dragon Bushcraft courses
- Devils Bridge Falls, Snowdonia
- Bryntail Lead Mine
- Lots of walking

FOOD AND ACCOMMODATION

www.unicornllanidloes.co.uk

The Angel, Llanidloes

www.lloydshotel.co.uk

www.purnellsrestaurant.com

Last month, we went a bit off-kilter in our Great Road so as to be able to appreciate the Porsche flat six soundtrack.

I believe it was also the shortest route we've looked at so far, thinking about it. This month, we're back in one of our usual haunts – a good jaunt in mid Wales – for another fun length of tarmac: the B4518.

Starting at Llanidloes, pretty much slap bang between the Welsh/English border to the east and the sea to the west, we head roughly north on a curving route towards Snowdonia. As you might expect, this is pretty much classic Welsh reservoir country, and sure enough we take in one on the drive. It's a bit of a joke to say you could stick a pin on a map of mid Wales and still find a good drive. Nevertheless, it's at least partially true, for the fairly low population density, open greenery and scenery makes for an interesting driving infrastructure compared to the cities, though it still takes intelligence to ferret

out the better roads in the area. I usually drive it south to north, though neither way short-changes the driver.

The start soon throws off the houses and village shops, and then the drive begins in the manner to follow: a good, two-lane road, close hedges and gentle curves, with a steady rise to work against. A little further on, we shrug off the hedges from the roadside as the view opens out to green rolling valleys, with the road threading ahead, still rising in altitude.

This is how we continue for a few miles or so until we pass the water feature on the left – Llyn Clywedog Reservoir – where there's a small lay-by if you fancy a break to take in the surroundings with the family. This is a good driving route, with a nice open aspect to the road. With nothing too tight or poorly sighted, it's a good, steady weave, all the time working the car against the rising terrain.

A little further on, the road changes character a little as it weaves through a few farms and village communities. We're

now down to a single lane and some tight bends that do require slowing down. Don't lose heart, however, for this is a lovely place to be. Here, between Staylittle and Pennant, there's good sightlines in the main and decent progress is made through typical Welsh backwaters despite the single track. The final section opens out, rolling towards the end after Bont Dolgadfan as the lower reaches of Snowdonia appear in the distance.

It's a common route to take from South Wales to the north, which adds up a few good bits of road... and some not so good, I have to say. It's easy to create a circuitous route from the bottom to the top of good stuff, though, and the B4518 usually gets included. There's good driving off the route too, as you'd expect, particularly towards Machynlleth if you want to explore. Of course, being Wales, you may have to slow down occasionally for a village, but that usually means there'll be a good pub lunch to keep you going on to the next route. Perfect! **911**

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