

# The Alternative Line

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**Notes from Tech Tactics 2005;** You will be pleased to know that demand for the Cayenne remains strong, at least in some markets, while Boxsters and 997's supposedly languish on the lot. We also learned about the racing history of Brian Redman with Porsche, the history of Panorama from Betty Jo Turner, how to disassemble a 915 gearbox and how to try to avoid doing the same to yourself in the event of a crash. We found out from the factory rep that Porsche will continue to have more anagrams than the US Military, but also how some of those systems work. One specific item of interest was the disable capability for the SYB (Save Yer Bacon) system, which has been feared by instructors to allow people to avoid developing the requisite skills to drive in the event the electronic wizardry is suddenly unavailable to them in the heat of the moment. It must be switched off each time the car is started, but it will only re-enable if the ABS engages, and will again disable PSM (Porsche Stability Management) once the ABS is no longer activated, rather than forcing the instructor to re-set it in order to actually have the student learn something.

We learned as well about much which has been previously presented and re-hashed; about cleaning and polishing, about restoring (more precisely making brand new from something which really doesn't exist, something which looks like it might have had Ferry put one into a hermetically sealed closet for the past fifty years) 356's at more than the cost of a new 997. We even learned it was possible to assure people would know it was old by doing a less than complete job. Sort of like "antiquing" a new pine desk by hammering pits into its wood before varnishing it with streaky stain. "Why" is anybody's guess.

There were a few stellar moments; like finding out how the rich and famous can demonstrate such incompetence behind the wheel of a Carrera GT as to be plowed into by a pickup truck when they stalled it, lurching numerous clutches, driving it up onto a median barrier, breaking the suspension by letting me sit in it (not really), but you get the picture. And then the enormous bucks needed to fix these indiscretions. And we found out how those same wealthy collectors can now have their hitherto illegal 959's made US legal by Canepa in LaLaLand. Like any of we mere mortals can ever even hope... Alan Caldwell reviewed the history of the 911 oiling, and actually had a juicy tidbit; there is a \$5 part which can be put on the SC and Carrera series cars cam oilers which has a smaller orifice, thereby increasing the hot run oil pressure in the system. It was made standard on the 930 cars of the era with no fanfare by Porsche, and half the people on the panel swear by their use.

Oh, and by the way... Porsche has decided on a new name for the Coupe Boxster, the soon to be released hardtop version of the venerable roadster. Porsche has pretty much run out of number designations, so has switched to names, and of course their marketing people want to convey something meaningful. I remember the reasons for the selection of Carrera and Targa, two venerable races where Porsche came to dominate. Unfortunately, by their own admission, Porsche decided to forego endurance racing at the highest levels to build a truck, so I don't expect we'll hear of a Porsche named Mulsanne or Eau Rouge anytime soon. And Pontiac already owns the rights to LeMans, and Dodge to Daytona and Sebring. Instead, Porsche decided to attach function to the form, so to speak. For example the original choice of "Boxster" was based on the boxer engine, in a roadster body. Of course, Porsche could have named their truck after at least a place it might have some racing heritage, ie Dakar, but I have yet to hear of their SUV even competing in that event where their off-road 959 was dominant. Frankly, combining Coupe with Boxster would probably have been a little too much truth in advertising, but you don't have to find a foreign land where they'll be making jokes about the name they've foisted upon us. They put their brains to work, and in true germanic fashion have come up with a real croc; the CAYMAN, which as far as I can tell has more to do with where Wendelin Weideking is storing his compensation than any Porsche historical significance.

