

CELEBRATING 250 ISSUES OF 911&PW WITH AN ALL NEW LOOK

911&Porsche

World

NOW IN OUR 25TH YEAR! THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

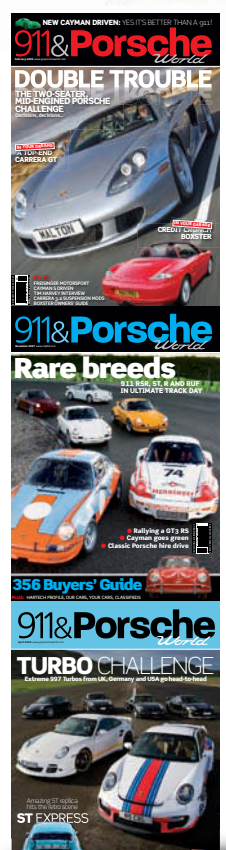
celebrating
TWO HUNDRED

250

& FIFTY ISSUES

BIGGER IS BETTER!

BUMPER 164 PAGE ISSUE: MORE FEATURES, MORE PORSCHEs, MORE OPINION



PLUS:
964, 944, 928:
Going back to
911&PW's genesis with
a 1990 group test
Inbetweens:
2.7 narrow body
911s tested
Amazing Ruf
356 with bespoke
OHC flat-four

January 2015 No.250 £4.60
US\$9.99 CANADA \$12.99
www.911porsche.com





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

Editor Steve Bennett

01379 668748; porsche.world@chpltd.com

Deputy Editor Brett Fraser

brett@brettfraser.co.uk

Features Editor Keith Seume

01208 871490; keith@fastbrit.com

Consultant Editor Chris Horton

porscheman1956@yahoo.co.uk

Contributors

Antony Fraser, Ray Northway, Ollie Preston, Per Schroeder, Matt Stone, David Sutherland, Johnny Tipler, Peter Tognola

Studio manager

Peter Simpson

Art Editor

Joel Mitchell

Group advertisement manager

James Stainer

james.stainer@chpltd.com

Production

Liam Wilson

liam.wilson@chpltd.com

CHPublications Ltd

1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom
Tel: 01883 731150; fax: 01883 740361;
e-mail: chp@chpltd.com

Administration

Allie Burns, Sandra Househam

Accounts Bev Brown

Subscriptions Debi Stuart debi.stuart@chpltd.com

Website www.911porsche.world.com

Managing director

Clive Househam

Worldwide retail distribution

For worldwide newsstand availability queries contact Phil Sait, CHP Distribution Manager, Seymour Distribution Ltd.

Tel: 020 7429 4000

e-mail: phil.sait@seymour.co.uk



Printed in England

Garnett Dickinson Print Ltd; tel: 01709 768000

911 & Porsche World is entirely independent of Dr Ing h c F Porsche AG, Porsche Cars GB Ltd and its dealers, and of any club or association

© CHPublications Ltd, 2015; ISSN 0959-8782

While all due care is taken in compiling 911 & Porsche World, the publisher, staff and contributors cannot be held responsible for any effects arising therefrom

BUY US DIGITALLY ON



UP FRONT

Locking himself away with the 911&PW archive for this 250th issue, Bennett ponders life, the universe and all things Porsche

Why Porsche? Why not Ferrari, Mercedes, BMW, Audi or even Ford or VW for that matter? What is it about Porsche that does it for us? It's a good question, particularly in view of this being our 250th issue. Now I'm not going to get all deep on you here, but to say 'why not Porsche?' would be a bit too simplistic. After all the very reason that 911&PW exists is an acknowledgment that there's rather more than that. We may be talking about objects of metal here, but there's an emotional attachment that transcends mere transportation. For some a Porsche may be a status symbol, but for those

“ It's a good question: What is it about Porsche that does it for us? ”

people the next car could be something entirely different. Porsche box ticked, time to move on. But that's not us, right? But why? Well, I guess I can only speak for myself, although I suspect my view and motivation is in no way unusual. For me a passion for cars and driving came first and with that a desire to drive and explore. Via a haphazard route from teenage bangers, mid-twenties hot hatches and a few homologation road racers, I arrived at Porsche in my mid 30s. The penny dropped. Here was a marque with real depth, where engineering came first and concepts evolved over time. Above all, though, I'd never driven anything quite like a Porsche and from that point on there has always been one in my life and I suspect always will be.

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

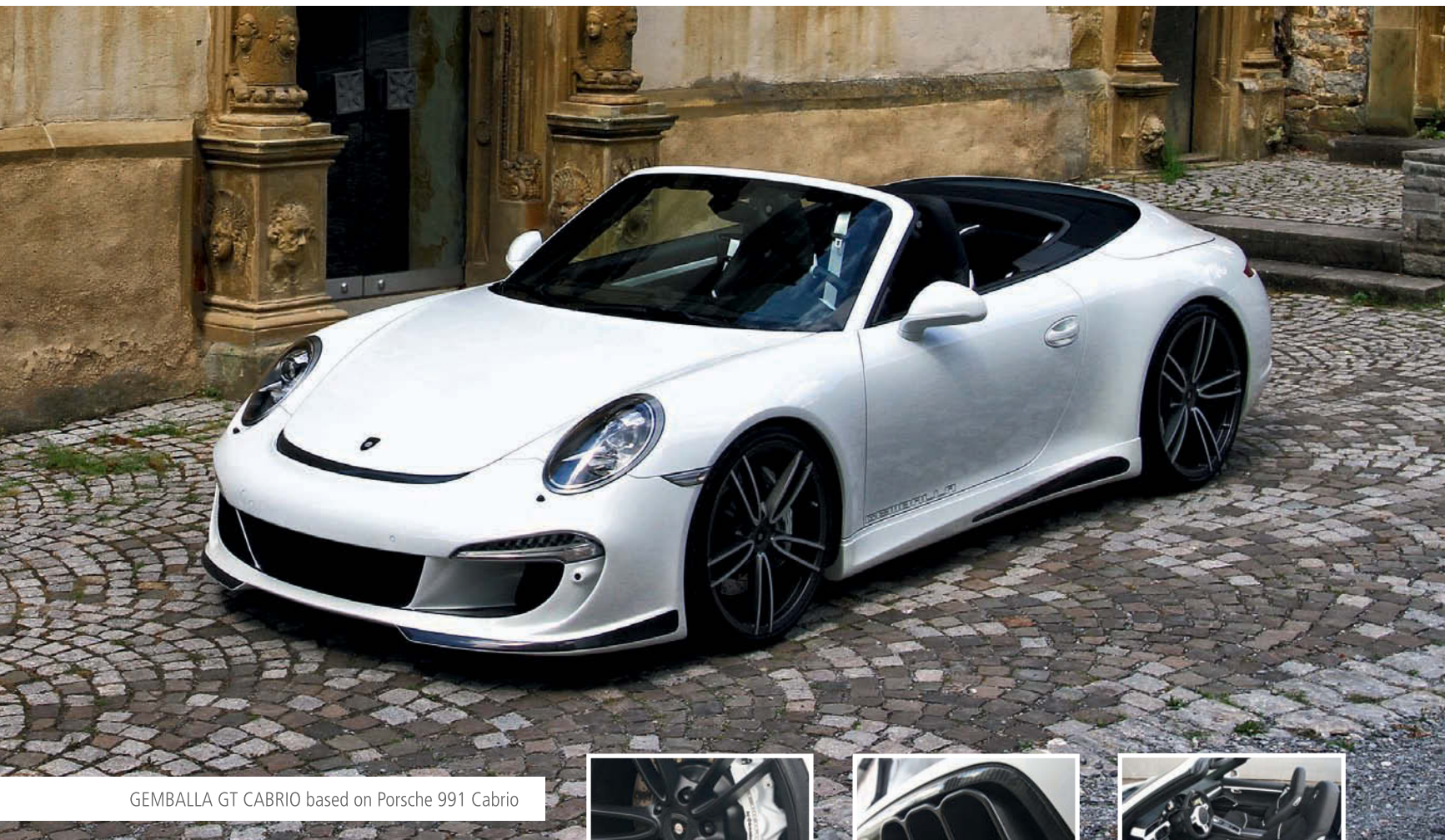
FIND US ON FACEBOOK





Manufactured to the highest standards. Made in Germany.

Our design and performance packages for Porsche 991 Coupé and Cabrio.



GEMBALLA GT CABRIO based on Porsche 991 Cabrio



GEMBALLA

BUILDING SPORTSCAR LEGENDS FOR OVER 33 YEARS

GEMBALLA GmbH
Hertichstr. 59
71229 Leonberg
Germany

TEL: +49 (0) 71 52/9 79 90-0
FAX: +49 (0) 71 52/9 79 90-99
info@gemballa.com
www.gemballa.com

GEMBALLA Liverpool
OCD Porsche Specialists
Unit 6 & 7, BMB Business Park
Dock Link, Wallasey
CH44 3EQ

TEL: +44 (0) 15 16 38 89 11
sales@ocdporsche.com
www.ocdporsche.com

GEMBALLA London
Charles Ivey (Specialist Cars) Ltd
160 Hurlingham Road
London
SW6 3NG

TEL: +44 (0) 20 77 31 36 12
mark@charlesivey.com
www.charlesivey.com

911&PW JANUARY 2015

THIS MONTH

It's a landmark month as we hit 250 issues. Join us then for a journey into 911&PW's past with a '90s group test and stroll back through the '90s, the new millennium and beyond



p60

FEATURES

YOUR AND YOURS

Harry Drnec and his 356 **p40**

911 & PORSCHE WORLD AT 250

250 issues is a landmark in publishing, so time to celebrate! **p46**

REWIND TO 1990

The test we would have run in the first issue: 964, 944 and 928 **p60**

THE INBETWEENERS

A trio of narrow bodied, impact bumper 2.7 911s tested **p80**

944 TURBO CUP CARS

Before the Carrera Cup came the 944 Turbo Cup. We drive two **p86**

AMAZING RUF 356

Ruf 356 with amazing bespoke quad cam air-cooled flat-four **p96**

FROM THE ARCHIVE

Keith Seume turns the clock back to '74 and the debut of the RSR **p108**

HOW TO: BOXSTER EXHAUST

Step-by-step, how to fit a Dansk Boxster exhaust system **p118**

SPECIALIST: BREY-KRAUSE

From bathroom accessories to Porsche parts, it's all going on at Brey-Krause **p125**



p76



p96



p22



RENNLINE.com
Performance Parts and Accessories

Happy Holidays
15%

Off All Rennline Performance Products Dec 1-25 - **Use Promo Code 1225**
Only valid for online orders.

802.893.RENN



p10



p118



p143



p130

REGULARS

PORSCHE NEWS

All the latest Porsche news...**p10**

PORSCHE PRODUCTS

...and all the latest must-have Porsche bits and bobs **p26**

THE USUAL SUSPECTS

Chris Horton on why newer isn't always better and more **p34**

PORSCHE LETTERS

You tell us **p38**

PORSCHE PROJECTS

The full fleet is wheeled out for an update for the 250th issue **p130**

BUYERS' GUIDE: BOXSTER 987

Plenty of Boxsters on the market. Here's what to look for **p152**

TRIED & TESTED

Checking out a 991 C2S and an IROC inspired Carrera 3.2 **p157**

SUBSCRIBE

PAGE 146

Christmas gift subscriptions from just £26! Or how about a special 13 for the price of 12 deal? Hurry, time's running out...



Gen II 997 GT3 RS – We are delighted to offer another Gen II 997 GT3 RS for sale at JZM Porsche. This RS is supplied with fantastic factory options that include Front-Axle lift and Transferable Porsche Warranty.



996 GT3 RS – It gives JZM great pleasure to offer this 2 owner, original panel, original paint 996 GT3 RS supplied with a superb history file and no adverse Rev Range 2 mishaps. The vehicle was purchased by its current owner when just five months old.



930 Turbo's in "Time Warp" condition such as this car are rarely offered for sale. Everything about this iconic 80's supercar is just right and the overall condition is nothing short of outstanding. A vehicle that JZM are truly delighted to have secured for the showroom.



997 Turbo – We are constantly looking out for low mileage mechanically sound 997 Turbos that have been treasured by their owners and we are pleased to have bought this example for showroom stock.



Cayman S – We are delighted to introduce this beautifully maintained Cayman S with super low mileage at just 18750 miles from new. We know this car inside out and it really is as stunning as it looks.

INTRODUCING... JZM GULF

JZM Porsche has launched a new branch on a new continent: JZM Gulf – Abu Dhabi



Winners 2008, 2009, 2010, 2011 & 2012



PORSCHE SALES, SERVICING & TUNING
01923 269 788 www.jzmporsche.com

Harness Mounting - Seat Mounting - Fire Extinguisher Mounting - Chassis Bracing - More

Get Equipped...



www.BKauto.com



610-867-1401



Rest assured, we have you covered.

Porsche Insurance offers motor insurance that is designed exclusively for you and your Porsche. As it is the only insurance service officially endorsed by Porsche Cars Great Britain, we believe it provides comprehensive cover and maximum peace of mind. It also extends to using your Porsche on the track*, allowing you to experience the full potential of your Porsche.

Porsche Insurance is able to provide cover for all Porsche models, regardless of age or mileage**. Some of the benefits to protecting your car with us include:

- All repairs are carried out at a Porsche Centre or Porsche Recommended Repairer. This guarantees a Porsche-trained Technician using only Genuine Porsche Parts
- A new car replacement within the first year of registration, if repairs constitute more than 60% of the list price when it was purchased, a new car will be arranged
- Unlimited cover for in-car entertainment equipment supplied and fitted by Porsche
- UK accident recovery service to your nearest Porsche Recommended Repairer
- A courtesy car whilst your own car is being repaired
- A hire car for up to 14 days should your car be stolen
- £10,000 Personal Accident cover for the insured and spouse/domestic partner
- 90 days free European cover
- Optional legal protection and uninsured loss recovery cover
- A 24-hour, 356 days a year accident help line
- Easy payment plans including credit/debit cards and monthly direct debit

Porsche Insurance has been carefully developed to ensure it matches the quality, style and reliability associated with Porsche. For a complimentary, no obligation quote, please phone Porsche Insurance on **0845 600 6502**.



PORSCHE

*Policyholder only to drive. Must be an organized Porsche event in the UK. Policy excess increases to 10% of the vehicle value whilst on the track. Notice must be given as manual cover note is required to be issued. Admin fee applies. Only two events per policy year.

**Terms and conditions apply. Porsche Insurance is a trading name of Volkswagen Financial Services (UK) Limited. Porsche Insurance motor insurance is sold and administered by Marsh Ltd. Registered in England number: 1507274. Registered office: 1 Tower Place West, Tower Place, London EC3R 5BU. Volkswagen Financial Services (UK) Limited and Marsh Ltd are authorised and regulated by the Financial Conduct Authority. Details of authorisation can be checked on the Financial Services Register by visiting the FCA's website www.fca.org.uk or by contacting the FCA on 0800 111 6768. Volkswagen Financial Services (UK) Limited and Marsh Ltd. are not part of the same corporate group.

NEWS

Porsche finishes off the revised Cayenne range (for now) with the biturbo 434bhp V6 GTS and entry level, normally aspirated 296bhp V6

DOWNSIZED, POWERED UP

Hot on the heels of the new 911 GTS, detailed in last month's issue, is a Cayenne with the same badge, powered by a 3.6-litre biturbo V6 producing 434bhp and 443lb ft torque – increases of five and 17 per cent over the previous GTS with its normally aspirated 4.8-litre V8. It's priced at £72,523, compared to the "real" Turbo model at £20,000 more and packing 513bhp and 553lb ft.

A turbo engine without the "Turbo" badge is a sign of the times at Porsche, this being the easiest way to reduce CO2 output while still retaining power levels – soon every 911 will have forced induction, it's believed. The GTS accelerates to 62mph in 5.1 seconds with the Sport Chrono pack, which is faster than its predecessor, and achieves a top speed of 162mph. Fuel consumption is improved slightly to 28.8mpg combined.

The GTS comes with a sports exhaust,

Cayenne Turbo brakes (390/358mm discs front/rear) and painted calipers, and with the standard suspension rides 24mm lower than less powerful Cayennes, and 20mm lower when the optional air suspension is fitted. Styling wise, it's distinguished by a Cayenne Turbo nose section with larger air intakes, and the Sport Design package which includes wider wheel arches and more contoured side sills. The wheels are the 20-inch RS Spyder design. Inside, the eight-way adjustable front seats are finished in leather/Alcantara with "GTS" lettering on the headrests.

There's also a new entry level Cayenne using a normally aspirated 3.6-litre V6 and good for 296bhp and 295lb ft, with 0-62mph acceleration in 7.7 seconds and maximum speed of 143mph. The £49,576 SUV's CO2 output is 215g/km, which is 21g/km lower than the previous base model, but it will still cost you £625 road tax in the first year.





“ The Cayenne GTS accelerates to 62mph in 5.1 seconds with the Sport Chrono pack ”





997 GT3 GRAVEL RALLY CAR DELAYED

One of the most exciting new rally Porsches for a long time, and which had been set to light up the Wales Rally GB event in mid November – the UK round of the World Rally Championship (WRC) – was eliminated before it even started, after running into problems with FIA (Federation Internationale de L'Automobile) regulations. Tuthill Porsche's R-GT, based on a 997 GT3 Cup Car, was ruled to have a suspension upright that did not conform to "gravel" specification, the problem being that the standard Cup Car strut is far too big to work with the 15-inch wheels that are the standard size in all WCR categories for this type of surface.

Back in May, Tuthill, aware of the issue, proposed three possible solutions to the FIA: a modified Cup Car strut, a bespoke strut, or a smaller one from a different 911 model. But Tuthill team boss and driver Richard Tuthill (seen in car) told us that no decision was forthcoming, leaving him frustrated that the new car could not enter the Welsh event, and equally that it had been denied rally

condition testing miles.

After a long proliferation of hatchbacks in the WRC, the FIA recently opened up the rules to allow sports cars back into rallying, as part of a wider drive to reduce WRC costs. The new Group R regulations allow production-based rally cars, which cost far less than full-house WRC cars to prepare and run. The group includes a category for sports cars, R-GT.

Cars in the R1 to R5 categories compete in the associated WRC2 and WRC3 championships, broken down by power, weight and drivetrain. R-GT cars may take part in all WRC events and can score WRC points. From 2015, R-GT cars have their own R-GT Cup, an FIA championship made up of five European rounds of the WRC and European Rally Championship.

As a long-time proponent of the return of GT cars to rallying, classic Porsche specialist Tuthill Porsche was delighted by the R-GT announcement and immediately began developing a modern Porsche rally car to compete in the World Rally Championship

under R-GT regulations. The Oxfordshire firm's R-GT is a 997 GT3 Cup Car extensively modified for rallying on both tarmac and gravel events.

'The car was born to be driven on gravel,' said Richard Tuthill after tests. 'It is well balanced, amazingly easy to drive and exceptionally fast with the wonderful 3.8-litre engine and sequential six-speed gearbox. We experimented with the setup and will continue to develop certain areas, but I could not have imagined it could be so good from the very first turn of the wheel.'

The R-GT, seen here during a gravel test, had previously enjoyed successful outings on WRC tarmac rallies in Germany and France, and Tuthill has now announced a production run of its 911 rally weapon.

Earliest orders will be built and ready by January's Monte Carlo Rally, the first round of the R-GT Cup. Tuthill Porsche has brought in Graham Prew, former WRC sales manager for Prodrive to lead its sales programme. Fingers crossed that the FIA sorts itself out then.



What we missed on Wales Rally GB: The Tuthill R-GT 997 GT3 kicking up the gravel in testing. Bottom right: Richard Tuthill at the wheel failed to get the FIA to effectively homologate one of three options required to run the 15in gravel spec wheels



PORSCHE PROFITS STRONG

Porsche has been making mega profits for about the last decade (with a hiccup in the year the VW Group takeover stalled), and for the first part of that time discreetly released the figures once a year. But with consistent profitability, the German carmaker decided a little while ago to issue quarterly profit figures and get four times the coverage – and the numbers are equally impressive for the first nine months of 2014, even if profits grew by only two per cent over the same period in 2013.

The operating profit was €1.93bn, about £1.54bn – some £4.2m every day of the year, or £11,350 per car built (135,642 of them), figures most other car manufacturers can only dream of. Revenue was substantially increased, up 17 per cent to €12.24bn (£9.8bn). This figure was described by finance director Lutz Meschke as 'on target', and that the full year profit – even though held back by the cost of developing hybrid power units – will be slightly up on 2013.



Leaves aren't the only things that drop as winter approaches.

Porsche winter wheels and tyres.

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and an increase in braking distances by up to 12%*. Porsche Approved N-rated winter tyres are specifically designed for your Porsche and provide greater safety in cold, wet and snowy conditions.

Whilst your summer wheels and tyres are off the road, they can be securely stored for you through one of our Porsche Centres**.

For more details contact your local Porsche Centre.



Scan to see winter tyre performance in action

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

**Participating Centres only



PORSCHE

OUR TAKE

LOW PROFILE

A mediocre season of Le Mans LMP1 racing has hardly been an image builder for Porsche, David Sutherland feels.

Porsche's long awaited return to "top level" motorsport in 2014 came in the form of participation in the LMP1 class of the World Endurance Championship (WEC), whose star fixture is the famous Le Mans race in June. There was a long and tantalising build up to Porsche's first time back since winning the championship in 1998, intensified by the signing of ex-F1 star Mark Webber.

Few expected Porsche to win straight out of the box, and after a wobbly start due to poor reliability, the 919 Hybrid's fortunes improved. Next season will be better, everyone in the team hopes.

But with the championship won by Anthony Davidson and Sébastien Buemi in their Toyota TS040 Hybrid, with a race still to go, one cannot help wondering just how much awareness among the public the WEC generates – this of course being the reason manufacturers enter in the first place. Most car enthusiasts will voice an opinion on

F1, be it about Lewis Hamilton, Nico Rosberg, Bernie Ecclestone, the noise the cars make, or whatever. But when did you hear a man in the pub talking about WEC?

On the other hand, a relatively small independent Porsche specialist, Tuthill Porsche, builds a 997-based rally car to take advantage of revised World Rally Championship rules allowing "R-GT" sport cars to enter, and sets the enthusiast world alight. Derived from a 997 GT3 Cup, it will be sold to teams, and its contribution to rallying is likely to be noticeable.

The technology going into Porsche's WEC programme means drivers of the firm's hybrid road cars will have better batteries that they otherwise would have had. But otherwise, is it really money well spent? F1 is horrifyingly expensive, and unforgiving to under achieving teams, but maybe it should be this, or stick to selling race cars?



WIN A REBUILT 924

A new company, whose business is giving away classic cars in competitions, has recently started up, its first offering a 1978 Porsche 924 restored over an eight-year period to an historic rally specification. The competition costs £2 to enter on line or by text, and is open until the end of January 2015.

The finished car, purchased by Classic Car Win from a classic car dealer, was rebuilt by Adam Jackson from near Sheffield, with help from a Haynes manual and also his father, who has sadly since passed away. Adam decided to turn it into an Historic rally car, and among other

things fitted a twin Weber carburettor conversion from Jam Engineering in California and brakes from a 924 Turbo.

Replacement parts alone came to more than £23,000, says Classic Car Win. Further details of the competition – with which 911 & Porsche World has no involvement – can be seen at www.classiccarwin.co.uk. The company says that once the competition is established it aims to give one classic car away each month, though not necessarily a Porsche.

Worth a punt? Well for a couple of quid, what do you think?

Check out the extensive pics on Classic Car Win's website and you'll see that this 924 resto has been done properly



FLIGHT CONTROL

Porsche has revealed some of the logistical requirements of its World Endurance Championship (WEC) race programme, which show that getting the show on the road is almost as much a precision operation as getting the two LMP1 919 Hybrids around the eight race tracks across various continents.

In the second half of the season, when the WEC circus moved away from Europe, the distance covered between venues is some 25,000 miles, with 30 tonnes of kit to be hauled around.

To keep control on freight costs, the team limited itself to a dozen cargo units, each

304x230cm and which must not exceed 3,000kg when loaded. The contents run to several thousand parts, and air freight requirements are taken into account when any item of equipment is purchased. Parts must be carefully packed so that whatever is going to be required first on reaching a destination can be easily accessed – the same logic as when moving house.

Even the containers are tailor made, brand new for Porsche's first WEC season, six of them having angled tops so as to fit neatly into the aircraft's curved fuselage. The actual racing cars are strapped on to special racks, drained of fluids and with delicate bits like mirrors removed.

An Atlas Air 747 cargo plane is used, chartered by DHL and shared with other WEC teams. It left the Frankfurt-Hahn airport on 11th September, flying to Austin. Some equipment, for example the numerous Tensator barriers, go by sea. Whatever route, only essentials go, and those don't include a hospitality unit – everyone in the team eats in the paddock canteen.





1992 PORSCHE 964 3.6 RS - LHD

Metallic Polar / Black full leather interior 12 months MOT. Service history. Excellent bodywork. - Excellent condition. Alloy wheels, Immobiliser, Sports seats. Only 36,700 miles.



1995 PORSCHE 993 3.6 2DR TURBO GT2 - LHD
Guards Red with Black full leather interior, Four wheel-drive.
Many upgrades. Drives as beautifully as it looks!



1989 PORSCHE 911 SPEEDSTER - RHD
Only 16,250 miles. Silver/Maroon full leather interior.
Original CR - 31 Radio. Excellent condition throughout.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history, excellent bodywork, White
full leather interior - 72,500 miles. Excellent condition.



1963 PORSCHE 356 B T6 KARMANN COUPE - LHD
Black full leather interior - Excellent bodywork. Excellent
condition. 4 seats. Absolutely immaculate example.



1995 PORSCHE 993 CARRERA 4 COUPE - RHD
Solid Guards. Only 52,300 miles. An ideal blend of technology
and classic 911 air-cooled heritage.



1998 PORSCHE 911 TURBO S - RHD
Only 14,100 miles. Metallic Artic. Full service history. Maroon full
leather interior. Four wheel-drive. Excellent condition



1995 PORSCHE 993 FACTORY RS CLUB SPORT - LHD
Low mileage. Upgrades - Strasse Version. Roll-over cage,
Air conditioning. Excellent condition throughout.



1958 PORSCHE 356 1600 SPEEDSTER - LHD
Excellent bodywork. Silver/Black full leather interior - Excellent
Condition. Totally immaculate example.



1995 PORSCHE 993 3.6 TURBO - RHD
Totally original and unmolested having covered only 53,200 miles
The car has service history and is in stunning condition.

BESPOKE FINANCE ARRANGED AND PART EXCHANGE WELCOME - WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY.

A SIGNIFICANT PROPORTION OF THE CARS WE HAVE SOLD THIS YEAR HAVE BEEN BOUGHT TO ORDER.

IF THERE IS A SPECIFIC PORSCHE YOU REQUIRE THAT IS NOT LISTED ON OUR WEB SITE - PLEASE CALL JONATHAN FRANKLIN: 07522 911 911

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151 | Mob: +44(0)07522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

CATCHING UP WITH

JAKOB EBREY

This specialist motorsport photographer spends a lot of time shooting racing cars – and when he's not doing that, he's racing his own Porsche 924.

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

I'm 37 and I live and work at Silverstone

What was your big break in the motor industry?

I started full time work for John Colley Photography the day after finishing my A Levels. Eventually I set up on my own, and I focus on motorsport, including the Carrera Cup and WEC, but get some road car commissions too.

Summarise your career

It has been pretty much non stop! We are working most weekends, all around the world, and are busy in the week too, attending tests for manufacturers, and non motorsport work as well.

Are you a petrolhead?

Yes, cars are a big part of my life.

What was your first car?

Ford Escort Mk1.

What was the first Porsche you ever drove?

A 911 Club Sport. I got to move it once on a photoshoot and fell in love with it.

Which Porsche past or present do you like best?

Early 911S – they are so pure and the proportions are just right.

What car do you drive?

On the road a standard BMW 320 diesel, and on the track a Porsche 924S.

What gets you out of bed in the morning?

A desire to make a difference, or more usually my children!

What has been the biggest challenge of your working career?

I am still looking for it. We are always looking to do different things, new technology or trying to find different angles or ideas.



STEERING SECRETS REVEALED

In the closed world of F1, teams are loathe to let anyone outside the immediate team near their cars or know anything about them. But as a World Endurance Championship entrant, Porsche clearly takes a difference view and has let the world see the workings of one of the most important and complex aspects of the car – the steering wheel.

Turning the 919 Hybrid round corners appears to be one of its lesser tasks. The rectangular design (shaped thus to ease speedy driver changes, particularly of tall drivers like Mark Webber and Brendon Hartley) is made from carbon and with slip-resistant rubber grips, and features 24 buttons and six paddles. There's also a multitude of read-out information including speed, the gear selected, powertrain mode and the charge of the lithium

ion battery. The centre two paddles are for gearshifts; the lower ones operate the clutch, both having an identical function so that the driver can choose the easier one to operate if in a right or left bend; the top left paddle regulates the boost; and that at the top left initiates energy recuperation.

The buttons on the wheel, which owes its styling more to the computer game industry than to the car world, include traction control, front/rear brake balance, hybrid strategy selection, pit lane speed limiter, neutral selection, team radio activation – and even the drinks dispenser. It must be particularly good fun using the blue button at the top right, which when pressed once flashes the headlamps three times to warn the also-rans that a fast prototype is approaching.

The days of putting your foot down and simply turning the wheel are long gone for endurance sports car drivers. Porsche's 919 Hybrid racer's steering wheel almost matches that of an F1 car for complexity



UPWARDLY MOBIL

The Porsche Mobil 1 Supercup drew to a close in Austin, Texas, after 10 rounds, the new champion a rookie known for his inability to set a competitive time during qualifying – but then in the last half minute slot his name in at the top of the time sheet with a super hot lap. He is New Zealander, Earl Bamber, who is also the Porsche Carrera Cup Asia champ.

He scored seven podium finishes, two of which were wins, and as from April onwards the 24-year-old gave up having a fixed abode in Europe and travelled around, nomad-like, from race track to race track. Arriving at the season opening round in Barcelona as the Porsche International Cup Scholarship driver, he quickly immersed himself in the sport, and earned much respect. 'Earl is a hard worker with huge talent,' said team principal Alexander Fach. 'You'll be hearing a lot more about this guy.'



GEMBALLA LOVES LIVERPOOL

German tuner Gemballa has signed up a new UK sales outlet, Gemballa Liverpool, to handle its tuned Porsches. The firm chose the city's three-day Celebration of Style event in mid November to publicise its presence, displaying two Panamera-based models, the Mistrale and the 700bhp plus GTP 720 (pictured), plus a Cayenne wearing Gemballa's Aero II kit.

Explaining the move to a relatively far flung UK city, CEO Andreas Schwarz commented, 'Nearly everybody there has a background in the Porsche or Porsche tuning business.' Gemballa, set up in 1981 by Uwe Gemballa, who died in mysterious circumstances four years ago in South Africa, already has an official dealer in London, Fulham-based Charles Ivey.



991 GT3 RS LEAKED

Is this a 1:43 scale model of the 2015 GT3 RS? It certainly looks like an official Porsche model, judging by the packaging. Predicatably the model showed up on the internet and Porsche has neither confirmed nor denied.

Spy shots of what is supposedly the GT3 RS testing at the 'Ring have already revealed the air scoops on the rear wings and a very similar rear spoiler, but not the vents cut into the top of

the front wings, which are wild to say the least. The colour is certainly right on message for a GT3 RS, the 997 GT3 RS was launched in orange, too. It would be a fairly elaborate hoax to mock up something like this, but then some folk do like to be mischevious. However, knowing how hard it is to keep a lid on things in this digital age, we would hazard a guess that this is the real thing, albeit in miniature.

If this really is the 2015 GT3 RS in miniature, then we can't wait to see the full size, grown up version



996 TURBO THE NEXT CLASSIC

Looking to buy an affordable Porsche that is set to become the next highly sought after Zuffenhausen classic? The 996-model 911 Turbo is without doubt your car, many in the Porsche world believe.

'The 996 Turbo is perceived as a car to get into,' reports Paul Seagrave, director of motorsport at Porsche Club Great Britain. 'They are now priced from £22,000 to £30,000, and that's not a lot of money for a Porsche.'

The car's massive turbo performance along with four-wheel drive traction make it an amazing bang for buck buy, but equally appealing for those in the know is its "Mezger" engine, which enjoys an excellent reputation for dependability compared to the regular Carrera motor. 'The engine has the bottom end of the GT1 Le Mans engine, and it doesn't have the same reliability issues as the Carrera engine,' Seagrave explains.

The 996 Turbo on the club's stand at the

NEC Classic Motor Show, owned by Dave Jones, attracted much attention. 'A lot of people wanted to buy it off him, but he said no, "it's my car, it's not for sale,"' Seagrave told us.

The 996 Turbo, the fourth generation 911 Turbo, was introduced in 2000, with 414bhp on tap (rising to 444bhp in the Turbo S) and priced at close on £90,000, some £30,000 more than basic 911 Carrera, then a 3.4-litre model. It was discontinued in 2004.

996 Turbo, the next big thing? That's what Porsche Club GB reckons, and with prices from £22,000 it's probably fair to say that the only way is likely to be up





ON SHOW

Following its recent announcement of increased classic car restoration within Porsche Centres, with 100 new "Porsche Classic Partners" to be established around the world, Porsche Cars Great Britain hit the Classic Motor Show at the NEC in Birmingham in mid November with one of the biggest stands of the entire event. Compared to the myriad car club stands and grommet sellers, the carmaker's display comprised a dozen classics plus two current 991-series 911s.

At its first visit to this well established annual show, which in 2014 drew 1700 classic cars and 65,000 visitors, the collection encompassed models from the 924 onwards – two 924 Turbos and a rare 924 Carrera GT – to a 996-series 911 Turbo. Included were winners of the Porsche Classic Restoration Challenge, Porsche Centre Leeds' 1981 930 Turbo taking the Porsche Cars GB Award, while Porsche Centre Hatfield's 1973 911 2.4 Targa secured the most public votes. Leeds also won the Mechanical Award, and Porsche Centre Guildford picked up the prize for the best body and paint for its 1990 911 Targa.

'The NEC show is the leading event of its type in the UK, and our presence underlined the classic aspect of Porsche,' a PCGB spokesman said. He added, however, that the carmaker would not be attending the London Classic Car Show in East London in January, an event the organisers hope will – in time, at least – rival major European classic car shows such as Retromobile in Paris and Techno Classica in Essen.

Elsewhere at the show, Porsche Club Great Britain was also prominently represented, its 11-car stand, sponsored by Porsche Sutton Coldfield and luxury soap specialist Baylis & Harding, displaying four 911 Turbos – a 930, 964, 993 and 996 – to mark the evergreen supercar's 40 years in production. The club said it was a record year, with 115 new members signed up, with many membership enquiries made.



Porsche's commitment to the classic car scene was evident at the NEC Classic Car Show with 12 cars on display, the majority of which had been restored by Porsche Centres around the country

NEWS IN BRIEF

Porsche has told us that a news story in the December issue reporting that Porsche boss Matthias Mueller had a "Gerald Ratner" moment and criticised the present Panamera's styling did not reflect the true situation. He was saying that a facelifted model of a car is always going to be improved,' a spokesman explained.

The front bootlid lock bracket on 4428 911s, Boxsters and Caymans are being replaced following concerns about their long term durability. The recall was prompted by factory quality checks, no actual failings having occurred, Porsche said.

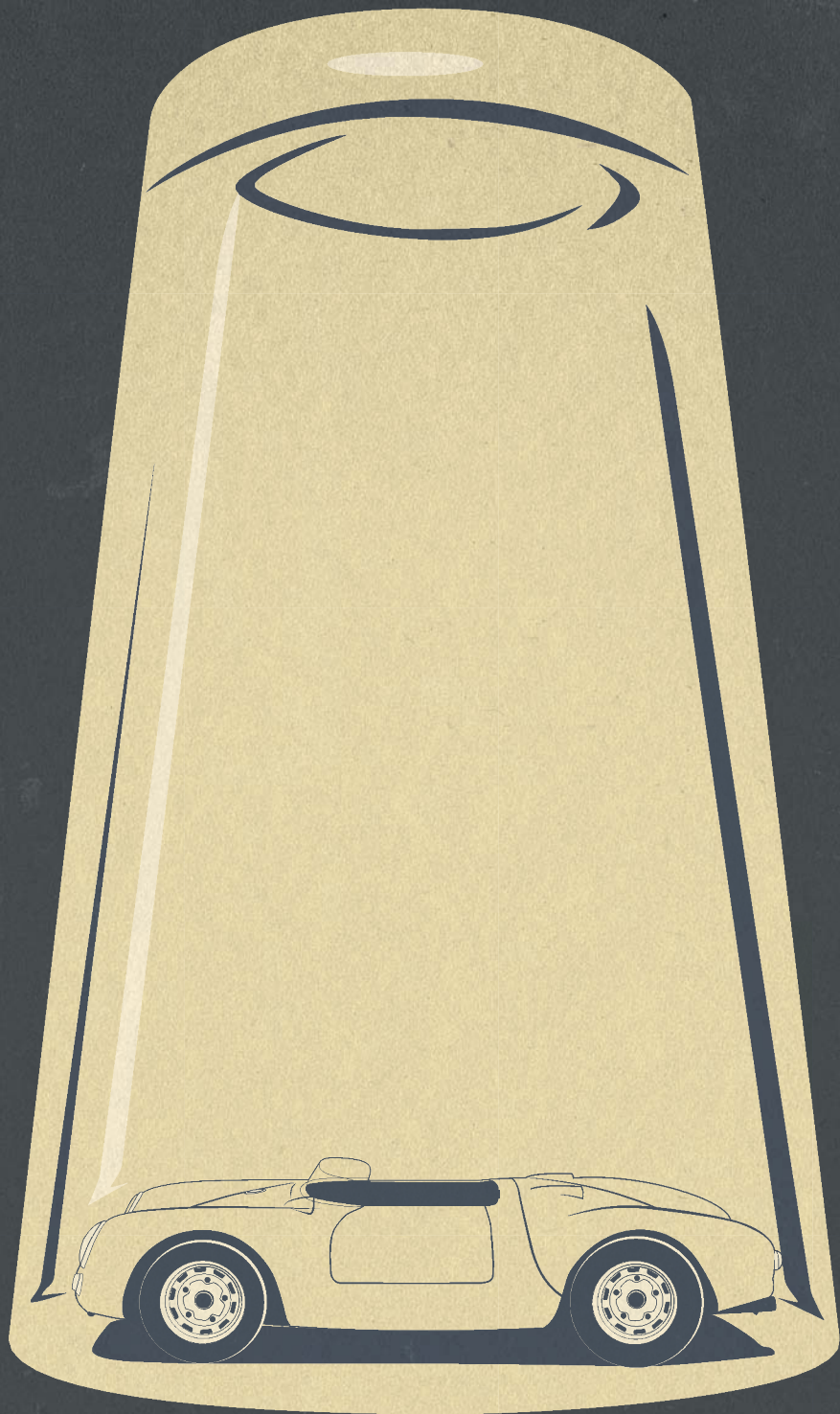
While Porsche is believed to have delivered little more than 30 of the 918 examples of the 918 Spyder it plans to build, reports say that future production up until July 2015, when it is due to end, is mostly accounted for. Hence the £657,400 hybrid supercar is effectively close to being sold out.

In October Porsche became the first company to hold a private event in the Vatican, members of The Porsche Travel Club listening to a classical concert in the Sistine Chapel. The Pope was not in attendance.

Motoring journalists are not renowned for their light footed driving style, but can be economical when it's called for. In the 2500 miles of a media test, in and around Frankfurt in Germany, one Cayenne S E-Hybrid gave 50.4mpg overall.

Since October Vehicle Excise Duty discs have not been issued, and current ones need no longer be displayed. But hang on to late issues of VED discs, as they are expected to become collectable, especially if for an interesting car, such as a Porsche.

Jaz Porsche are moving to new premises in January. Jaz will be based in St Albans in larger premises with better road links and fast train service to London. New equipment will include a state-of-the-art four wheel alignment system. Jaz will hold an open day on Jan 31st.
www.jazweb.co.uk



SPYDER

IN STOCK NOW

997 GT3 GEN 2 997 C2 GEN 2 CAYENNE DIESEL 996 TURBO S MAN 996 TURBO TIP 996 C4S TIP 993 C2 CAB

993 C2 MAN BOXSTER 2.7 TIP CAYMAN S MAN

RACE & TRACK CARS AVAILABLE TO RENT AND BUY



TEL 0113 2340 911
WWW.STRASSE.CO.UK

STRASSE
BRIDGE RD, HOLBECK,
LEEDS LS11 9UG

ILLUSTRATION: RICHARD COLVILL WWW.TURNKEY.CO
ALL RIGHTS RESERVED © COPYRIGHT 2014





PRECISION

PORSCHE SPECIALISTS

01825 721205



Your South East Independent **Porsche** Specialist for all Porsche servicing and maintenance using genuine Porsche parts to maintain manufacturer's warranty.



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ
 email: info@precisionporsche.co.uk www.precisionporsche.co.uk t: 01825 721205

Congratulations to *BGB Motorsports* and Dr Jim Norman for winning the GX Class Team and Drivers Championship with their Cayman GX-R.

BGB Motorsports is a preferred installer for Guard Transmission. They offer full service Cayman and PDK gearbox Installation and race preparation . Contact them today to see how they can provide their outstanding service for your racing endeavor!



Cayman Gears
 Available Spring 2015

PDK LSD
 Immediately Available



GT **Guard Transmission** LLC
 Gears, Differentials & Components for Racing
www.guardtransmissionllc.com (303) 530-1094



BGB Motorsports
www.teambgb.com
 (386) 672-3336

Choose by Model >

Classic | 911 | 964 | 993 | 996 | 997 | 991 | 924 | 944 | 968 | 928 | Boxster | Cayman | Cayenne | Panamera

WORLD LEADERS IN PARTS DIRECT

SEASONAL SPECIALS

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids,
 B63 3XB, UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Service & Workshop



- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

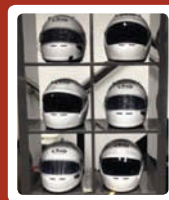
Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination). Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

GTS: THE BEST 991 YET?

The 997 GTS was the best of the previous 911 generation. Has Porsche pulled off the same trick with the new 991 GTS? Yes, and it can even be specced minus rear seats for the GT3 look. Oh, and they've sorted the manual 'box!

Check out the Porsche configurator and there are four 991 GTS models. Two for each of the coupe and cabriolet bodystyles, Carrera 2 GTS and Carrera 4 GTS, the GTS then is a model series rather than a model in its own right. That's at odds with the other recent GTS-badged offerings, though in-line with how Porsche sold its previous 997 GTS model.

If it's really to be considered the model that provides the filling for the hole between the Carrera S and GT3 then there's only really one model to consider. Carrera GTS, in manual, or if you must PDK. It's possible to make a case for the Carrera 4 GTS, but really, the Cabriolet is a more difficult model to stomach, not down to any anti-cabriolet snobbery, but it simply doesn't live up to the sharper-driving billing that the GTS badge should. Still, Porsche knows its business, and it's very good at it, but it doesn't stop it sitting any less comfortably.

That's at odds with the Carrera GTS, which sits very comfortably indeed. Thank the more buxom rear end of the Carrera 4, the wider wheelarches and track featuring on all GTSs, regardless of how many wheels are apportioned drive. Sitting on 10mm lower PASM suspension, those wheelarches filled by glossy black finished 20-inch alloy wheels with single hub carriers, look great. The black theme introduced by those wheels extends to a great deal of the GTS revisions to become its signature styling element, black badging, a black lower side skirt, gloss black inserts where the reflector would be on a four-wheel drive Carrera, black mesh grilles and vanes in the intakes on the re-profiled front bumper and black rings circling the smoked headlight lenses.

The interior benefits from some GTS badging and Alcantara finishing, while if you're truly committed to the GTS cause you can delete specify the rear seats, which will have your GTS tipping the scales at around 7kg less than the equivalent Carrera. That's not possible on the Cabriolets, furthering the difficulty of the badge on the drop-top.

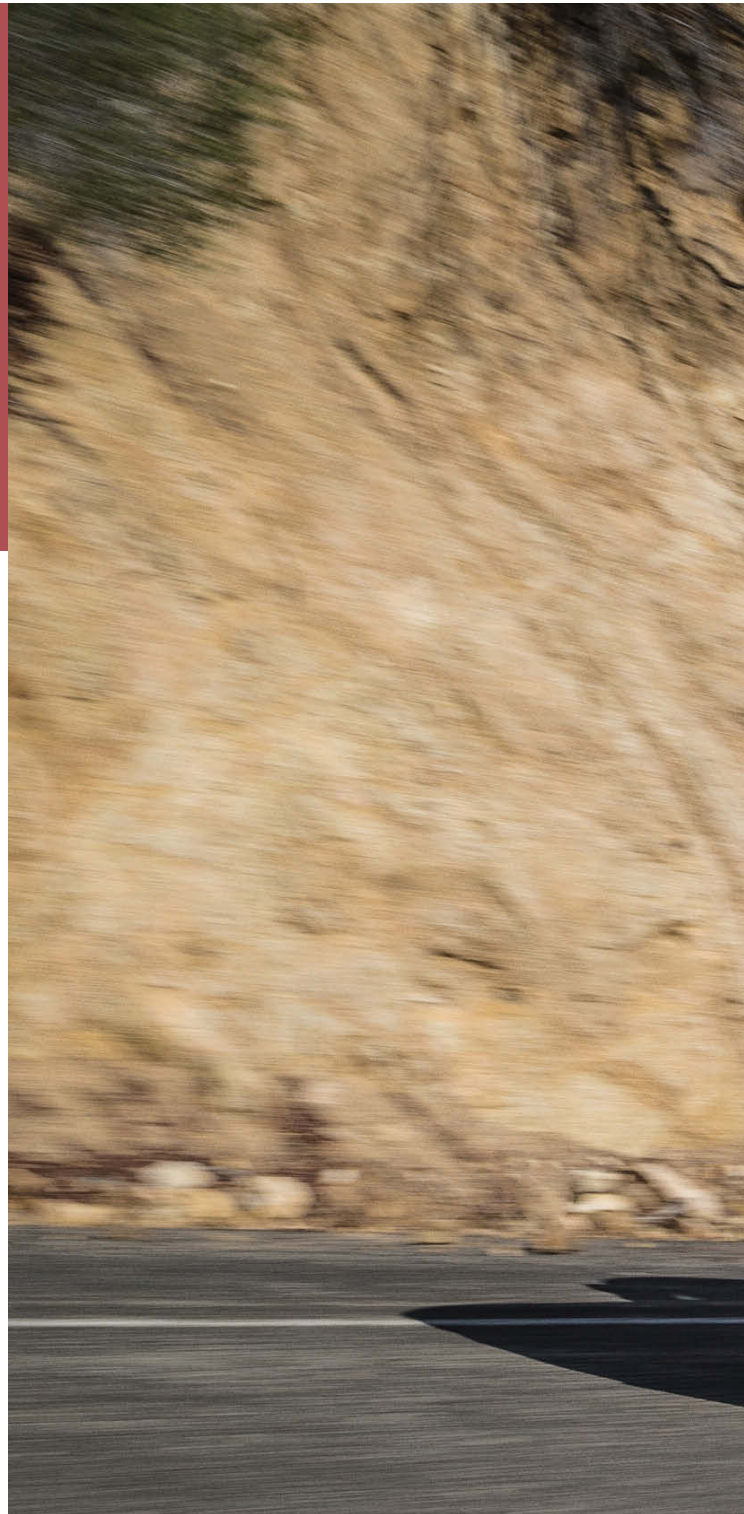
It's possible to order the larger 90-litre tank with the two-wheel drive coupes too, making the GTS better live up to its GT billing. The specification changes over the S also change the engine, suspension and wheel size details, the engine essentially gaining the option of the S's Powerkit for an additional 30hp, while the suspension gets unique damper rates and those Turbo S wheels are some half inch wider front and rear. Porsche promises that the Powerkit option has been acoustically enhanced, the modified intake allowing for greater low-rev torque and a higher output at high revs. The figures suggest exactly that, with peak power of 430hp produced at 7,500rpm, torque of 440Nm arriving at 5,750rpm. That maximum output gives scant time to shift before the red-line is hit at 7,800rpm, but some further revisions from Porsche should help here.

The replacement of the six-speed manual transmission, so loved on the 997 for its instantaneous, precise shift for the PDK-derived seven-speeder in the 991 has been a contentious issue since it was introduced. The seven-speed's paucity of accuracy, lack of speed and general obstructiveness has been addressed. Porsche has worked on the weighting and friction, removing around 10% of the forces on it to the obvious benefit across its gate. It no longer baulks when it's hurried, or slots inaccurately at lesser speeds, the improvement to the quality of its movement and pace meaning those who enjoy manual shifts and three-pedals can rejoice. That's the case across the entire 991 line-up, all Carreras getting the improved shift developed for the GTS.

That seven-speeder, with the eager, rev-hungry flat-six 3.8, goaded by the more gasping intake resonance and sporting timbre from the standard sports exhaust allows you to revel in the GTS. Doing so is hugely satisfying too, as unlike some you need to work to get the very best from it. The engine's delivery is generous across the rev range before it gets indulgent at higher revs. That means you're busy with that seven-speeder to keep it in its sweetest delivery area. Not the heady highs of its peak output, but the GTS really flies from 4,000rpm and up.

The suspension changes make for a tauter ride at slower speeds, but it's not overly detrimental to the overall ride quality. Indeed, you'll happily accept the marginal deterioration of the GTS's lower speed ride comfort – and slightly increased road noise on some surfaces – for the greater control it brings as the pace rises. On the mountain roads en-route to California's Willow Springs Raceway not once did the GTS ever feel out of its depth, indeed were it not for the fear of punitive speeding fines (or given the speed possible, jail time) the GTS could have been faster still. Significantly so. Not that the standard Carrera S is particularly lacking in any area, but the GTS takes what's already a highly accomplished set-up and improves on it.

For all the on-paper promise of greater speed the most obvious changes to the GTS centres around the steering. There's a speed to the turn-in that's different to the Carrera, the nose far more enthusiastic to react to inputs at the steering wheel. That, and the huge grip on offer at the rear affords the GTS phenomenal cornering ability, that are better explored and enjoyed thanks to the finer detailed communication that's delivered at the wheel. The suspension shrugs off the GTS's ample speed with impunity, its wheel and body control remarkable, its resistance to roll aided via Porsche optioning Dynamic Chassis Control; that option including PASM Sport, reducing the ride height by a further 10mm over the standard GTS. There's PCCB too, the standard brakes not lacking in any way, but if the reduction in unsprung mass inevitably aids the way the GTS manages to mix lower, more focussed suspension



Familiar GTS launch colour scheme (see Cayenne GTS story on p10/11 too) and black details, plus 20in centre lock wheels, mark the Carrera GTS out over lesser 991 models



“ Not once on the
mountain roads did
the GTS ever feel out
of its depth ”



CARRERA GTS

Model tested:	Porsche 911 Carrera GTS coupe
Pricing:	£91,098
Engine:	3.8-litre flat-six petrol
Transmission:	Rear-wheel drive, seven-speed manual
Body style:	Coupe
CO2 emissions:	223g/km
Combined economy:	29.7mpg
Top speed:	190mph
0-62mph:	4.4secs
Power:	430hp at 7,500rpm
Torque:	440Nm at 5,750rpm



“ If you’re a traditionalist looking for the ultimate manual 911, then the GTS is it ”

with a ride quality that’s still comfortably on the side of useable.

Other options fitted in some include sports bucket seats, which only really make sense if you’ve deleted the rear seats. However, if you’re going to go those levels of extreme with your GTS then the GT3 starts to make more sense, not least as you’ll be getting tantalisingly close to its list price.

Those GT3 comparisons are inevitable when you start adding options, but then if you’re doing so you might well be looking for comfort that’s beyond what’s on offer from Porsche’s homologation machine. The GTS is the mightiest 911 in manual guise too, so if you’re a traditionalist looking for the ultimate 911 then the GTS is it.

Choosing PDK makes for a faster car in the benchmark 0-62mph time, it dropping to 4.0 seconds from 4.4 in the manual, though the three-pedal car trumps its paddled relation by 1mph to record a 190mph top speed. PDK cars gain Porsche Torque Vectoring Plus over standard Porsche Torque Vectoring on the

manual, though some high-speed lapping back-to-back didn’t reveal any obvious shortcomings in the manual’s lesser system at California’s extremely challenging Willow Springs Raceway. The PDK is good, though it’s a perhaps a missed opportunity that Porsche didn’t take the chance to add some of the GT3’s more extreme, faster PDK settings, at least in Sport or Sport+ settings. It’d certainly make for a more convincing bridge between the standard Carreras and the be-winged race-track refugee.

Not that the GTS, in either form, doesn’t eloquent itself impressively at the difficult topography of Willow Springs. On the higher speed sections it’s evident it’s reaching the limit of the slight aerodynamic revisions Porsche has made, to go any faster GT3-like protrusions and wings would be in order, but that’s not to take anything away from it. That it’s so composed up to what amount to ridiculous road-car pace on a track is testament not just to the quality of the car it’s based on, but the revisions that make it into the GTS.

The most complete Carrera to date is difficult

to argue against. There’s provisos, not least the fact that the GTS needs to be a coupe to really fulfil its brief, but as a car you can use everyday, yet thrill and engage on a level that’s approaching that of a GT3 is a remarkable achievements. That it looks so good helps its case even further, the GTS’s styling revisions subtle, but unquestionably successful.

It’d be easy to write it off as a cynical exercise in check-box ticking from the Porsche options list, but start adding up what the GTS specification brings – the Powerkit alone accounting for the majority of the price difference – and it starts to look like something of a bargain. A quite brilliant one at that. It’s just a shame Porsche doesn’t have the courage to dictate to its customers that the GTS badge is one that should be coveted, rather than merely tacked on the back of every conceivable 911 available. Doing so lessens the impact of the real GTS. Don’t just take our word for it, there wasn’t a Porsche staffer at the launch who didn’t quietly admit that the real GTS models were the coupes alone, and they’re right, so right. **PW**

Think of the GTS as a more road biased GT3. In fact unlike the GT3, you can order the GTS with a manual box, which makes it very much the only 991 option for the die-hard manualist. And there’s the small matter of 430bhp in the tail too, which takes the GTS to 190mph





ADVANCED SUSPENSION TECHNOLOGY



- DFV (DUAL FLOW VALVE)
- REBUILDABLE
- CORROSION SALT SPRAY TESTED (ISO 9227)
- 2 YEAR LIMITED WARRANTY
- HEIGHT ADJUSTABLE
- 20 MM LOWER THAN STANDARD



Having long been regarded as the benchmark in high-performance road and track suspension across a wide range of performance and tuner cars, the Road and Track range brings Öhlins unparalleled competition knowledge and peerless build quality to the Porsche marque. Owners of the 996 Carrera and GT3 models, as well as the much vaunted 997 Carrera already know a thing or two about handling finesse, but the Öhlins kit allows dedicated drivers and true enthusiasts to really test the limits of these capable cars – as well as finally solving the puzzle of how to achieve a truly comfortable ride from competition-quality units.

**COMPLETE
SUSPENSION KITS FROM
£1115.83 + vat**

PORSCHE | BMW | MINI | MAZDA | LEXUS
LOTUS | HONDA | MITSUBISHI | SEAT
VAUXHALL | NISSAN | SKODA | SUBARU
SUZUKI | TOYOTA | VOLKSWAGEN

DESIGN 911
Centre for Porsche

+44 (0) 20 8500 8811
www.design911.com

UNIT 5 | BRACKEN IND EST | 185 FOREST RD | HAINAULT | ESSEX IG6 3HX

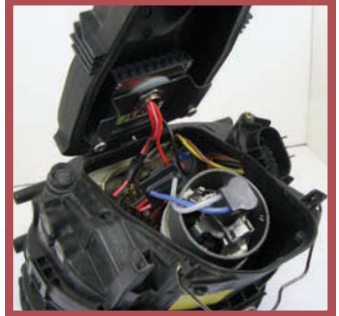
PPCGB.com
PERFORMANCE CAR PARTS

+44 (0) 208 900 0900
www.ppcgb.com

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



NORWEGIAN LIGHT SHOW

Norwegian company Bergvill F/X, which specialises in older Porsche electronics, has introduced a HID (high intensity discharge) lighting upgrade for 993-model 911s that is claimed to produce three times as much light as normal halogen bulbs, and which is a 'plug and play' kit that can be fitted in 15-20 minutes without any special tools. All the hardware and wiring in the T-Light system fits inside the existing 993 headlamp unit, and in 4300k form retains the original colour of the Porsche lamp, while the 6000k spec gives the light a blue tint. The price is Kr754 (about £70) nett of shipping and UK VAT.

The firm, situated just outside Oslo, and owned by electronics engineer and Porsche enthusiast Tore Bergvill, also offers an LED upgrade for the side, indicator and brake lights for the 993. These fit into the existing bulb holders and also cost Kr75. For more information, visit www.bergvillfx.com



CLASSIC ILLUMINATION

Another firm offering an LED headlamp system is Hertfordshire-based Porsche specialist RPM Technik, the fundamental difference being that, unlike Bergvill F/X's product, it comes as an entire headlamp rather than as a unit fitting inside the original. Consequently it costs a lot more, £1044 a pair including VAT but not fitting. The German-sourced Lume-Technik units, fitting into an RPM fabricated mounting assembly, have a 30,000-hour life, RPM says, as well as casting a more intense light field.

A further difference to the Norwegian kit is that it is available for all 911s back to the mid 1960s cars – and such was their wimpy candle power back then that you really will notice the LED benefit, the light units claimed to be among the brightest LED high and low beam units available. 'It's only when you drive a modern Porsche and then step into a classic 911 you really notice how far headlight technology has come', says RPM's technical director Ollie Preston. 'I wanted to develop a unit that provided a powerful alternative, being simple to install whilst not ruining the look of these beautiful cars.'

They come with either a patterned or clear lens, and with the option of additional chrome bezels, and in left- or right-hand drive format. For more details, call RPM on 01296 663824 or visit www.rpmtechnik.co.uk

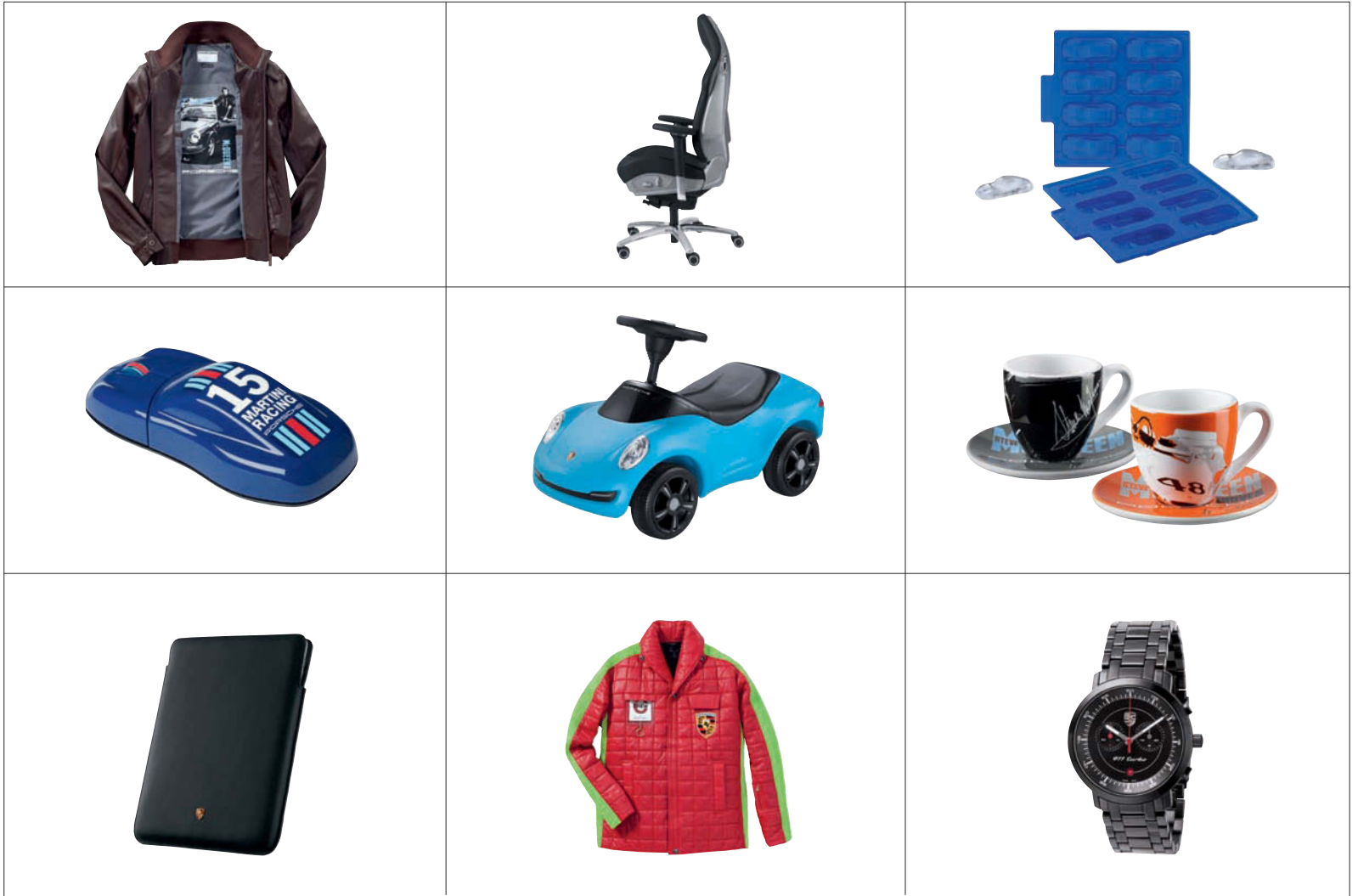


REFLECTS WELL

Porsche 911s of the late 1960s and early 1970s used a particularly attractive Durant chrome door mirror, and classic Porsche parts specialist Stoddard can supply a reproduction part for 1968-1971 models. It's said by the Ohio-based company, which carries a huge classic parts stock, to be an exact duplicate of what was on the car originally, except that "Made in Germany" is not stamped on the mirror head.

Its sleek shape is due to the fact that earlier 911s used the flat-backed mirror style from the 356, but Federal safety legislation subsequently required that the back of the mirror be shrouded, hence the introduction of the Durant item. The price is \$329 (about £210) plus shipping from the US, UK duties and VAT. For ordering details go to www.stoddard.com.





Choice. Unlimited.

Porsche Driver's Selection.

Whether you are a Porsche owner or a keen enthusiast, Porsche Driver's Selection embodies the tradition, style and quality that you expect from Porsche. Clothing and chinaware inspired by our return to Le Mans and our motor racing heritage. An office chair, book shelf and wall clock using genuine Porsche 911 components. Timepieces and accessories including phone and tablet* covers, computer mice, cufflinks and calendars.

And our newest addition - the STEVE MCQUEEN™ collection.

See the full Porsche Driver's Selection range at www.porsche.co.uk/shop



Discover more about
Porsche Driver's Selection

* For iPhone and iPad



FEET FIRST



Car accessories specialist Carnoisneur based in Bedfordshire is offering a brand new range of driving shoes from Piloti, a long established US brand that was recently acquired by a new, Canadian owner. The shoes' USP, says Carnoisneur, is the patented "roll control" system of spherical heel cushions and supports, for the best comfort and pedal control. They also have a toe spring, to put a spring in your step while walking, and the pattern on the sole was inspired by traditional tyre treads.

Pictured below is one of the contemporary designs, Spyder, priced at £103, and also the traditionally styled Campione (left), clearly aimed at the classic car owner, the Italian-made shoe priced at £325.

For more details call Carnoisneur on 0845 8382636 or visit www.carnoisneur.com



THE TYRE BAY

A new, albeit independently developed, World Rally Championship Porsche 911 should ultimately boost road car tyre development

Michelin has been supporting Oxfordshire-based independent specialist Tuthill Porsche with the development of tyres for its R-GT, a World Rally Championship, 997 GT3 Cup-based "gravel" rally car (see News). The French tyre maker's programme for a WRC Porsche will have been something of a challenge, given that the current crop of WRC cars are 1.6-litre, four-wheel drive hatchbacks restricted to 300bhp – a rather different prospect to a naturally aspirated rear engine, rear-wheel drive sports car, and a car with a significantly wider wheel specification than the hatchbacks.

Tyres used in the rallying world are much closer to road tyres than those used in circuit racing, as smaller tyres, and smaller quantities of them, are now used at each event. They also have to be far more durable – road surfaces are those of everyday roads, and not the usually smooth surfaces of racetracks, hence rally tyres are developed with the imperfections of normal roads built in.

With Michelin also working in partnership with the Porsche factory LMP-1 Programme, this can only be for the long term benefit of the Porsche road car driver. More racing and rallying success and development leads to more innovation and design improvements to road car tyres, hence the reintroduction of the Porsche brand to the world of rallying is a welcome move.



ROCKER MODS

If you've spotted a few drops of oil on the garage floor beneath your air-cooled 911, there may well be a leak from the valve rocker shafts. The 12 rockers in the engine are lubricated by oil spray bars, and fixed in place by a single bolt running through the shaft, a seal created when the bolt is tightened, "jamming" it tight in the bore. However this can leak, oil then escaping between the cylinder heads and barrels.

The solution using Porsche parts entails expensive replacements, but Oxfordshire-based Porsche engineering specialist Autofarm has a patented solution in the form of redesigned expander nuts for the end of the rocker shafts, and which have compressible 'O' rings to form a seal. The kit, suitable for all 911s up to and including the 1983-1989 Carrera 3.2, comprises 24 expansion nuts – 12 threaded and 12 plain – and 24 O rings, priced at £213 including VAT.

Fitting can take place during a routine service, Autofarm charging an additional £600. Have a look on the Autofarm website, www.autofarm.co.uk, where there is a fuller technical explanation than can be accommodated here.



SEASONAL GIFTS FROM PORSCHE

In case you hadn't noticed, it's that time of year, you know, Christmas and all that. The Porsche Driver's Selection has a whole host of Porsche related pressies and gifts for you and yours and here's just a couple of them. Obviously it being the festive season, lots of Champagne will be drunk, so best to keep it cool with this exclusive bottle cooler derived from an original finned cylinder from an air-cooled 911 'G' Series model. Price? £450, but what price chilled Champagne?

For drinks of the longer, softer variety, Porsche have a set of four tall glasses that feature the outlines of Porsche 911 models past, and finally a wine bottle stopper based on Porsche's central wheel locking mechanism. Prices: £55 and £35.

For more info and more gifts visit your nearest Porsche Centre or go online: www.shop.porsche.com/uk



One of the UK's leading suppliers of ultra high performance tyres

- Authorised distributor for Pirelli P Zero Trofeo - "the ultimate road/track tyre"
- Discount for Porsche Club Members
- Porsche and Ferrari tyre specialists
- All leading brands
- Fitting and mail order
- Wheel refurbishment

BRIDGESTONE

Continental

YOKOHAMA

PIRELLI

DECEMBER OFFERS

29535ZR21 MICHELIN £251.95
27540R20 MICHELIN £212.95

23535Z19 PIRELLI £166.95
30530ZR19 PIRELLI £236.95

986 BOXSTER/ 993 911

20550ZR17 BRIDGESTONE S02A N4 £119.95
25540ZR17 BRIDGESTONE S02A N4 £138.95

24535ZR20 PIRELLI £196.95
30530ZR20 PIRELLI £261.95

22540ZR18 BRIDGESTONE £113.95
29530ZR18 BRIDGESTONE £216.95

Prices include valve balance, casing disposal and VAT.

Elite Garages

Branches in: Horsham, Pulborough, Caterham, Haywards Heath, Bournemouth, Southampton, Salisbury, Portsmouth, Worthing, Brighton, Eastbourne, Strood, Canterbury and Deal

Call 0844 324 6880 **Email** tyres@elitegarages.co.uk www.elitegarages.co.uk

R-TYRES

Bush Tyres

Endyke Tyres

ZR Tyres: Lincoln Bush Tyres: Horncastle, Spilsby, Skegness, Louth, Boston, Sleaford, Beverley, Great Grimsby, Hull, Long Sutton, Scunthorpe, Kings Lynn, Bourne, Spalding, Goole Endyke Tyres: Hull

Call 0845 680153

Email enquiries@bushtyres.co.uk
www.bushtyres.co.uk

cjb cooper bros

Cooper Bros: Newmains, Carlisle, Cumbernauld

Call 01501 823366

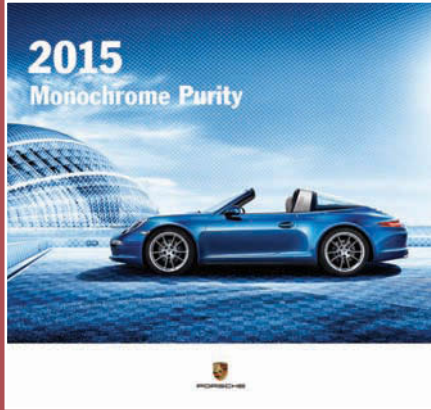
Email wholesale@cooperbrothers.co.uk
www.cooperbros.co.uk

KENWAY TYRES

Kenway Tyres: Aberdeen, Dundee

Call 01224 497000

Email konrad@kenwayautotrade.co.uk
www.kenwaytyres.co.uk



CALENDAR BOYS

To extract maximum value from a calendar it obviously makes sense to buy it before the end of the preceding year, and two Porsche calendars we'd happily have gracing our walls are from Porsche tuner TechArt, based near Stuttgart, and from Porsche Design. Porsche has been issuing a calendar since 1954, the job now entrusted to the carmaker's accessories subsidiary.

Its theme for 2015 is "Monochrome Purity", and the style is, well, let's leave that up to Porsche Design's press officer to explain: 'Each image depicts a new world – inspired by the unique design of Porsche sports cars. The minimalist background ensures that the vehicles take centre stage. Each shot features a landscape that mirrors the vehicle's paint finish to give a harmonious overall composition.' The calendar is priced at €39 (about £31) and comes with a 40mm collector's medal. It can be purchased through any Porsche Centre, or online at www.porsche.com/shop

The TechArt item, a limited run of 1000, and measuring 50x70cm, not surprisingly contains images of its own current tuning programmes, and on the basis that you will want to keep it after the year is up, has a protective varnish to preserve the pictures. It costs €29.80 (about £23), which includes German VAT at 19 per cent, but not postage. Ordering details are at www.techart.de/calendar.

READ ALL ABOUT IT

The sheer age of even the youngest Porsche 356, and also the number of model variations during its long production life, makes the car quite a daunting prospect for anyone new to it. But a good starting point is to read about it, and US publisher TPR Inc, founded in 1988 by vet and Porsche enthusiast Brett Johnson, has two titles not just to get you started but to practically bring you up to thesis level on the 1948-1995 sports cars.

The 356 Porsche, A Restorer's Guide to Authenticity, is a 160-page paperback that looks in detail at the body, chassis, trim and interior changes. With research contributed by the 356 Registry, and over 400 new photos and illustrations included over previous editions, it claims to enable a reader to determine the authenticity of any 356. It also includes what is said to be the most accurate chassis list around, with colour listings and a "spotters' guide". The price is £22.95.

For mechanically minded 356 owners, TPR also publishes Porsche 355, Guide to Do-it-Yourself Restoration. Topics covered include disassembly, rust removal, body rebuilding, painting and even adding a sunroof to the coupe body (although you probably wouldn't want to butcher a 356 like that). It's perhaps summed up in the publisher's own words: 'The text is primarily focused for the prospective restorer unfamiliar with the nuances of the 356 Porsche and is presented in an easy-going, uncomplicated style with numerous photos.' It's priced at £19.95 and both titles are available through classic Porsche specialist Karmann Konnection in Southend-on-sea, Essex, on 01702 340613 or at www.karmannkonnection.com

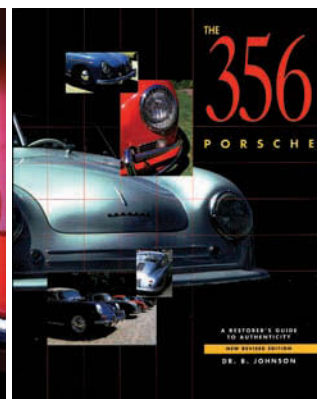
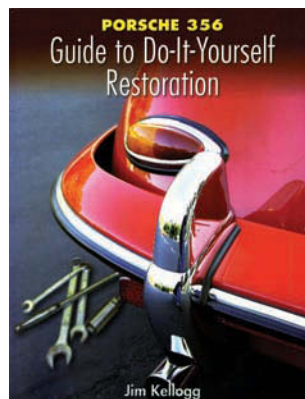


COLD CALL

Early December is the time to fit winter tyres, when the temperature drops but before we are into mid winter. That's because modern winter tyres – as opposed to traditional knobbly snow tyres – are designed for the entire season through until March, giving traction benefits, their makers say, when the ambient temperature is below 6C, thanks to the specialised tread pattern and compound that does not harden up as other tyres do.

Porsche tuner TechArt is conveniently, if not inexpensively, offering a complete winter wheel/tyre package for the Porsche Macan's first winter. It comprises 21-inch diameter TechArt Formula five-spoke rims in either silver or black, shod with Pirelli Scorpion winter tyres, 9.5Jx21-inch and 265/40s for the front of the vehicle, and 11Jx21-inch and 295/35s for the rear. A tyre pressure monitoring system and the appropriate wheel spacers are included.

A sterling price was not available as we went to press, but TechArt's net of taxes price is €4490, about £3520, The set can be supplied and fitted by TechArt's UK importer, Tech9 on 0151 4255 911, or at www.tech9.ms





Porsche spare parts for all models since 1950

911 ^{VOR} around the clock



Model F green / white

The registration of your sportscar appears above the KMH indicator.

For model green, you have the years „01963“ to „01967“ for selection, and model white, you have the years „01968“ to „01973“ for selection.

Quartz movement from Miyota, Citizen Watch Co.Ltd

135,00 €



Model 240

The registration of your sportscar appears above the KMH indicator.

For this model, you have the years „001978“ to „001983“ for selection.

Quartz movement from Miyota, Citizen Watch Co.Ltd

135,00 €



Model 260

The speedometer from model 260 is from 1984 to 1989 installed.

Quartz and automatic movement from Miyota, Citizen Watch Co.Ltd

Quartz **125,00 €** Automatic **226,00 €**



Model 300

The speedometer from model 300 is from 1989 to 1998 installed.

Quartz and automatic movement from Miyota, Citizen Watch Co.Ltd

Quartz **125,00 €** Automatic **226,00 €**



Model 160 MPH

The speedometer from model 160 MPH is from 1974 to 1989 installed.

Quartz movement from Miyota, Citizen Watch Co.Ltd

125,00 €



Model 180 MPH

The speedometer from model 180 MPH is from 1989 to 1998 installed.

Quartz movement from Miyota, Citizen Watch Co.Ltd

125,00 €



For more informations and further models please visit our website www.sportwagen-eckert.de

Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

BRAUNTON ENGINEERING



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist

DEVON
EX33 2JP



Addspeed Performance Cars Ltd

Quality Service at Affordable Prices



- General servicing
- Full mechanical rebuilds
- Full Porsche diagnostics
- Free collection / delivery
- Free courtesy car

SPECIAL OFFER!

Complimentary
Winter Check Over*

Quote Ref: JAN15

(*Free 30 minute check over, see website for further details)

01403 255616

www.addspeed.co.uk

Foundry Close, Horsham, West Sussex, RH13 5TX



RSJ SPORTS CARS

Specialising in Porsche Cars



911 (991) Turbo "S" pdk (63 - 2013)
White with black leather,
Sat Nav, 5,000 miles.....**£128,000**



911 (997) Turbo 3.6 tip (08 - 2008)
Meteor grey with sand leather,
Sat Nav, 42,000 miles.....**£47,000**



911 (997) "2S" 3.8 (09 - 2009)
Basalt black with black leather,
Sat Nav, 32,000 miles.....**£45,000**



911 (997) "2S" 3.8 (09 - 2009)
Silver with black leather,
Sat Nav, 33,000 miles.....**£45,000**



911 (997) "2S" 3.8 pdk (58 - 2008)
Atlas grey with black leather,
Sat Nav, 54,000 miles.....**£40,000**



911 (997) 3.6 PDK (09 - 2009)
Silver with black leather,
Sat Nav, 38,000 miles..... **£38,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Meteor grey with black leather,
Sat Nav, 16,000 miles.....**£35,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 46,000 miles.....**£33,000**



911 (997) "4S" 3.8 (06 - 2006)
Basalt black with grey leather,
39,000 miles..... **£33,000**



911 (997) "4S" 3.8 (56 - 2006)
Silver with black leather,
42,000 miles..... **£33,000**



911 (997) "2S" 3.8 (57 - 2008)
Silver with black leather,
44,000 miles..... **£33,000**



911 (997) "4S" 3.8 (56 - 2006)
Silver with black leather, Sat Nav,
42,000 miles.....**£33,000**



911 (997) "4S" 3.8 tip (06 - 2006)
Atlas grey with ocean blue leather,
Sat Nav, 41,000 miles.....**£32,000**



911 (997) "2S" 3.8 (06 - 2006)
Silver with black leather, Sat Nav,
32,000 miles..... **£32,000**



911 (997) "4S" 3.8 (06 - 2006)
Basalt black with black leather,
Sat Nav, 36,000 miles..... **£32,000**



911 (997) "2S" 3.8 cab (56 - 2006)
Silver with ocean blue leather,
Sat Nav, 44,000 miles.....**£31,000**



911 (996) "4S" 3.8 tip (56 - 2006)
Basalt black with black leather,
Sat Nav, 58,000 miles..... **£31,000**



911 (997) "2S" 3.8 (55 - 2005)
Seal grey with black leather,
Sat Nav, 32,000 miles.....**£30,000**

**ALL CARS SOLD
WITH 1 YEAR
IN HOUSE RSJ
WARRANTY**

**STS HOUSE
BRISTOL WAY
SLOUGH
BERKSHIRE
SL1 3QE
T: 01753 553 969**

PORSCHE WANTED (2003 TO 2012)

Finally some curves worth discussing.



With over 50 years of experience we have proved that the most exhilarating line for every car enthusiast is a curve. It also shows what a suspension is really capable of. It's no wonder that many renowned automotive brands and successful racing drivers rely on BILSTEIN shock absorbers and suspensions. For all suspension requirements from universal spare parts to tuning, or motor sports; with BILSTEIN you can experience both technology and quality – every time you drive. **BILSTEIN – The Driving Experience.**

www.bilstein.com • 0116 247 8930



THE USUAL SUSPECTS

Horton has been keeping his powder dry for the last 12 months or so, but here lets fly against the ever-rising tide of automotive consumerism, and the barely concealed rip-off behind the UK's new road-tax rules. Plus: an obscure reference to when Sweden veered from left to right



CHRIS HORTON
Consultant editor



NEWER? BETTER? NOT NECESSARILY

One of my learned colleagues recently made the fairly obvious point, in his introduction to a perceptive comparison between the very latest 981-model Cayman and his own 987, that we humans have become conditioned to believe that newer is invariably better. That is often at least partly true, and said colleague, himself the long-standing owner of a 987-bodied car, was plainly very impressed by its successor. (But not quite enough to wish to trade up, I noted wryly.)

By and large we humans tend disappointingly quickly to dismiss what has gone before, certainly when it comes to indulgences such as cars. (And please let us not pretend that cars are anything but mere toys.) I was reminded of that while writing one of my recent *Tried & Tested* pieces, on a delightful 56-plate, 987-model Boxster 'S'. At £15,995 it was a lot more costly than I shall be able or willing to pay for any car any time soon, but was none the less – I believe – a genuine bargain for anyone 'in the market'.

One of its more beguiling attributes was its likely performance. I did not attempt to sample

more than a mere fraction of that for myself. (Someone else's property; my driving licence.) But you know immediately when a car feels quick, and a search through my reference books confirmed that, yes, this one is pretty damned quick, indeed: 0–62mph in a little over five seconds, and a top speed of around 170mph.

The 981-model Boxster 'S' is, of course, faster still. (But not by quite as large a margin as you might expect.) Standstill to 62mph in 5.1 seconds, and a top whack of 173mph. It comes with more gadgets, too, and is also 'greener' – if you ignore the energy consumed during its development and construction. But I remain unconvinced that it is worth typically £47,000 – or more likely £52,000,



with the options you will be persuaded to add – for little more than the dubious privilege of being the first to be listed on its V5 registration document.

Cast your net further back into the mists of time, and I think you might be surprised by how sprightly many now almost forgotten Porsches were – and still are, if they have been looked after. Few people – and certainly few writers on the mainstream car titles – would today consider the 1997 Boxster 2.5 to have sufficient grunt to be even remotely entertaining. But again the figures tell (me) a slightly different story: 204bhp (the same as the iconic 911SC), 0–62mph in 6.9 seconds, and a Vmax of around 150. Not a bad return for what might now be just £5000 or less.

That view will win me few friends within the motor industry – or any other that depends upon the continuing consumption of factory-fresh product. And a new car does (briefly) offer other benefits compared to one that has been routinely neglected or even actively mistreated in the way so many people seem to manage. But surely there is no reason why that consumption has to be based on an unwinnable arms race that uses ever more of the earth's resources to no real purpose, while condemning often perfectly serviceable older vehicles to the scrapheap, simply because they are unfashionable and slightly less fuel-efficient than their more recent counterparts. Or, because of their low residual values, 'uneconomical' to maintain or to repair. Uneconomical for whom, exactly? Certainly not for our planet.



Nice car, the 981 Boxster (top); as you might well expect for £50K or more. But if your aim is to drive as quickly as the law and good sense allow, rather than merely to impress the neighbours, then both 987 and 986 offer similar performance for a lot less cash – maybe just £5000 for a 986 (far left)

LOST IN TRANSLATION

The last time I wrote one of these columns, in the January 2013 issue of *911 & Porsche World*, I let you in to the secret of my abiding interest in the so-called rule of the road: the convention under which some countries drive on the right-hand side, and some, like we Britons and a number of other nations dotted around the globe, on the left.

I also revealed my opportunistic quest for relevant anomalies in that convention, such as the short stretch of blacktop in Tarbert, on the conjoined Hebridean islands of Harris and Lewis, where it is effectively reversed. (I have reluctantly eliminated from my 'catalogue' the widely known short stretch outside London's Savoy Hotel. It is not, technically speaking, a public highway.)

I was quietly amused, then, by what you might

call a leftist joke in one of the concluding episodes of *Wallander* – the Swedish version that was on the telly during 2014, not the English-language series starring Kenneth Branagh. The eponymous central character was beginning to lose it – overwork, drink, failed relationships, personal problems etc; all the usual mullarkey for TV cops – and in a rather contrived sequence narrowly avoided crashing his car (a Saab, of course) into another at a junction.

Back at the nick the next morning, as word got around, one of his colleagues wittily suggested – or so the English subtitles said – that he must have thought he had to drive on the left. For a second or two I struggled to grasp the significance of the remark, but then it dawned on me. If *Wallander* could remember when that was the custom in Sweden – abandoned on the morning of Sunday, 3rd September 1967 – then

he must be very old, indeed, if not totally senile.

Well, it made me smile, anyway. But I can't help feeling that even for Swedish audiences the joke was a rather obscure one. And for the rest of the world almost impenetrable. Unless, of course, you are an eccentric old anorak like me.

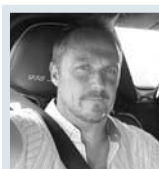


All change: Stockholm, September 1967, and Swedes start driving on the right. Imagine the chaos and carnage that would result from that taking place in the UK today. But know this: somewhere in Brussels some faceless, overpaid and under-achieving bureaucrat is even now thinking what a huge laugh it might be

Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porsche-philosophers have opinions aplenty on all manner of automotive matters. This time it's the turn of consultant editor – and serial 924S buyer – Chris Horton



KEITH SEUME



BRETT FRASER



JOHNNY TIPLER



STEVE BENNETT



PAUL DAVIES

WHAT KIND OF FOOLS DO THEY TAKE US FOR?

I was sorry to see the back of the road-tax disc earlier this autumn. (It had gone under several more correct names during its 93-year life, but eventually had become essentially a licence.) Since 1st October 2014 you are no longer required to display, in the lower left-hand corner of your car's windscreen, the familiar paper circle that immediately showed anyone who cared to look whether (or not) you had paid your vehicle excise duty, or VED. Indeed, henceforth you will not even be issued with one.

This dramatic change was introduced, allegedly, in the name of economy, and with around 30 million vehicles on British roads – many of which will be taxed for six months at a time, and thus twice a year – that is beyond doubt a fair amount of paper and ink that will be saved. The government further argued that, with MOT and insurance certificates effectively redundant, now that records are held on a central database, and with any one of the tens of thousands of Big Brother ANPR cameras quickly able to detect vehicles lacking the essential 'credentials' (but not necessarily to apprehend them), there was no point in maintaining what had become a typically British anachronism.

Maybe so. And, having now ditched the discs from two of my own cars (although one was taxed after 1st October, so I didn't even get a disc to discard), I am enjoying the small but

worthwhile reduction in windscreen clutter. But I can't help feeling that, as is so often the way with these things, the scheme was thought through rather less diligently than it might have been. And beyond doubt with the usual cynical disregard for we citizens of this sceptred isle.

Certainly you can now quickly and easily check any vehicle's MOT-test and taxation status on-line. (Go to vehicleenquiry.service.gov.uk; all you need to know is the registration number and the make. From it you will even be able to deduce, if you hadn't already, that the Porsche that got the *Top Gear* crew into so much trouble in Argentina is – was? – a 928.) But soon will be gone the days when you or a bobby on the beat – not that we have many of those any more – could simply walk down a suburban street, and instantly spot who was not paying their way.

Far more annoying, though, is the frankly outrageous suggestion that this new 'system' will somehow benefit us, the long-suffering taxpayer. Essentially any remaining duty previously paid is no longer transferable with the vehicle. Instead the vendor is automatically reimbursed – as before, however, only for any full calendar months that are still to run – after he or she notifies the DVLA of the change of keeper, and the buyer then has to traipse to the Post Office and hand over the relevant fee for the next six or 12 months, as appropriate. And which period, of course, is conveniently (for HMG) backdated to start on the first day of the current month.

I have no idea how many second-hand

vehicles change hands in the UK every year, but it must be at least five million. So that is potentially five million months' worth of road tax that is being paid for twice over, and five million wholly unnecessary transactions. Not all of the perhaps £20 a time that's at stake stays with the Treasury, of course, but inevitably a significant proportion of it does (see above). And how does the dear old DVLA pay those refunds? By cheque. In the post. Which we then have to pay in to our bank accounts. That has to be at least another quid a time off their margin, maybe more – and which you just know will be clawed back from us somewhere along the line.

It's a nightmare for the motor trade, too. They don't have to do any of the paperwork involved in the government's cunning (ie bonkers) plan. But plainly there will be an incentive for customers to buy and sell cars as close to the end of any given month as possible, with an obvious knock-on effect on their workload, and any vehicles they hold in stock – which could be many hundreds or even thousands at a time for the big 'supermarkets' – will by definition need to be test-driven on trade plates. More expense.

Simon Lenton, of independent Porsche specialist Dove House in Rushden, Northamptonshire, one of several dealers I canvassed for their views, highlighted another pitfall. 'Increasingly, as the discs start disappearing, we will have to go on-line and check the taxation status of any car we take in for servicing. If it's not taxed, and we send it out on a road-test without trade plates, it's not the owner who would be responsible, but the mechanic driving it. And he would be liable for both a fine and points on his licence.'

Ali Yates, one of the back-office staff at Maundrell and Co in Oxfordshire, was similarly underwhelmed by the further complexities involved in the simultaneous transfer of personalised registration numbers – a task she often handles – without somebody, somewhere, potentially ending up deep in the poo. 'I suppose some sort of system will eventually emerge,' she conceded, 'but at the moment even the DVLA doesn't seem to know exactly how to deal with it. We don't like to inconvenience any of our customers, but for now we are having to play it safe, and asking those whose cars we are selling to put the number on a retention certificate themselves. It's just extra work for what is ultimately of little or no benefit to anyone.'

Even the novelist Franz Kafka, famous for his views on the dehumanising effect of excessive bureaucracy, might have struggled to make all this up. But then the British government does have an uncanny knack for IT projects that cost literally billions, and then spectacularly fail to deliver. The tax-disc scandal may not be on quite the same eye-watering scale as, say, the £500 million said to have been squandered on the Universal Credit fiasco, but it is undoubtedly born of the same over-reaching, nanny-state-knows-best megalomania. And ultimately greed.

Not having to print 30 million or more so-called tax discs each year (right) will no doubt save the seemingly perennially cash-strapped UK government a wad of money in paper, ink and admin costs. But a lesser-known element of the new VED system will – unless we are missing something obvious – add £20 or arguably even £40 a time to the cost of changing your current car for a new(er) model. Best keep hold of the old one for a bit longer, then...



NUMERIC III *Racing*

USED IN - PIRELLI WORLD CHALLENGE | INTERCONTINENTAL TROPHY CUP RACING SERIES | GRAND-AM ROLEX SERIES
SCANDINAVIAN PORSCHE SPORTS CUP | AMERICAN LE MANS SERIES | NASA CLUB | PCA CLUB & MORE!

NM100 ADJUSTABLE SHORT SHIFTER

986 | 987 | 996 | 997

- ADJUSTABLE SHIFT LEVER
- PRECISION BALL BEARING
- 40% THROW REDUCTION
- ADJUSTABLE CABLE BLOCKS
- AEROSPACE GRADE ALUMINUM
- ENHANCES SHIFT TIMING
- COMPLETE DIRECT REPLACEMENT
- NO MODIFICATION NECESSARY
- LIFETIME MANUFACTURER WARRANTY



PERFORMANCE SHIFTER CABLE

986 | 987 | 996 | 997

- INCREASED CABLE DIAMETER TO ELIMINATE BREAKING
- ALUMINUM ROD ENDS
- STAINLESS STEEL MOUNTING CONNECTORS
- INCREASED STRENGTH & DURABILITY
- ENHANCED SHIFT CONNECTION
- ABSOLUTELY NO PLAY
- LIFETIME MANUFACTURER WARRANTY



P: 727.372.0300 F: 727.372.0304 E: SALES@NUMERICRACING.COM

NUMERICRACING.COM

NEW PREMISES, NEW ERA
Come and see our new Woolston facility

NINEMEISTER®

30,000 sqft

Dedicated to creating the very best in servicing, performance, engine and vehicle builds.

Call +44 (0)1925 242342

Ninemeister 12 Chesford Grange, Warrington Cheshire WA1 4RE www.ninemeister.com | ask@ninemeister.com | www.cloud9m.com



porschemode
PORSCHE INDEPENDENT SPECIALIST

The Workshop
0117 944 3117
marco@porschemode.com

SERVICING

MOT'S

BRAKES

FULL RESTORATIONS

DIAGNOSTICS

AIRCON FULL SERVICING

EXHAUST SYSTEMS

TYRES

BODYWORK & REPAIRS

LOAN CARS

BREAKDOWN RECOVERY

PARTS & SPARES

FULL ALIGNMENT

INSURANCE ASSESSMENTS

SUSPENSION UPGRADES

INTERIOR TRIMMING

VALETING

ALARMS & IMMOBILISERS



PORSCHEMODE CAFÉ

The seats are from Porsches, the tables are motorbikes - even the wall lights are exhaust manifolds.

Ideal for meetings and private bookings, we have now expanded to provide even more room as well as a pool table and table football, a projector with 72-inch screen for movies and presentations and full Bose soundsystem.

**WISHING YOU A
HAPPY CHRISTMAS!**

www.porschemode.com

— Visit us: 4-5 Dean Street, Portland Square, Bristol, BS2 8SF —

YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche World? Well, here's your chance...



996 – YES OR NO?

I have been a loyal reader of your fine magazine since, well, not quite day one, but pretty close. Over the years I have come to respect your judgements on many matters pertaining to Porsches and have always found your Buyers' Guides to be among the most reliable and detailed. But now I'm confused.

For several months – indeed, a couple of years or more – you have been warning readers of the problems surrounding the water-cooled engines fitted to the 996 and Boxster. Chris Horton's detailed tech stories of the tales of woe have been enough to put me off ever buying one of these cars.

And then, in the December 2014 issue, you plaster the 996 all over the front cover, and devote several inside pages telling readers that now is the time to buy one. I am confused!

The article extolled the virtues of this undoubtedly fine motorcar, while somehow managing to sidestep all the issues relating to potential issues with the engine.

I am intrigued by this about-turn in opinion, or am I missing something here?

James Williams, via E-mail

Keith Seume replies: Hi James, thanks for your loyal support – and your e-mail. The main purpose of the feature was to demonstrate how good these cars are to drive – the driving experience is far better than many imagine and, any potential faults aside, they represent incredible 'bang for your buck' right now. If there was no track record of engine problems, then the used prices would be far higher than they are currently. My way of looking at this is that, given there are now several options open to owners to repair or prevent these problems, you can confidently own a 996 in the knowledge that even if the worst did happen and you did have to pay for a rebuild, you'd still end up with a modern 911 that was incredible value for money. Remember, owning an older air-cooled 'classic' Porsche is no cheap option, either.

SENSE AT LAST

On reading your piece in the News section of your December 2014 issue (*Turbo Cayman spied*, page 8), I couldn't help but think that at long last Porsche is about to give us the car – or cars – we've all been demanding for years.

Ever since I bought my first Cayman in 2009, I was convinced that it is the car that Porsche should have been developing as the 'next 911'. It is, to my mind, a far better and more accomplished sports car than either the 997 or current 991, both of which are too big and heavy for me.

The Cayman has always screamed out for more power, yet Porsche has resolutely refused to go down this route, presumably for fear of hurting 911 sales. But anyone who's

driven a Cayman will agree that the chassis deserved better. And now we've got it!

I presume that someone in Porsche's accounts department pointed out to the marketing guys that it didn't really matter where the money comes from, as long as the Euros keep pouring in. I can understand Porsche's reluctance to develop the Cayman over and above the 911 on the grounds of tradition, but then there's nothing traditional about the Cayenne SUV, a model which has helped keep the company afloat in hard times.

So, hats off to Porsche for perhaps listening to customers and having the cajones to give the Cayman its head.

Richard Briars, via E-mail

Has 911 & Porsche World done an about turn on the 996 and its possible engine problems? That's the question posed by longtime reader James Williams

PICNIC THANKS

I just wanted to drop you a quick line too say thank you for the Porsche Picnic at Mapledurham in August (was it really that long ago?).

It was the very first Porsche event that my wife had attended after years of finding excuses why she shouldn't have to stand around in the wind and rain at a race track or some other forsaken place so that I could discuss 'piston bits' (her words) with my friends.

It took me a while to persuade her to come along, with the promise of an old house, gardens and cream teas as a bonus, but she was still sceptical until we arrived. But she loved every minute of it, even taking time to look round the other cars.

So thank you to whoever chose the new venue – I much preferred it to Windsor, where it always seemed to rain, and Wellington Park.

Now all I have to do is persuade my better half to come with me to another event. Hedingham for Classics at the Castle, maybe, but I think Brands Hatch may be pushing it too far...

Peter Wheeler, London

EA 128 DRIVEN

Living in Germany, I have not seen your magazine before. However, a relative of mine came to visit last week with a copy of your new issue in which there are some photographs of a car I once drove – the EA 128 (*Archives*, December 2014).

I believe I am only one of a handful of people who ever got to drive this incredible machine, and I have only rarely seen anything written about it.

I used to work as a mechanic in Wolfsburg, and came to know many of the Volkswagen factory's drivers well. They would often stop by my workshop with the latest 'toy', some of which I am sure I was not supposed to see...

I cannot remember the precise date (I am now 82 and my memory is slipping!) but it must have been in the late 1960s, one of my friends called me to say he was going to show me something I wouldn't believe, but I must never tell anyone. I was intrigued.

Half an hour later, I heard this mighty rumble outside my door and when I looked outside, there was this big, rather ugly sedan. I thought it was Russian, maybe, but no, it was a Volkswagen – what I now know was the EA 128.

I asked if I could drive it and was told to be quick and not take it any further than the end of my road.

It was not nice to drive – like many prototypes, it was crude and poorly finished. But it was powerful and imposing. It is a pity this fascinating project was cancelled.

Jochen Müller, via E-mail

Keith Seume replies: What an amazing story! This is one vehicle which I would love to drive – a 'prototype Panamera'!



VAN ZWEEDEN

Since 1957

Specialist in Porsche

Elektraweg 9-11

4338PK Middelburg

The Netherlands

Tel: +31(0)118-581370

Fax: +31(0)118-582678

www.v-zweeden.co.uk

info@v-zweeden.co.uk

All kinds of engines in stock



Team Van Zweeden would like to thank you for your excellent cooperation this year and looks forward to working with you again in 2015

200 new & used gearboxes in stock



991 & 997 New Bumpers



15,16,19 Inch Fuchs Wheels



997/987 New instruments in stock



GRP Spoilers from 924 up to Panamera 100's of new wishbones in stock



All kinds of new airbags



Over 100.000 Used & New parts in stock



New 991 lights in stock



100 different seats in stock



Many new Carrera GT parts



100 sets of 991 lights in stock



Like us on facebook

Facebook.com/IndependentPorscheSpecialistvanZweeden

GIFT FROM THE BOSS

In the great scheme of work and life, most of us are just happy to get paid. Not so Harry Drnec. Working for Red Bull in the '90s, his boss bought him a Porsche 356. Now that's the sort of bonus we like!

Words and photography: **Brett Fraser**

There are bosses, and there are bosses. And then there's the boss, in personal appreciation of you turning around his business from a loss-maker into a supremely profitable organisation, who surprises you by buying you the car of your dreams to say thank you. And in the case of Chicago-born Harry Drnec, the car he'd always dreamt of was a Porsche 356 Cabriolet.

At the time Harry was working as CEO of Red Bull in the UK and his boss was the Thai billionaire, Chaleo Yoovidhya, creator of what has become the world's best-known energy drink. 'It was in about 1998 or 1999,' recalls Harry, 'and Red Bull was really starting to take off. My colleague Daniel Schwalbe and I were just chatting with Chaleo one day – he was a

lovely man, really into his cars, and owned hundreds of them which were worth millions.

'Anyway,' Harry continues, 'he idly asked us if we could have any car, what would it be? My initial thought was the Thunderbird that Ford had just resurrected at the time. But then I realised that I'm really not into new cars, I prefer classics, so I mulled a Jag XK120 or 150. Thinking harder, though, it dawned on me – the Porsche 356 is my all-time favourite car. It has such a pure, such a perfect shape. Daniel, by the way, alighted on a 1972 Porsche 911.

'Conversation over, I didn't think much more about it until about six months later. I was sitting in our office in Soho Square in the middle of London, when my secretary strolled across and said "I've got something to show you that you're really going to like..." Well that sure got my

attention! Then she got me to look out the window and sitting in the street with its top down was the Porsche.

'Apparently Daniel had been at a car auction with Chaleo who had spotted the 356 in the catalogue. Chaleo then asked Daniel to get it for me, and when Daniel queried what the budget was, Chaleo just gave him a blank cheque. Please don't get the idea that Chaleo was a flash guy, he was quite the opposite, and although he had "stuff" he never made a big deal about it. He was a man who knew the value of things and always spent his money with that in mind.

'The Porsche was a truly wonderful, special gift, but apart from it being a great car, there was the fact that this real car guy, Chaleo, had chosen it because he knew it would really mean something to me: that was touching.'



It's a 1960 356 1600 Sport, from Arizona and now living in East Anglia, where it's well suited to the miles and miles of quiet rural lanes. Harry has always enjoyed convertibles and the 356 looks perfect in red

Harry's 356 1600 Super left the factory on September 1st, 1960 and spent much of its life in Arizona. 'It was in lovely, original condition,' Harry explains, 'so I had to figure out what I could do with it in London. Parking it on the street was nerve-wracking, and after I'd driven it around for a while, I found a garage in Wales to store it for the winter: I was keen to use it, but I didn't want it to rust away.'

Harry's love of old cars stems from the fact his formative automotive years encompassed the 1950s and 1960s, 'the golden years of car design,' as he describes them. 'All those wonderful Chevys, Corvettes and Thunderbirds,' he reminisces, 'not to mention all those great foreign sports cars like the TR3 and the E-type.'

'The first new car I convinced my folks to get was a Pontiac Tempest, and later on there was a '65 Mustang. The first car I ever bought was an MG Midget, which I got when I went off to pilot training. (Harry flew for the US Air Force in Vietnam, piloting everything from the short take-off and landing Caribou, depositing Special Forces on small jungle airstrips, through to F4 Phantom jets and air-to-air refuellers: he has been joint owner of a Russian MIG 21 fighter.) That MG was of a different era – you had to stop every 400 miles or so to change the points!

'Later on I had a Merc 190SL coupe, several Mustangs and a big Buick convertible: I used to keep these cars three or four years then sell them for what I'd bought them for. Since 1966 I've always had a convertible in my life, with the one exception when I had to sell the Midget because my wife was pregnant. I'm not a very good driver, too aggressive, but all that disappears when the top comes down and I can just mosey along and enjoy the road.'

'What first got me into Porsches was the James Dean connection, yet despite his love of racing I've never been big on the outright performance of cars. A little while back while I was back over in the States I had a drive of a modern 911, and even though I'm a pilot I was astonished by the acceleration – I almost spun the car! The thing is, once you've got to about 120mph or so, where else do you need to go on the public road?

'With the 356 I'm always surprised when people start asking what size engine it has: Brits are obsessed with engine size. My answer is that it's big enough to do what it needs to do. For me, one of the great jokes of the 356 is that it has a VW engine. Personally I couldn't care less about the car's speed; it suits my personality. And where I am in East Anglia the rural lanes are superb and I can pootle around cross-country with the hood down and just enjoy the experience.'

'The truth of the matter is that cars like the 356 weren't really made to go extremely fast, they just offered the chance to feel as though you're having fun behind the wheel. And it's not like there isn't any sensation of speed; you get that from riding so low – you can almost lean out over the side and touch the ground. I like the Porsche's quick, direct steering and the sense that there's no lag in any of its responses. Except, that is, for the brakes, where there's too much pedal travel and they feel a little wobbly when you use them hard.'

Despite confessing to not using the 356 as often as he should, Harry has taken the car on a couple of long road trips. 'The last was earlier in 2014, when we had some friends over from the States who were staying in Deauville. The weather was brilliant and we had the top down most of the way. It rained on the way back, though, and I promise you that you really don't enjoy driving this car through a storm.'

'Mechanically the Porsche behaved impeccably all the way there and back, which is fortunate because I have no mechanical knowledge. I use a local guy, Kevin Love, to

Harry Drnec and the car that was actually a present from his boss. It helps, of course, that his boss was the Thai billionaire creator of Red Bull, Chaleo Yoovidhya!



“ The truth is that cars like the 356 weren't really made to go extremely fast ”





HISTORY

Harry's 356 is better known as a 356B, the model that was launched in 1959. As a Roadster, the body would have been built by Drauz in Heilbronn.

To give it its full title, Harry's car is a 356 B 1600 Super Roadster and sits right in the middle of the three model 356 range, which was topped by the 356B 1600 GS Carrera. The 356B was subject to numerous detail changes over the 356A, although most visual was the raised level of its headlamps and front bumper.

With just 75bhp at 5000rpm from the 1600, pushrod flat-four, the Roadster is no road rocket, but as Harry says, that really isn't the point.

work on the car, and although he doesn't know much about Porsches he's very conscientious and looks beyond whatever I've actually brought the car in for. He's save my butt many times.'

What's so special about Harry's 356 is its originality and patina. The engine and transmission have never had rebuilds, the paint's slightly dull and chipped, and there are a few little dents in the body panels: most of the chrome is pitted and Harry doesn't keep it spotlessly clean inside and out. And all that is its charm. The love for this car shows acutely in the fact that it has been used, not just polished and confined to a garage. Harry has been known to muse over having the 356 "detailed", but when I protest that doing so would ruin it, he smiles wryly to confirm that, deep in his heart, he believes that, too.

While I pack away my notepad and pen, interview over, Harry continues chatting and reveals that one of the things he'd just told me wasn't totally true... The part where he said he

wasn't that interested in speed. Back in the States he'd worked as a brand manager for a big drinks company that produced the likes of Busch, Budweiser and Michelob beers; those beer brands heavily sponsored NASCAR racing. Which meant that Harry went to and

anecdotes, yet he's not forthcoming unless you ask him specifically.

On the subject of his 356, though, Harry's not in the least reticent. Asked if he'd ever sell it, he almost leaps from his chair. 'Absolutely it will never be sold - I will die with that car! If I lose

“ Absolutely it will never be sold - I will die with that car, it will be the last possession that I have ”

enjoyed many of the races, as well getting the chance to mingle with the likes of Paul Newman, Bob Hope and Carroll Shelby. He hadn't mentioned it earlier because, well, he's a pretty modest guy - he's a font of extraordinary

everything else, it will be the last possession that I have. In the past I've had "stuff" - like an original Chagall in my bedroom in London - but when the time was right I let it all go. The Porsche is going nowhere, ever." **PW**



Patina abounds on Harry's 356. It wears its years well, but it's no garage queen. The chrome is slightly pitted here and there, and the engine bay shows good honest oil and grime. He has considered getting it 'detailed' but believes it would lose its charm. We agree

100% MADE IN

GERMANY

Premium Quality Suspension Components

Nürburgring tested, Autobahn approved.



Components for more than 19,000 different models



trak+



roll bars



springs



cup kits



coil overs

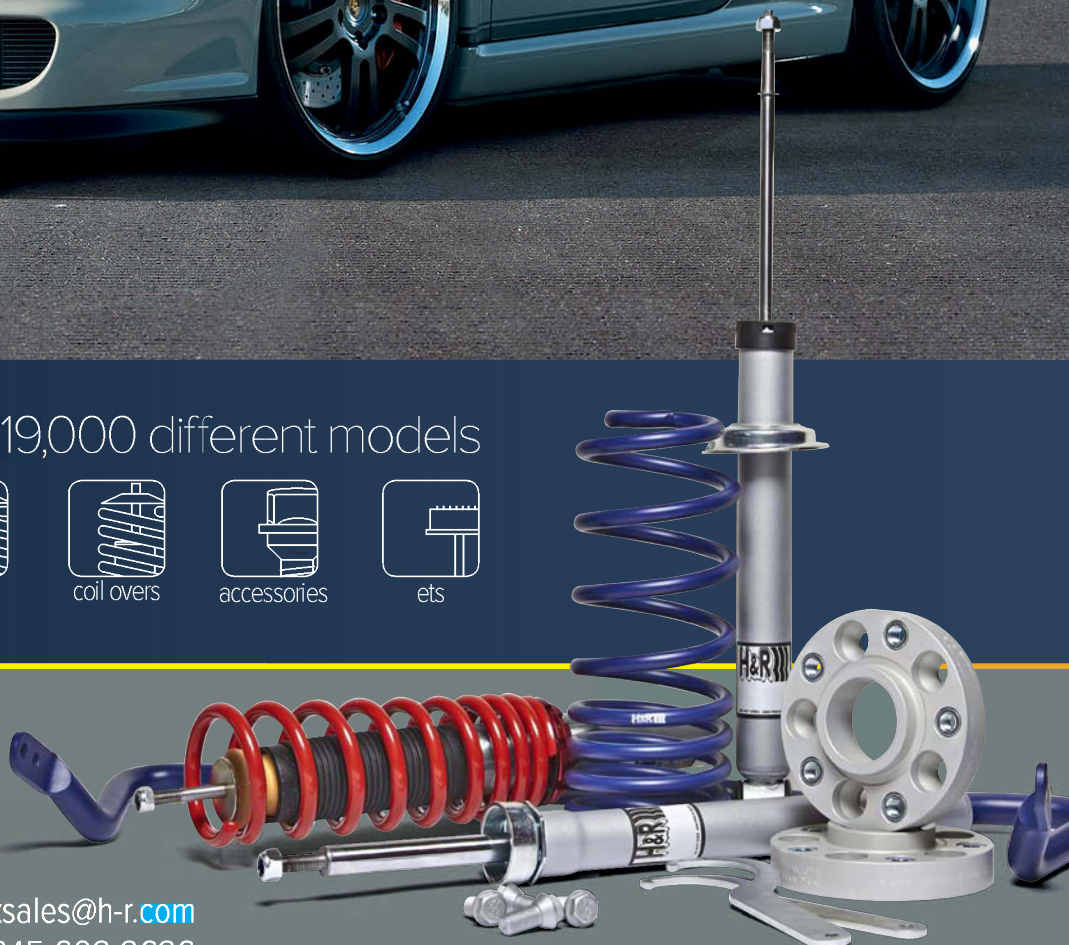


accessories



ets

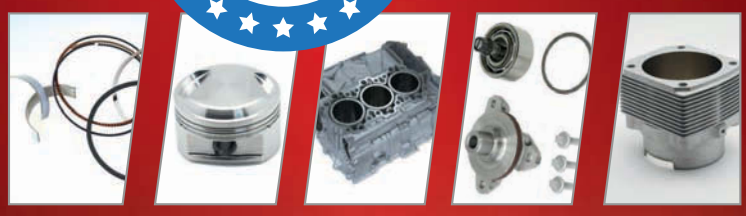
H&R



www.h-r.com / [t.020 8782 2485](tel:02087822485) / [e.uksales@h-r.com](mailto:euksales@h-r.com)

H&R distributed by Euro Car Parts / [t.0845 603 3636](tel:08456033636)

Performance Parts for PORSCHE



fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:
Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders,
Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from
LN Engineering, Nickies and fast forward automotive.

FAST FORWARD

AUTOMOTIVE

fast forward automotive KG | Luisenstr. 39 | D-51399 Burscheid
Phone/Fax: + 49 2174 6639699 | info@fastforward-automotive.com

www.fastforward-automotive.com



Nine Excellence
Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,
BEENHAM INDUSTRIAL AREA,
BATH ROAD, READING,
BERKSHIRE, RG7 5PT



Repairing and servicing of Porsches
for over 20 years

USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

OR
Visit our Online Catalogue at
www.design911.com

PARTS FOR:
356, 944, 928, 968, 964, 993,
912 & 911's from 1965 to 2012

NOT ONLY PARTS, BUT ALSO:

- BODY SHOP & FITTING FACILITIES
- SERVICE & FITTING CENTRE
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE FITTING
- DAMAGE REPAIR & RESTORATION
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PARTS DEPARTMENT
- WORLDWIDE DELIVERIES
- PERFORMANCE UPGRADES



**WAYS
TO BUY**



IN PERSON



PHONE



MOBILE
SHOP



WWW



E-MAIL



**EASY TO USE
RIGHT PRODUCTS
AT THE RIGHT PRICE**

WWW.DESIGN911.COM



UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

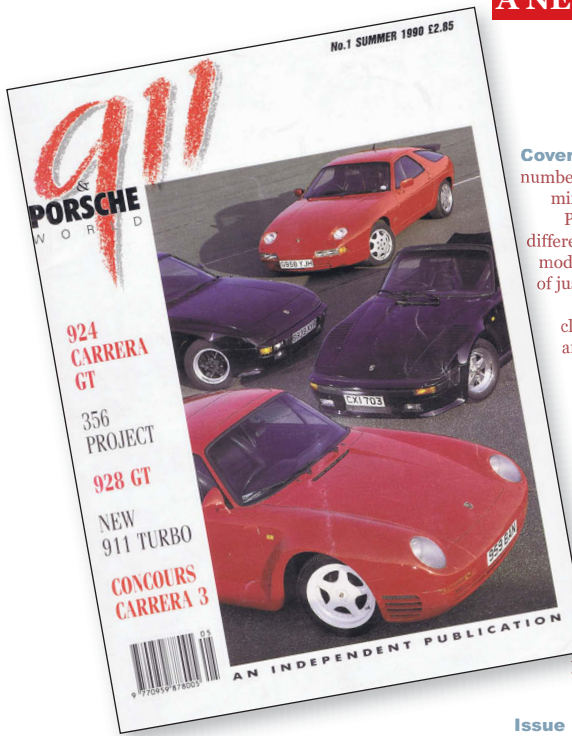
DESIGN 911
Centre for Porsche

RETRO: 250 ISSUES OF 911 & PW

Time for a party! *911 & Porsche World* is 250 issues old, so we're celebrating by taking a journey through the past

A NEW PORSCHE MAGAZINE IS LAUNCHED

1990-1995

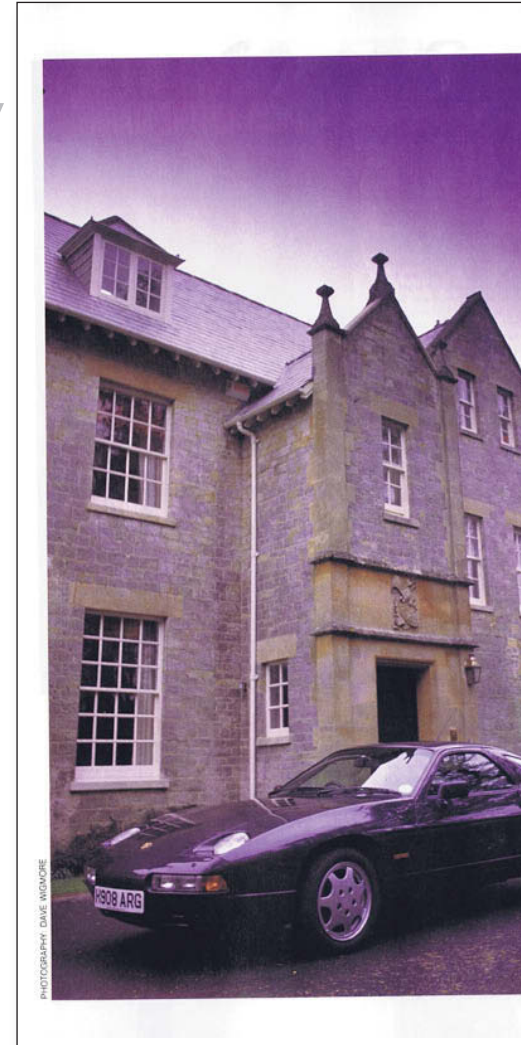


Cover: Here it is: Issue number 1. It's an eclectic mix and the world of Porsche was rather different back then. The model range consisted of just the 911, the 944 and the 928. The classic scene wasn't anything like as big back then, but ultimately the content was dictated by the title. The 'World' subhead ensured that the magazine would never be dedicated to just the one model. That ethos has remained because there's more to Porsche than that.

The 27th of April, 1990 and a new magazine hits the newsstands, based on the hunch that a 'mag dedicated to Porsche might just be what the market and Porsche scene needs'. Whose bright idea? That will be Clive Househam, who is still at the helm today as CHPublications MD.

Clive, former Editor of *Hot Car* and *Street Machine*, was and is a committed VW and Porsche fan (the two tend to go hand-in-hand, unless you're a real Porsche snob), took the plunge and put out issue No1 from the comfort of his spare room and financed by selling his 911SC. Clive's hunch was right, the magazine took flight and was soon bi-monthly. Read on for the full, eclectic, story...

Issue 3 1990: *911&PW* has always done modified, and 962 powered Kremer 911 is Uber modified!



PHOTOGRAPHY: DAVID WINDOORE

Issue No4 1991: F1 and Porsche GpC racer, Doctor Jonathan Palmer found time to pen us an article on life with his 928 GT. The 928 was a very popular choice with Porsche race drivers of that era, with Derek Bell and Hans Stuck also choosing the 928 over the 911.

KING KREMER

A 962C-engined, road-going 911? Not the product of an over-zealous imagination, as such a beast actually exists. Ian Kiah reports on what is probably the ultimate street-legal 911

Kremer need little introduction to Porsche enthusiasts. Connected with the servicing and tuning of Porsches since 1963, and with Porsche racing since 1968 when Erwin Kremer and his brother Manfred campaigned a short-wheelbase 911 2.0 litre in the European Touring Car Championship and emerged overall winners. Kremer have always played a part in serious events like Le Mans, IMSA and the German Sportscar Championship. Erwin Kremer retired from the racing scene in the early 1970s after a successful career as a driver with many wins to his name. Since then he has concentrated on running Kremer Porsche Racing, the motorsport division of E & M Kremer, while his brother Manfred looks after a standard and modified road car side of the business. Think about this for just Dm13, about £4.30, you can drive your road car or motorcycle around the Norddrehle of the old Nurburgring that winds its way up and down 13.02 miles through the Eifel Mountains via 157 treacherous twists and turns. Whether you score yourself a lap or have the time of your life depends on your driving ability. When you compare this adventure to the modest number of laps you'll get for £25 or more at full and relatively boring circuits like Goodwood or Croft. Compare this with your car club, the German circuit looks like really good value. The only catch is getting there. It was three anyway, with a practice session of the World Sports Prototype Championship cars at the new Nurburgring grand prix circuit as a guest of Kremer. But there was another purpose to my visit, one that would unfold as soon as Kremer's ace Group C driver, Bernd Schneider, had completed his afternoon test session. Apart from racing cars, Kremer build a few 'specials' for clients who want road transportation rather more individual than the cars that leave the Porsche assembly lines. 375 bhp 911 Turbos are a favourite conversion and

there is the odd 3.4 litre 911 Carrera. But when one wealthy customer whose business interests extend from property to publishing, approached them for his 'fun' car, they were for the first time slightly hesitant.

"What he did not qualify his statement with though were the words 'for a racing car'..."

"We know we had the technical ability to build this car for our client," Manfred Kremer explained. "But because it had never been done before, we were aware that the amount of time it would take would be up valuable mechanics who would not be able to do normal work, and we could never charge reasonable amounts to cover that as well." So Kremer did not exactly jump at the idea. The problem child was basically to be an amalgam of a fat-nosed 911 Turbo and a Group C 962 engine with Le Mans spec cams to give it responsive road tractability. Adrian Struth, Kremer's office manager, explained further: "This client bought a new 1989 911 Turbo and immediately asked us to add the fatnose and wider rear wheel arches. These are four inches wider on each side and will let you use 13-inch wide wheels if you wish." In the event, 911 and 10.2 x 17-inch RHP alloys covered with 204402217 and 244900917 Bridgestone RE71 rubber and the right width of spacers fit out these mega wide arches. To compensate for the drag of the new bodywork and wheels, the owner ordered Kremer's 375 bhp conversion which involved swapping the 906 turbo for a K27, fitting a larger intercooler with matching larger rear spoiler support, new battery and pitot and Group B cars. The client was happy for a year, but you soon get used to power and the next round of modifications.

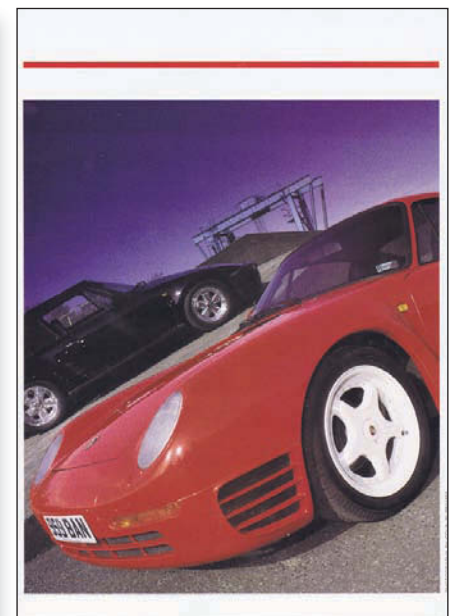


"The 962C engine cost £51,000 which, at the time, was a greater sum than the standard 911 Turbo..."



911 & PORSCHE WORLD Winter 1990/91

911 & PORSCHE WORLD Winter 1990/91



Issue No1 1990: We've never been that precious on *911&PW*, hence we don't generally have much issue with replicas. Richard King's 959 lookalike featured in issue No1. For Richard read Ritchie King, he of Karmann Connection, and now renowned for his early Porsche dealings and parts business in Southend. Back in 1990, you could have bought his 959 kit for £5000.

PRESCRIPTION PORSCHE

Doctor Jonathan Palmer's exploits in the Joest-Porsche 962C have been well chronicled, but the subject here is his road-going 928 GT — the car he chose above all others in the current model range. Jonathan takes up the story . . .

About a year ago, I finally discovered the prescription to reproduce the classic schoolboy grin. You know, the times when you are so overwhelmed with glee that too-good-to-be-truerness blends with a rush of when-shall-I-begin confusion!

I had just signed a contract for the 1990 World Sports Prototype Championship with Joest and the Porsche factory in Stuttgart to drive the Joest-Porsche 962C. Though undoubtedly delighted it was not this that was the cause of the excitement, but a visit to Porsche Cars Great Britain at Reading where the full range was put at my disposal for an afternoon in order for me to select the mode of my choice.

Now there are many reasons why Porsches are a breed apart, but I was about to discover one I hadn't previously considered: that, unlike every other car manufacturer, Porsches cannot simply be ranked in order of appeal with ascending price. Each model has its own charm, and the cars within the range are merely different, rather than better or worse than the others.

It might be the base model, but there's certainly nothing basic about the performance of the 944 S2. Apart from being deceptively quick, the sheer smoothness of the counter-balanced, 3-litre, 16-valve four is immensely impressive. Coupled with a beautifully-balanced chassis — particularly with the Sport suspension package which utilises the Turbo modifications — it is a very swift cross-country machine.

But not quite as swift as the 250 bhp Turbo! From the work that I have done with Porsche, particularly at Milbrook, I know that there is very little to choose between the 944 Turbo, the Carrera 2/4 and the 928 in terms of straight-line performance. Again, the sheer agility of the beautifully-balanced chassis, taking full advantage of the optimum weight distribution provided by the rear transaxle, makes the 944 Turbo an effortless mile-eater.

The way the 911 not only goes on and on but gets better and better

never ceases to amaze me. I am sorry to disappoint all you pre-Carrera 2/4 owners but these latest variants have transformed the car in my book. Why? Well, the first thing you notice is that the steering is now beautifully weighted, which basically means a lot lighter and with less kick-back than with the older, pre-power steering set-up. And don't let anyone tell you that the addition of power removes feel; the steering on the Carrera 2 and 4 is

"When the need takes me I can replace the guttural V8 burble with a silky crescendoing roar and put that schoolboy grin back on my face again!"



a real delight. The magical flat-six music is still there, and it's even easier to play tunes with now that the gearbox shift quality is lighter and more positive than ever. Not only is the engine very powerful but it also has that unburstable feel — I am quite sure the rev limiter could be set at 8,000, rather than just under 7! The final cream on the cake is that the revised suspension layout also enables all of the power to be used virtually all of the time in the dry — and all the time in the Carrera 4!

But I am afraid the Porsche that I really fell in love with was the wonderful 928 GT. To be honest, I had mentally crossed this car off the list even before arriving at Reading, assuming that it would be too heavy

to handle well and would doubtless have a ponderous, clunky gearbox. How wrong I was to take my preconceptions on the reputation of 928s of old! For me, the 928 GT was the revelation of the afternoon and, I think it is fair to say that, on the numerous Porsche trackdays that I undertake, it has been a big surprise to those who have accompanied me in Porsche's flagship.

You will have to forgive me for being overwhelmingly in love with the car, beginning — and let's face it we all do — with its body! I still find it astounding that this design first saw the light of British roads some 12 years ago, for I think it still looks wonderful, particularly in GT guise with the wider wheels, and nose and tail



911 & PORSCHE WORLD Spring 1991

COMMERCIAL BREAK



PORSCHE SERVICING PARR GARAGE

We offer a complete and comprehensive service for your Porsche including engine and gearbox overhauls, body spraying, suspension set-ups, trimming. Professional work carried out to the highest standards by the people who care.

215 Coulsdon Road, Old Coulsdon, Surrey (Rear of City Garage)

DOWNLAND (0737) 553026

GROWING WITH US: Parr featured in our very first issue and 250 issues on they're still with us, even fitting a pair of anti-roll bars to one of the magazine's projects cars this month (see Projects, p130). A simple B/W ad is a sign of simpler times. Just telephone number and a defunct code. No interweb, no email. How did we manage?

MOBILE AND MAIL ORDER:

No early issue of 911&PW would have been the same without Ken Hughes' 9-Eleven Mobile service and repair, or Porscheshop for that matter, pioneers of the mail order parts business.



SERVICE & REPAIR

MOBILE PHONE: 0860 368924

EVENING: KEN TOLFREY 081-577 2379, KEN HUGHES 0737 360532
67 EDGAR ROAD, HOUNSLOW, MIDDLESEX
TEL: 0860 368924

For Personal Service at Your Home or Place of Business By Porsche Trained Technicians



Issue No2 1990: 'Porsche 924? The one with the VW van engine?' Do us a favour and change the record will you? We've always championed the front-engined Porsches because they're good cars. Porsche knew that. That's why they homologated the 924 Carrera GT and ran it at Le Mans. Remember, when the 924 was launched you could still buy a new MGB. Exactly.

300,000 MILE 944

Barry Meade, an Agricultural Valuer from Chippenham, lives and works in his 1983 944. Its mileage, by the time you read this, will have hit a staggering 300,000. Clive Househam talked to Barry about the history of his Porsche which, at the time, had seen 283,000 miles pass beneath its wheels.

Q How did you get the 944, when the mileage was only 10,000?

A I bought it from a local dealer, and I was looking for a car to use as a spare. I was looking for a car that was reliable and easy to maintain. I was looking for a car that was a good value for money. I was looking for a car that was a good investment. I was looking for a car that was a good friend.

Q How did you like the 944 when you first drove it?

A I loved it. I loved the way it drove. I loved the way it handled. I loved the way it sounded. I loved the way it felt. I loved the way it looked. I loved the way it was. I loved the way it was. I loved the way it was.

Q How did you like the 944 when you first drove it?

A I loved it. I loved the way it drove. I loved the way it handled. I loved the way it sounded. I loved the way it felt. I loved the way it looked. I loved the way it was. I loved the way it was. I loved the way it was.

Q How did you like the 944 when you first drove it?

A I loved it. I loved the way it drove. I loved the way it handled. I loved the way it sounded. I loved the way it felt. I loved the way it looked. I loved the way it was. I loved the way it was. I loved the way it was.

HOW MUCH? THE PRICE OF THINGS BACK THEN



1965 356C CABRIOLET. Signal Red, tan Connolly full leather interior, beautifully restored, rust-free, matching numbers car. Craig Kenhall, 010 1 714-796-3555; 010 1 714-799-3420; FAX: 010 1 714-796-6004 (California, USA).



CARRERA 924 GT. This replica has been lowered and has wide alloy wheels with low profile VR 16 tyres. 2-ltr engine with 4-speed gearbox. Very economical and in good condition, long MoT and taxed, £5,500. DB1-748 5408.

GENUINE 914/6. White, low mileage, has not been driven in years. Tel: 081-361 5650.



IS 2.4 1973 COUPE. Silver, polished 16" Fuchs wheels, ESRW, Exelb Edition, much history. £20,000 or 16 853130.



PORSCHE 914/6. 916 body conversion, 2.7 Carrera engine, cross-spoke alloy wheels, grey metallic, black leather interior, £11,995. Tel: 0883 341911. (T)

911 CARRERA SPORT COUPE. 1984 (B). GP White, dark blue/pinstripe immaculate interior, 67,000 miles, FSH, limited slip diff.

Issue No12 1992: We love a mega-mileage story here at 911&PW. Barry Meade bought his 1983 944 with just 34,000 miles on the clock and then put nearly 270,000-miles on it in just five years! Cars like being driven and Barry's 944 proved the point. The engine was original, as was the gearbox. He got through a couple of clutches and quite a few tyres though.



911 Carrera RS (993, LHD, 6-Speed)
 Jet Black • Black & Grey Leather Sport Seats
 18" Speedline RS wheels • Air Conditioning
 111,195 km (69,907 miles) • 1995 (N)
 £199,995



911 Turbo (993, 6-Speed)
 Arctic Silver • Boxster Red Leather Sport Seats
 Sports Exhaust • Air Conditioning • 57,873 miles
 1997 (R)
 £99,995



911 Carrera 2 S (991, PDK)
 Guards Red • Black Leather Sport Seats Plus
 Touchscreen Satellite Navigation • 20" Sport
 Design Wheels • 6,180 miles • 2012 (62)
 £68,995



911 Carrera 2 S (991, PDK)
 Carrera White • Black Leather Sport Seats
 20" Carrera 'S' III Wheels • Sport Chrono Pack
 7,507 miles • 2012 (12)
 £67,995



911 Carrera 2 GTS (997, PDK)
 Carrera White • Black Half Leather Sport Seats
 19" Centre Lock Wheels • Touchscreen Satellite
 Navigation • 17,209 miles • 2010 (60)
 £59,995



911 Carrera 2 S (997 GEN II, PDK)
 Basalt Black • Black Leather Seats • 19" Turbo
 II Wheels • Touchscreen Satellite Navigation
 9,948 miles • 2011 (11)
 £55,995



Boxster Spyder (987, PDK)
 Carrera White • Black Carbon Backed Bucket Seats
 19" Spyder Wheels • Sport Chrono Pack with Sport
 Plus • 28,739 miles • 2010 (10)
 £38,995



911 Turbo (996, Tiptronic S)
 Polar Silver • Blue Leather Fully Electric Seats
 18" Turbo Wheels • BOSE Sound System
 56,429 miles • 2002 (02).
 £29,995



Boxster S (987 GEN II, 6-Speed)
 Carrera White • Black Leather Sports Seats
 19" Boxster Spyder Wheels • Touchscreen Satellite
 Navigation • 26,950 miles • 2010 (60)
 £29,995



Boxster 2.9 (987 GEN II, 6-Speed)
 Meteor Grey • Black Leather Seats • 18" Boxster
 S II wheels • Sport Chrono Pack • 17,808 miles
 2010 (10)
 £28,995



Cayman S (987, Tiptronic S)
 Meteor Grey • Black Leather Seats • 19" Turbo
 Wheels • Sport Chrono Pack • 76,557 miles
 2007 (07)
 £17,995



Boxster S (987, Tiptronic S)
 Basalt Black • Black Sport Seats • Satellite
 Navigation • 19" Carrera S wheels • 51,789 miles
 2005 (05)
 £16,995

The Natural Choice for Porsche Service, Repairs & Upgrades



Why Choose Paragon Service?

We've been offering expert Porsche Servicing since 1993 and our vastly experienced technicians provide real value without compromise.

With transparent fixed pricing, clear communication, free courtesy cars and free local collection and delivery, we are the natural choice for Porsche service.



Our Capabilities & Experience

With a full range of facilities onsite including MOT testing and a tyre bay, we have everything for your Porsche under one roof.

We have 'Dealer level' diagnostic equipment and special tools, and our Porsche trained technicians have vast experience across all models and ages of Porsche.



Beyond the Conventional

We offer a wide range of enhanced services ranging from engine and gearbox rebuilds, performance tuning, upgrades and modifications through to track day preparation and support - even race car building.

Our successful racing heritage means we are experts in laser four wheel alignment and corner weighting - offering settings from standard road to fast track.



The Natural Choice

We have thrived because of our focus on building long term relationships with our customers.

Our ability to offer independent advice and high quality parts choices sets us apart - as does our commitment to offering value and exemplary customer service.

The next time your Porsche needs attention, call us on 01825 830424 - we will be delighted to help you.

At Paragon, we have superb in-house service and preparation facilities, and each car is supplied with a new MOT, a 12-month/12,000-mile comprehensive parts and labour warranty, and we also include the next due service.

See more of our current stock at www.paragongb.com 01825 830424

January 2003: It's hard to underestimate just what a quantum leap forward the Cayenne was for Porsche, but ever prescient, the company saw a market (a bloody huge market) where others didn't. To drive it is to get it, and with the right tyres and diffs, it's a very good off-roader.

Below right: At last JK renounced silly Lamborghinis and Ferraris and got himself into the Porsche marque with an RS – the ideal starter Porsche!

Bottom right: Keeping it real, as ever, the Porsche Autojumble was a regular fixture on the calendar. We bought a 3.2 Carrera there once.



Pick and mix

It's nominally a sport utility vehicle – whatever that really means – but in truth the new Cayenne is also a sports car, a luxury saloon, one of the world's most competent off-rovers, and not least a super-quick, heavy-duty van. Chris Horton went to Spain to experience both the 'S' and the Turbo, and came back convinced that Stuttgart is onto a winner with this one. Photography by Brett Fraser

You are a good four-by-four driver. You have done this before, yes? So suggested my instructor – actually, one of the development engineers for the Cayenne project – after I'd tackled a couple of laps of the course that he and his colleagues had had specially constructed in the extensive grounds of the Jerez racing circuit in southern Spain in order to demonstrate the clearly considerable off-road prowess of their brand-new sport utility vehicle. Well, very kind of you to say so, Gerhard, but I really don't think I can take much of the credit. My off-road experience – in a 20-year-old Range Rover – extends to a few so-called green lanes in the Chiltern hills of southern England a few winters ago, and the simple fact is that in a machine as hugely competent as the latest Porsche even my mother – hardly the most adventurous driver in the world – could probably have made a passable stab at the topography well if not regionalised. That's not to suggest that I didn't feel quite proud of myself. Clearly the course had been laid out in such a way as to show the Cayenne in its best possible light, and with minimum danger to either the vehicle itself or its occupants – and the weather had been better by far weeks, so I've absolutely no idea how the car would cope with mud, much less ice or snow – but I none the less contained some pretty demanding features. Slopes – both up and down – at what feel at least 45 degrees left me either staring at the sky and then wondering which way to turn the wheel, or else reminding me what it's like to launch oneself down a back ski run. Equally steep lateral slopes required constant steering input to prevent the car silencing sideways into the bushes – or worse. Impressively tight corners, frequently on a slope and with vicious-looking pot-holes, added to the fun. Easily my favourite, though, were further sections – again on slopes that you'd have all-faithfully tacking on foot, even with the added benefit of ski poles – with what can only be described as bloody great corners positioned every few yards on alternate wheel tracks. On this terrain the Cayenne seemed to behave less like a car, and more like some strange, prehistoric animal – and that's meant as a compliment, I hasten to add. As we (cautiously) approached the first

Clearly the course had been laid out in such a way as to show the Cayenne in its best possible light, but it none the less highlighted some pretty demanding features.



A Porsche SUV? Seriously?

2001 - 2005

June 2004: The 997 gen 911 took over from where the 996 left off. In a lot of respects it had an easier job. The 996 was the clean sweep, the all new 911. The 997 just had to address some of the 996 issues and improve the concept. It was, and is, a good car

It had been rumoured since the late '90s that Porsche was considering some sort of off road/SUV machine. For some it was too much and they retreated into their air-cooled worlds never to emerge again, but for a new Porsche demographic the arrival of the Cayenne was a massive hit.

OK, it was no looker, but there's only ever been one truly great looking off roader and remarkably that comes from Solihull. Porsche's big problem with all its offshoots is to use the 911 as a starting point and then try and morph something from it.

So what was the 911&PW stance on the Cayenne? Well, the trouble is, to drive it is to get it. The Cayenne is a mighty fine way to travel, and certainly way ahead of the Range Rover of the time.

Elsewhere in our timeline the 997 gen 911 was launched with an ever burgeoning electronic arsenal. But if that wasn't your bag, then the racer-turned-road car Carrera GT had no safety systems and was bloody scary. Talk about double standards.

JK buys classic Carrera 2.7 RST

Shown in the photo below, writes Chris Horton, is JK, the irrepressible front man of pop band Jamiroquai, taking delivery of his latest car, a 1973 911 Carrera 2.7 RS from Oxfordshire-based specialist Autotarm. JK, famous for his enthusiasm for classics of all kinds, currently owns – among others – Ferraris, Maseratis and Lamborghinis. But until now, it seems, he has never owned a Porsche. No less well known is our man's penchant for performance. It's essential to him that his cars are usable on a day-to-day basis, says Autotarm development manager, Andy Watson, and that's one of the reasons he chose a '73 RS. That, and the fact that it's a genuine icon. In fact, JK's car is an M472-specification RS Touring, one of only 94 right-hand-drive cars officially brought to the UK, and with matching chassis, engine and transmission numbers is almost certain to be a very sound investment, as well as a hugely enjoyable means of transport. We're delighted to have been able to



November 2003: The Carrera GT was a real deal supercar borne out of Porsche's stillborn late '90s Le Mans project. Rear drive, V10, normally aspirated and with an on/off clutch, it is the antithesis of the electro 918



Alan Wright (above) organises the twice-yearly events that has quickly become one of the must-do outings for many Porsche enthusiasts in the UK. Story by Paul Davies; photographs by Peter Robbin

Since 1997, Alan Wright, 54, has been organising the twice-yearly events that has quickly become one of the must-do outings for many Porsche enthusiasts in the UK. Story by Paul Davies; photographs by Peter Robbin

Alan Wright is a 60-year-old retiree who has been organising the twice-yearly events that has quickly become one of the must-do outings for many Porsche enthusiasts in the UK. Story by Paul Davies; photographs by Peter Robbin

Alan Wright is a 60-year-old retiree who has been organising the twice-yearly events that has quickly become one of the must-do outings for many Porsche enthusiasts in the UK. Story by Paul Davies; photographs by Peter Robbin

EVERY PORSCHE. EVERY PART.

No one has more Porsche **PARTS**.
No one has better **SERVICE**.
No one has more **EXPERIENCE**.

We are Porsche Parts **EXCLUSIVELY** at
www.EBSRacing.com

Join EBS Racing mailing list and take **10% OFF** your first order!*

For more than 20 years EBS Racing has specialized exclusively in Porsche parts (Porsche 356, 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Cayman and Panamera). We also supply tools, machine shop services and can provide expert advice for any Porsche projects you may have (high performance, restoration, repair and Porsche racing).



www.EBSRacing.com

Shop **Online** from your computer or hand-held device.



EBSRacing@aol.com Send an email. Become a member of "Team EBS Racing". Get extra discounts, advance sale notices, new product intros, the chance to test new products.

Get advice from our expert sales staff.



800-462-3774 Toll-Free
775-673-1300 International



4068 South McCarran Boulevard Unit B Reno, Nevada 89502



*Good for up to \$100 discount.





GT3 first drive

d
zed

May 2006: 911 & PORSCHE WORLD 27

May 2006: Hardcore 911 time. The GT3 restored the faith to the 911 diehards and provided a rich seam of hardcore driving experiences for us lucky journo and buyers too. It being Porsche you could always guarantee a couple of variants per model, although the 997 seemed to have a least six variations, with the late arrival of a 3.8-litre RS and then one of Porsche's worst kept secrets in the shape of the 4.0-litre RS. Us? We'd take the Gen 1 997 GT3 RS over any of them for sheer poise and handling.

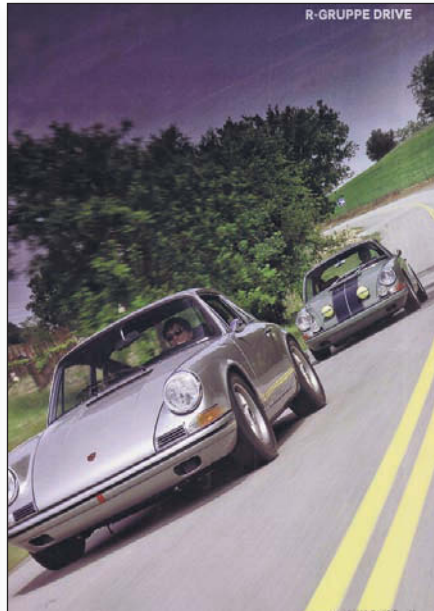
THE LEGEND
DRIVING, BUYING, SELLING, MAINTAINING, OWNERS & BUYERS OF PORSCHE 911s

Price drop 911s

Now's the time to buy your first 911... and we show you how.

106
112

PLUS: The 15k 996 p106 Specialists: Jamine Motorsport p113 Our cars p118 Q&A p120 100s of Porsches for sale p134 Tried & Tested p139



September 2008: Rarely have we been more on the money. 'Now's the time to buy your first 911' we said. And with prices for air-cooled and water-cooled cars converging, we was right. Had you bought an air-cooled car based on our sound advice, you would be thanking us now. A water-cooled car? Well, prices were still falling then, but at a rate that we couldn't really have predicted. Er, buyer beware and all that!

August 2009: Hot Rod 911s. We love 'em. You might have noticed that we're not purists here at 911&PW. We have no trouble with modifying and backdating and this R-Gruppe duo is the absolute personification of the modifying art. The factory had no qualms about raiding the parts bins for those early 911 racers to achieve their end goal. 911s are for driving and modifying encourages that. Keeping it standard and tucked away, doesn't.

COMERCIAL BREAK

AUTOFARM
PURELY PORSCHE

Classic & Bespoke 911's

1973 LHD Carrera RS (M471), GP White/Green, Nos match, 1st Series, EPOA

Autofarm 911 GT Book: 72 ID New built, 3.4k/C60, 1st E100+
 1972 2.4S, Blood Orange, Nos match, Restored '97, ESR, Records
 1975 Carrera 2.7, 1st Green, 73k, Nos match, Full history, Restored
 1971 911S, Blue, 2.45 eng/box, Rebuilt in late '80s shell, Gear fin
 1989 Carrera Club Sport, GP White/Red, 80k, Aligned, Track ready
 1986 3.0 RS replica, GP White/Blue, 2011hp, Record SPG, 1/2 cage
 1970 2.2E Sportomatic, Light grey, 73k, Restored, Full history
 1989 Carrera 3.2 SE, 71k, Inner Grey metallic, Gorgeous, Full history
 1978 3.0 SC Sport, Red, Early example, Good history, good looks

EPOA £60,000
 SOLD £35,000
 £32,500
 £32,500
 £30,000
 £26,250
 £15,000

WANTED Early 911s with comprehensive history

For further details please visit our website
www.autofarm.co.uk
 or contact Josh Sadler or John Ward
 E-mail: sales@autofarm.co.uk
 Tel: 01865 331234 Mob: 07768 238742

FARMING TODAY
The UK Porsche scene without Autofarm? Well it wouldn't be the same would it? Pioneers of the early Porsche scene and backdated 911s, not to mention early saviours of the 996 engine, Autofarm have been at the forefront of Porsche Britannia. Hard not to look at those prices wistfully though?

LOSING IT
911virgin.com. Now there was a name that was always going to attract attention, likewise this advert too. And while father, Henry Firman, isn't odd as such, as the proprietor of 911 Virgin, his views on most things, and selling Porsches in particular are refreshingly forthright.

If you think she's odd wait until you see her father...

911virgin.com

We buy and sell Porsches

01895 255222

Loads of used 911s for sale all with large photos. Always updated, no old stock. Tips on buying a used Porsche, service and insurance contacts. Around 40 cars in stock from around 1980 onwards. Cars genuinely bought outright on the spot or sold on your behalf - speak to Henry

HOW MUCH: THE PRICE OF THINGS BACK THEN

GT3, 1999, 30K, FFSH, Records, six pot brake upgrade, full Cargraphic exhaust, newMichelins, rare rear seat belts, serviced 26K, immaculate cherished example, first to see will buy: £42,500 ono, may px. Tel: 07939 503866 (Co Durham) P0206/054

1992 954 RS LIGHTWEIGHT, black triple colour, Recaro, half roll-over, 305hp, AMD hotfilm upgrade, reconditioned SM magnesium rims, 4 new Bridgestone 502s, usual RS spec, LHD, stunning condition, £32,955. Tel: 07800 641269 (West Sussex) P0206/100

996 CARRERA 4S (very low miles), 2003 mdl Porsche C4S (Turbo body) finished in metallic Midnight Blue with full Metropole Blue Sport seats, Porsche embossed headrests, red belts, suede headlining, crested wheel caps, Litronic headlights, colour coded centre console, Bose

993 TIPTRONIC S, 1994, FFSH, 40,000 miles sunroof, air con, full leather, brake light spoiler, Tracker, alarm, new tyres, full MoT, compute electric seats, superb condition, £26,500. Tel: 01584 841395 (Shropshire) P0206/043



DOMINATE THE TRACK. RULE THE STREET.

Performance for Motorsport and Street.

With our race experience and proven technology, Eibach are proud to announce, for the discerning Porsche owner, our new range of anti-roll bars for the Marque. Each of these kits features our hollow steel technology, for ultra-light weight, along with multiple levels of adjustability.

Designed to work in perfect harmony with our existing range of Pro Kit and Pro Spacers, you will only find these unique anti-roll bar kits at our Exclusive Official Dealerships.

For peerless chassis solutions for your Porsche, simply contact your nearest Eibach Specialist Dealer.

Midlands

RPM Technik Ltd
01296 663 824
workshop@rpmtechnik.co.uk
www.rpmtechnik.co.uk

North West

Ninemeister
01925 242342
ask@ninemeister.com
www.ninemeister.com

South West

Regal Autosport
023 80558636
sales@regal-auto.co.uk
www.regal-auto.co.uk

South East

Design 911
0208 500 6699
sales@design911.com
www.design911.co.uk



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT

Springs | Anti Roll Bars | Wheel Spacers | Suspension Systems | Coilovers | Alignment Kits
Eibach UK | Phone: 01455 285 851 | e-Mail: sales@eibach.co.uk



eibach.com

911 & PORSCHE WORLD

250TH ISSUE COMPETITION

To celebrate 250 issues of *911 & Porsche World*, we're offering this great selection of prizes from Porsche. We haven't made it difficult for you, so good luck and get your entry in!

1ST

First prize: Brake Disc Bookend. Made from an original Porsche 911 Carrera brake disc. Mounted on an L-shaped frame of black coated steel and with rubber-lined support surfaces. Usable at either end. Worth £140.



2ND

Second prize: Long drink glass set. 4 glasses featuring the outlines of the Porsche 911 models: 991, 993, G-model and 901. Worth £55.



3RD

Third prize: Steve McQueen Collection espresso cups (set of 2). The legend lives on. Limited edition of 5,000 units. Made of bone china. Worth £35.



THE BIG QUESTION:

In what year did *911 & Porsche World* magazine launch?

Email your answer to: porscheworld@chpltd.com

We will draw the correct answers from an electronic hat on Jan 16 2015

TERMS AND CONDITIONS:

The winners of the prizes listed above will be awarded to the first three correct entries in the order drawn. When received, there will be no refunds. There are no cash alternatives, prizes will be mailed to each winner. Employees of CHP are not eligible to enter. No correspondence will be entered into and the judges' decision will be final. Closing date for the competition is Friday 16 January 2015.

KEEP THE VALUE OF YOUR PORSCHE

Drive with confidence and peace of mind!

SAVE YOUR ENGINE



Street reliability, Race proven.

▶ ARE YOU FAMILIAR WITH THE IMS FAILURE?

It's a common problem that could cause a catastrophic **engine failure** on all Porsche engines from 1997-2008

*excluding GT3 and Turbo models

Don't wait until it's too late.

For more info please ask your Service Advisor

Patent Pending



▲ Direct Oil Feed (DOF):

The **cost-effective** prevention system to help protect against a possible **IMS Bearing failure** for all Carreras, Caymans and Boxsters.

TUNERS MOTORSPORTS MANUFACTURES HIGH QUALITY COMPONENTS FOR YOUR PORSCHE.



TRS Oil Cooler / Heat Ex-changer Delete Kit M96/M97



TRS 4" Under drive pulley w/A/C



TRS 2 Quart Deep Sump Kit

Porsche 986 Spec Boxster Racers
by Tuners Motorsports



ORDER YOURS TODAY

TUNERS
MOTORSPORTS.COM

www.directoilfeed.com

facebook.com/imsbearingdirectoilfeed

@tunersmotorspor

@tunersmotorsports

DESIGN 911 UK
PORSCHE SPECIALIST

U.K. Distributor

©Copyright 2013-2014 Tuners Mall, Corp. DOF® is a registered trademark of Tuners Mall, Corp. All images and logos are copyright to their respective owners. All Rights Reserved. "Porsche" is a registered trademark and a copyright of Porsche Cars North America (PCNA). Any references to Porsche, their vehicles and or respective products and trademarks are for reference and descriptive purposes only. No association or affiliation with Dr. Ing. h.c. F. Porsche AG (PAG), PCNA, their subsidiaries or dealers is intended or implied. Any and all other product names used on this advertisement are the trademarks of their registered owners.

SILVER JUBILEE

Launched in 1990, we celebrate our 25 years on the newsstands with the three models comprising Porsche's 1990 contemporary line-up. Welcome to the 994, 928 and 964 street party!

Words: Johnny Tipler Photography: Antony Fraser





964 CARRERA 2

Model tested:	Porsche 911 Carrera 2
Price then:	£44,057
Engine:	3.6-litre flat-six
Transmission:	Rear-wheel drive, Five-speed manual
Body style:	Coupe
Top speed:	161mph
0-62mph:	5.7secs
Power:	250hp at 6100rpm
Torque:	228lb ft at 4800rpm



“Free Fallin”, sang Tom Petty, aptly summing up my carefree 1990. More pertinently for my future career, that’s also when

Clive Househam launched *911 & Porsche World*, all of twenty-five years ago now. There was plenty to report on in the Porsche back catalogue, but the showroom line-up that year comprised just three models: the 944, 928 and 964. We’ll reprise them in a moment, but first, let’s set the scene.

You can’t beat an anniversary as an excuse for calling up game-changing events: in 1990 the Berlin Wall falls as East and West Germany reunite; the Channel Tunnel borers link up under the seabed; we meet *The Simpsons* for the first time; Margaret Thatcher resigns; *Pretty Woman* starring Richard Gere and Julia Roberts (and, briefly, a Lotus Esprit) is the film to see; and *The Righteous Brothers’ Unchained Melody* is a hit (...again). What are you up to in 1990? Me, I’m spending the whole year on the waterways and canals, steering a Dutch sailing barge from Holland to Burgundy and back to Amsterdam, and literally the only steering wheel I twirl all year is that of the barge. It has a six-cylinder Deutz air-cooled diesel from a 1950s lorry, and the less said about that noisy, smoking monster the better! The only contact I have with the automotive world is a visit to Magny Cours circuit, home to the French GP at the time, as we’re moored up nearby on the Canal du Centre.

Meanwhile, also in 1990, CHPublications is

gearing up to print this august periodical. Steady on! A couple of years earlier I’d known Clive when we soldiered in the same open-plan office at the now defunct AGB, him on *Street Machine*, me on *Restoring Classic Cars*, along with another esteemed colleague, Chris Horton. So there’s a bit of history. As for the Porsche car company, the previous decade had been an economic rollercoaster: the front-engined cars – 924, 944 and 928 – instigated by CEO Dr Ernst “Carrera” Fuhrmann represented the volume output, though the 3.2 Carrera remained the corporate vehicular icon and the derivative 930 Turbo its figurehead. Fuhrmann’s replacement by Peter Schutz in 1980 ensured not only the 911’s survival but its improvement as well, as Schutz was a hardcore 911 fan. Remember the infamous ‘loads of money’ yuppie era? Red braces and red Porsches! Still, it sold cars, though, despite the associated notoriety. Prices

of special models like the 2.7 RS rocketed as never before. Annual sales of all new models peaked in ’86 at 53,000 units. Then the bubble burst. From 1988, when US sales plummeted, a succession of new CEOs came and went in rapid succession: Arno Bohn, Ulrich Bez, Heinz Brantzski, and then Wendelin Wiedeking in 1993, who stabilised the manufacturing situation and introduced the modern era. By this time, the air-cooled 911s and the front-engined brigade were history.

First, let’s remind ourselves how the three 1990 models dovetail, chronologically. Allowing that the 964 was preceded by 25 years’ worth of 911 production, we’ll clock on with the 928. At first sight it could have been conceived in the idiom of genteel GT cars from the 1950s such as Aston Martin, Jensen or Bristol, but looking even further back, the genesis of the 928 is traceable to Les Grand Routière high-art,

“Fuhrmann’s replacement by Peter Schutz in 1980 ensured not only the 911’s survival, but its improvement as well”

Above: Classic 911 shape, but the 964 was markedly different under the skin, with coilover struts replacing torsion bars and a new 3.6-litre, twin-plug engine. Right: Interior is modernised, but distinctly 911. Strip out the fixtures and fittings and the original 1963 bodysell would be revealed



coach-built, passion-wagons such as Delahaye, Bugatti and Delage from the Art Deco '30s. The 928 is almost an anachronism, representing an era when blithe spirits eased down to the Mediterranean Riviera and swanned along the Grand Corniche or the Amalfi coast. It sure is the archetypal Grand Tourer, dispensing effortless burbling V8 performance in a unique body design coupled with a luxurious cabin. The radically fresh 'egg' design has aged very well considering the model was developed in the early 1970s. It was launched in 1976 and it's quite astonishing how well its basic formula has stood the test of time; rather better than the 924, probably because it's a more coherent design and a more imposing car. A Porsche in name as well as nature. Even now, another quarter century on, there's nothing quite like it, and though it's hardly cheap to run, it still does

the business as a grand tourer.

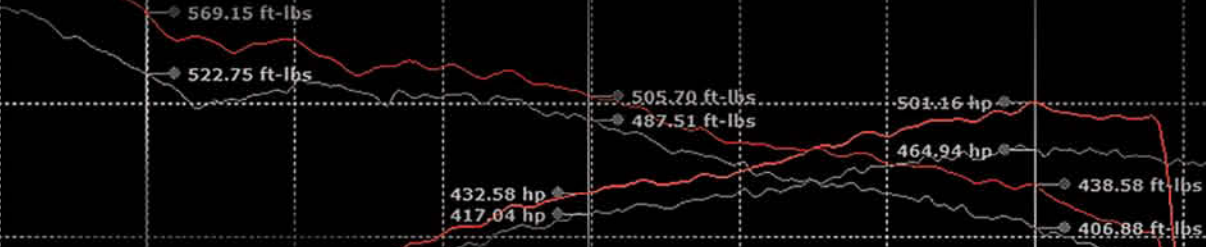
The flying buttress rear pillars and broad rear window, recumbent headlights, tele-dial wheels and flowing lines were the stand-out design cues, and if the styling was ahead of the game, the spec was equally upbeat, with galvanised steel shell and aluminium doors, bonnet and front wings, plus the radical new double transverse-link Weissach back axle that generated stabilising toe-in. The 90-degree front-mounted 4.5-litre V8 engine spoke of US indolence rather than Jaguar tenacity or Ferrari raciness, though in practice it was by no means a lazy unit, developing 240bhp at 5500rpm and 258lb ft torque at 3600rpm; that was in 1978 when the new 3.3-litre 930 Turbo dispensed 300bhp at 5500rpm.

No doubt about it, the 928 was a sophisticated piece of kit – still is. Typically for



The 911's best view? Dictated by its engine position, and need for a 2+2 layout, the 911's sweeping rear is based on function before form, but it works and is one the 911's defining features. 964 model introduced a smoother look, helped by retractable rear wing

FEELING IS BELIEVING



Performance Exhaust Systems and Engine Tuning Kits now available for the Porsche 991 Turbo!



**TRANSFORM
YOUR DRIVING EXPERIENCE**

For over 20 years, Fabspeed Motorsport has been engineering and producing the highest-quality performance exhaust intake systems, and tuning products for Porsche vehicles.

Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate driver's car. Performance Packages are available for most Porsche models. Visit the website or call for options and pricing!

Product videos and dyno graphs available at www.fabspeed.com!

USE PROMO CODE **911PWMAG** FOR SPECIAL SAVINGS

944 TURBO

Model tested:	Porsche 944 Turbo
Price then:	£42,296
Engine:	2.5-litre four cylinder turbocharged
Transmission:	Rear-wheel drive, Five-speed manual
Body style:	Coupe
Top speed:	161mph
0-62mph:	5.9secs
Power:	250hp at 6000rpm
Torque:	258lb ft at 4000rpm



Porsche, the spec grew remorselessly, first with the 4.7-litre 928S in 1980, gaining innumerable minor sophistications and upgrades along the way, with the 320bhp 5.0-litre 928 S4 arriving in 1987, hotly pursued by the exclusive S4 Club Sport in '88, the beefed-up GT in 1989 and the GTS in 1992. Last of the line, the GTS received subtly flared arches, Cup wheels and a reflector strip across the tail, similar to the 964's. As you'll notice, that's what we're featuring here, it being inevitably difficult to blag the year of car you want when you want it. It's the ultimate expression of the gran turismo 928, and despite having a 350bhp 5.4-litre V8, it is conceptually similar to its sibling four years its senior.

The second of our front-engined water-cooled transaxle cars is the 944 Turbo, released in 1984 for the '85 model year. While the 924 was the entry-level Porsche at the time, the 944 slipped in midway between that and the 911 SC. Brawnier than the 924 because of its flared-out wheelarches and rubber spoiler behind the rear 'greenhouse' hatch, the 944 resembled the race and rally-bred 924 Carrera GTR and S. Like the Volkswagen orphan 924, both models were built mostly at Audi's Neckarsulm factory, with the 944 finished off at Zuffenhausen. Announced in 1981, the 944 represented the future as far as some were concerned: with a fully galvanised shell with many proprietary driveline components and running gear, including conventional MacPherson strut-based suspension, it was affordable and straightforward to maintain. It looked the part, too, thanks to Weissach's boisterous efforts in

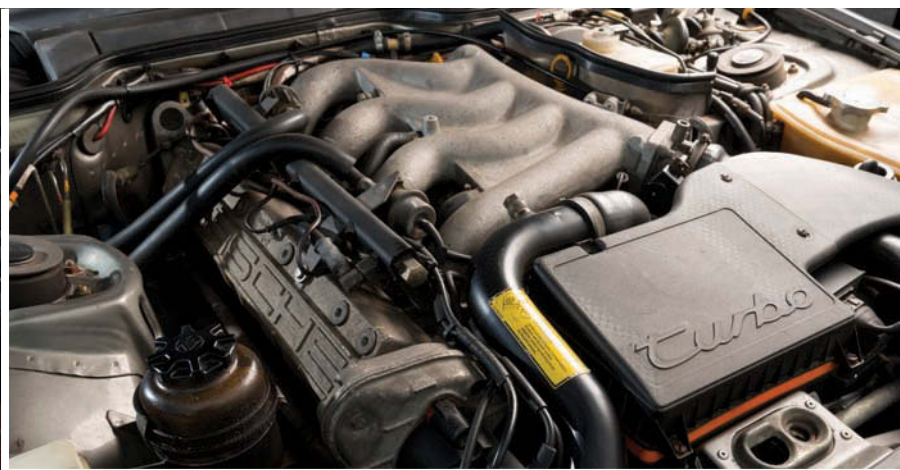
competition events with the 924 Carrera GTR. Broad wheelarches, flip-up headlights, then popular with several car-makers including Lotus, Toyota and Alpine-Renault, 'telephone-dial' wheels, and electrically-adjustable two-plus-two seating replicating the 911. A vast glass hatch gave access to a luggage platform, which in practice was not much more capacious than the 911's front boot. Take up was rapid. With 60,000 units sold up to Spring 1985, the 944 Turbo was ushered in, bringing more exalted status for the model. Its nose was tweaked with aerodynamic refinements and incorporated driving lamps and splitter. Evolutions to the range appeared in the shape of the 944S in 1987, the Turbo S the following year, and the S2 in '89. The contract with Audi expired in April '91 and the last of the line rolled out of Zuffenhausen a month later. It wasn't quite the end of the line; the 944 morphed into

the 968, in production from 1992 to '94, but by this time the company's future had already been revealed, in the shape of the Boxster show car at the '93 Detroit Show.

While the writing was on the wall for the front-engined cars, the 911 persisted as Porsche's flag bearer. Introduced in 1989, as a showroom model, the 964 was a way of updating the 911 image after almost a decade-and-a-half of concertina bumper models, incorporating much new componentry in the process. That included the all-wheel drive transmission that Porsche had honed on the 959 supercar, veteran of three Paris-Dakar rallies from '84 to '86. Endowed with a simpler system, the 964 C4 Coupe came out in July 1989, alongside the 3.2 Carrera, which stopped production that November. It was now the turn of the 964 to bear the responsibility of forging the way ahead for Porsche, resuscitating the

“ The 944 morphed into the 968, but by this time the company's future had been revealed, in the shape of the Boxster at the '93 Detroit show ”

Above: The 944 Turbo still cuts it today in an '80s sort of way! Porsche made good use of the 924 bodyshell, beefing it up with the trademark 944 blistered arches and the smoothed and integrated front end introduced with the Turbo. Right: Interior rather more modern than the 911's. Engine produced an identical 250bhp



company and its traditional model line. Externally, the main changes were the 964's all-enveloping bumpers that merged more fluently with the shell than the deformable rubber bellows of the 3.2 Carrera. Whether this was a good thing depends not just on one's aesthetic appreciation, but on a willingness to have the 964's plastic extremities fixed when damaged on a regular basis by careless parkers. However, while the 964's curvaceous lines stayed basically the same, Porsche claimed that under the skin it was 85% new. Capacity of the air-cooled flat-six increased to 3600cc, producing 250bhp and 310Nm of torque at 4800rpm. Twin-spark ignition meant more efficient combustion, and in 1990 a dual-mass flywheel was installed. The 0-60mph sprint took 5.0s, progressing to a top speed of 162mph, 12mph up on the 3.2 Carrera. The spec also included power-assisted steering, wishbones and coil-over damper suspension, while ABS brakes were applied on a 911 for the first time. All of which conspired to make the 964 lighter to drive, easier to handle and more refined whilst deploying the traditional characteristics of the 911 in a more subtle way. Aerodynamics were improved by an undertray beneath the engine

and reduced the drag coefficient from Cd 0.40 to 0.32. The speed-sensitive rear spoiler did away with the fixed whaletail bedecking Sport Equipment 3.2s. The 964 had a relatively short production run, with Coupe, Cabriolet and Speedster-bodied versions produced. Evolutions included the 964 Turbo released for the 1991 model year, the 964 RS and Turbo S lightweight a year later. The 964 Speedster and 3.8 RS appeared in 1993. Towards the end of '93 the 964 C2 was replaced by the 993, though a few 964s were made in 1994, mainly Speedsters and cars destined for North America, and the 964 C4 was superseded by a lighter 993 C4 in August 1994. That model's successor, the 996, had absolutely nothing in common, apart from a rear-mounted flat-six engine. This was the dawning of a new era.

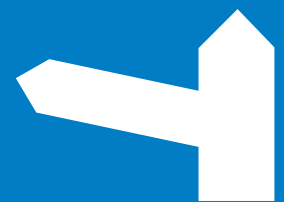
Our feature cars are typical of the three models that represent the 1990 model range. Hardly a meagre line-up, but don't forget that, back then, the magazine was only a quarterly publication. To review the cars we're at Porsche specialist Paul Stephens' premises in rural north Essex. Or is it south Suffolk? You get the idea, anyway. Paul has found us a 964 C2 from 1990, a slightly earlier 944 Turbo, and a 928 GTS



Turbo badge says it all. Back then a turbo was something of a statement, and Porsche were the masters of the turbo game thanks to the 911 Turbo. The 944 Turbo was the equal of the 964 in every area, and bettering it in terms of useability. Today it's a bargain in comparison, but in 1990 the two were split by just £2000



Jaz are rolling to a brand new location... St. Albans.



Whatever model Porsche you own, modern or classic, we have the expertise, knowledge and experience to make sure you spend more time enjoying what your car was built for. Driving.

- Four wheel alignment and corner weights gauges. Using our extensive race experience we can set up your car perfectly for road or track. Full range of tyres kept in stock
- Bodywork repairs from bumper scratches, accident damage to full restoration on any Porsche model
- Engine rebuilds on all Porsche models including 996/997. Race engines built to spec.
- Alloy wheel overhauls, custom colours and finishes as well as perfect match of original Porsche colours
- Menu servicing with our special offer of free MOT or A/C top up or brake fluid change
- State of art diagnostic machine for all models including the new 991
- Interior refurbishment, cannolising and trim work including Cabriolet roof replacement
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Tyre fitting and wheel balancing all done in house
- Air conditioning repairs and regassing all done in house
- MOT tests
- Vehicle inspections and valuations

We'll be moving to our new premises in January 2015.

Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB



Independent servicing and repair specialists for classic and modern Porsche.

Call 020 8903 1118 or visit www.jazweb.co.uk

928 GTS

Model tested:	Porsche 928 GTS
Price then:	£60,791
Engine:	5.3-litre V8
Transmission:	Rear-wheel drive, Five-speed manual
Body style:	Coupe
Top speed:	171mph
0-62mph:	5.7secs
Power:	350bhp at 5700rpm
Torque:	369lb ft at 4250rpm



from 1992. Starting with the 964 for no other reason than it's more familiar to me than the other two, thanks to one being my daily driver, we ease out onto the local lanes and make for a disused airfield nearby for the shoot. Driving a 964 now, a quarter century on, it still yields more thrills per mile than its water-cooled descendants, no matter how able they might be. We've often rehearsed the plus points: the air-cooled roar, the agility of the smaller chassis, the acute and direct contact with the road, the classic aesthetics. We turn a blind eye to the fogged up windows of the lamentably poorly ventilated cabin, and shiver when the heating goes AWOL. Back in 1990 it was the bee's knees, a quantum leap, some thought, from the time-served 3.2 Carrera, sporting fancy race-derived body-kit style front and rear aprons, coil-over and wishbone suspension; ooh, and look at that clever rear wing: now you see it, now you don't! Fuchs wheels, now perceived as high Porsche art, were then just long-in-the-tooth, and were ignominiously superseded by Design 90s. So much water has flown under the metaphorical bridge in terms of water-cooled 911s and their sophisticated electronic driver aids that it's hard to make any realistic comparison with the 964 of 25 years ago.

There's a similar sense too about the 944 and 928, though unlike the 964, we have nothing in the way of descendants with which to compare them or reach back to. Front-engined Cayenne, Macan and Panamera are in quite another league. However, as far as the driving experience is concerned, the 944 in all its forms

is a very civilised and well coordinated sports GT, capable of sustaining swift cross country travel as well as alacrity around a race circuit, given its neutral handling characteristics. Sure, the four-pot motor is less charismatic than a flat-six, but it's cast aluminium and delivers oodles of torque, especially in turbo format. As far as the driving experience is concerned, the 944 is white bread. Not particularly challenging, straightforward and easy to have a good time with. The seats are agreeably supportive and the driving position is comfortable, with legs pretty much straight down to the pedals, while arms are mildly bent. With weight distribution virtually equal either end, thanks to the transaxle gearbox, the 944 is inherently more balanced than the 964, and consequently the superior car in terms of roadholding, because of the idealised weight distribution, though it's dulled down by comparison and there's nothing

like the sensation or excitement of the rear engined chassis. The 944 moves well though, and it's fast, especially in Turbo guise, controllable on the limit for someone not possessed of the talents of Mark Webber. That's not to decry its prowess as a racing car; far from it. As we'll see elsewhere in this issue, the 944 Turbo starred in Porsche's inaugural Turbo Cup series from 1986 to 1989, harbinger of the far-reaching Carrera Cup series.

Motoring around the Suffolk byways for our photoshoot is a relaxed affair. I have driven the 928S CS on a racetrack and, whilst not exactly Dr Jekyll and Mr Hyde, it does give a good account of itself in the handling department without denying any of its luxurious appurtenances. Many 928s are automatic for optimum cruisability, while in manual mode the shift locates the dogleg 1st slot back towards me and down. In character it feels like a great

“ There is a similar sense too about the 944 and 928, though unlike the 964, we have nothing in the way of descendants with which to compare ”

Above: Even at the end of its days, the 928 looked like nothing else on the road. At its launch in 1977, it looked positively space age. Want one? Go on, be different. Right: Interior and ruffled leather, very much of its time. Engine is a big bruiser, 350bhp V8



big muscle car, immediately very powerful with amazing torque and acceleration. The steering wheel is set high, and attaining a comfortable, relaxed driving position is the work of moments. I'm ensconced in a plush leather interior and all the goodies commensurate with an unashamedly posh grand tourer. It is a wonderfully balanced car, though I recall with the trackday Club Sport that because of the weight distribution, once you come off the accelerator the weight transfers onto the front axle, so that the rear axle goes light, at which point it's capable of drifting because there's no weight at the back. All good fun on a circuit, and it's nice to know that it is capable of behaving like a 968 CS when provoked, but this luxury motor cruiser wasn't created to fulfil that role. Too heavy to be a racer. Unlike the 964 Carrera Cup car, though that's another story.

Meanwhile, in 1990 Porsche's model range was already long-in-the-tooth. The 964s in particular were expensive to build due to archaic

production techniques, and that year Porsche consulted Toyota about modern Japanese construction practices that were then state-of-the-art. But the groundswell of support for the marque from owners and enthusiasts was incentive enough for Clive Househam to launch *911 & Porsche World*, and as the subject model range transmuted into 993, Boxster, 996, 997, 991 and onward and upward into Cayenne and Cayman, Macan and Panamera, the magazine went from strength to strength, and just as Porsches are the best and most practical sportscars in the world, so the mag is the best selling monthly Porsche publication on the bookshelves. Our trio featured here are the typical bedrock of the magazine's content, and it's fitting that they hark back to the publication's launch. Good old Tom Petty was on the right track: not so much free-fall, though, more like sky's-the-limit for Porsche's vastly expanded model range. Here's to the Golden Jubilee: one thing's for sure; there'll be a lot more cars to write about! **PW**

CONTACT

Paul Stephens
Sudbury Road
Little Maplestead
Halstead
Essex CO9 2SE
01440 714884
paul-stephens.com
paul@paul-stephens.com

Thanks to Paul Stephens for hosting the photoshoot and Simon Turner, Rebecca Stephens and Andy Elvers for providing the cars.



Flared arches give the 928 GTS a pumped up look, as do bigger, wider wheels. In truth it's only fractionally wider than the 1977 original and positively svelte compared to current Porsches. Rumour still persists that Porsche will revive the 928 concept with a Coupe version of the next Panamera

11

PORSCHTEK
Specialist Porsche Centre

www.porschtek.co.uk



**PORSCHTEK IS AN INDEPENDENT
PORSCHTEK SPECIALIST CENTRE IN LEEDS.**

WE HAVE THE HIGHEST GRADED PORSCHTEK TECHNICIANS FROM
WITHIN THE PORSCHTEK NETWORK OFFERING MAIN DEALER
QUALITY AT COMPETITIVE PRICES.

FREE SAFETY INSPECTION FOR ALL NEW CUSTOMERS



EMAIL: INFO@PORSCHTEK.CO.UK
CALL TONY OR PHIL ON

TEL: 0113 277 3220

Unit 11, Enterprise Park, Moorhouse Avenue, Old Lane, Leeds LS11 8HA

Specialist Components 964 Management Kit

Our comprehensive kit includes all parts needed to remove the restrictive/heavy/old-fashioned air flow meter and restrictive air box - it will thoroughly modernise the fueling of your classic. We include all parts needed for ease of fitment, and with a fully developed map for standard engines the kit is truly 'plug and play'.



Uses the powerful and highly acclaimed Typhoon 2 ECU
Direct plug-in - No wiring required
Brackets supplied to mount ECU in original location
Air flow meter to MAP sensor conversion
6 brand new Bosch injectors
Formula 1 grade carbon fibre intake system
Custom ITG air-filter
Easy DIY fit
Perfect for people looking at further upgrades (can be mapped to suit any further mods - 3.8, cams etc)

Price: £1650 + VAT

Completely reversible changes - No permanent modifications to your valuable classic

Phone + Fax: +44 (0) 1953 859785

E-mail: sales@specialist-components.co.uk Web: www.specialist-components.co.uk

Specialist Components Northfield Mill, Poynt Close, Wymondham, Norfolk, NR18 0UB



Need Quality Used Porsche Parts?

Engines	Seats
Transmissions	Consoles
Brakes	Chassis
Suspension	Head Lights
Axles	Tail Lights
Wheels	Interior Parts

Los Angeles Dismantler is the leading supplier of used OEM Porsche parts. We have it all. Call or click now.



Worldwide Shipping Available

LA DISMANTLER

SPECIALIZING IN
USED PORSCHE PARTS

LADISMANTLER.COM



9819 Glenoaks Blvd,
Sun Valley CA 91352



sales@ladismantler.com



+1 818.767.7243

Contact and see us on





THIS IS YOUR GALLERY for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at www.hwm.biz for more information on the company and our stock.

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2 2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 Miles

Metropole Blue Lther Intr, PSM/PASM/PCM-Touchscreen Sat Nav, BOSE Surround Sound system, CD Changer, Telephone, Heated & Memory Seats, Rear wiper, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo Alloys (GEN II), Full Porsche Service History

2009 - 997 TURBO COUPE TIPTRONIC S (CARRERA WHITE) 36,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, IPOD Connection, MFS Wheels, Sports/Heated/Memory/Electric Seats, White Dials, Sunroof, Alcantara Headlining, Chrono Package Plus, Cruise Control, Rear Park Assist, Climate Control, Xenon Headlights, 19" Turbo Alloys, Full Porsche Service History

2008 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 19,000 Miles
Black Leather Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Chrono Pack, Cruise Control, White Dial, M/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest, Xenons, Rear wiper, Rear Park Assist, Full Porsche Service History

2008 - 997 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 54,000 Miles

Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, sports/Heated/Memory/Electric Seats, White Dials, Chrono Package Plus, Rear Park Assist, 19" FUCH alloys, Full Porsche Service History

2007/56 - 997 TURBO COUPE MANUAL (GT SILVER) 26,000 Miles

Full Black Leather Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Sunroof, Chrono Package Plus, White Dial, Heated Seats, Memory/Electric Seats, Rear Wiper, Rear Park Assist, Xenons, 19" Turbo Alloy Wheels, Full Porsche Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles

Black Leather intr, Sports Chrono, PASM/PSM/PCM-Sat Nav, Telephone, Sports & Heated Seats, Part Electric Seats, Sunroof, Rear Wiper, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels, Full Porsche Service History

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles

Black Leather Intr, PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assist, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History

2009 - 997 GEN II C2 PDK COUPE (SEAL GREY) 28,000 Miles

Black Lther Intr, PDK Gearbox, PSM/PCM 3/Touchscreen Sat Nav/White Dials, Cruise Control, Telephone, Heated Seats, CD Changer, Alcantara Headlining, IPOD Connection, Rear Wiper, Porsche Crested Headrest, M/F/S Wheel, Xenons, Rear park Assist, Full Porsche Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles

Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

2007 - 997 C2 COUPE MANUAL (METEOR GREY) – 41,000 Miles

Black Grey Lther Intr, PSM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Heated Seats, Cruise Control, Alcantara Headlining, Rear park Assist, 19" Carrera S Alloy wheels, Full Service History.

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles

Full Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles

Full Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE & CD Changer, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Splitrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles

Sand Beige Lther Intr, PSM/PCM-Sat Nav, Telephone, Alcantara Headlining, BOSE, CD Changer, Climate Control, Sports Exhausts, 18" Carrera Alloys, Full main dealer Porsche Service History.

PORSCHE PANAMERA

PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)

2012-14,000 Miles, Black lther intr, PSM/PASM/PCM-Touchscreen Sat Nav, Telephone, MFS Steering Wheel, BOSE, CD Changer, Memory/Heated/Electric Seats, Sports Exhaust, Cruise Control, Chrono Pack, Sunroof, Rear wiper, Front and Rear park Assist, 20" Alloy wheels, Full main dealer Porsche Service History, One Owner from New.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

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

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 Miles

Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper, Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History

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

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles

Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & manuals, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 Miles

Sunroof, Black leather electric seats, Porsche immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats. The car is always garaged and is a C16 UK car. A very nice example in excellent condition.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 93,000 Miles

Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 Miles

Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)

126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles

Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted AC, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 Miles

Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

FERRARI - MODELS FROM 1967 +

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles

Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electric chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magnaride Dual Mode Suspension, Tyre Pressure Monitor, Full Climate control, Ceramic Brake Calipers, 19" Forged Diamond Wheel Rims, Scuderia Shields. Full Ferrari main Dealer Service History

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles

Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module,

Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

2002 - FERRARI 360 SPIDER F1 (Blue Silver Metallic) 33,000 Miles

F1, 33,000 Miles, Azzuro California (Blue Silver Metallic) Coachwork, Nero Black Leather Interior, Nero Daytona Seats, Cruise Control, Kenwood Radio & CD Player, Ferrari Crest on the Headrest, Climate Control, 19" Daytona Alloys, Full main Dealer Ferrari Service History.

1998 - FERRARI 550 MARENELLO COUPE MANUAL (SILVER)

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

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 - FERRARI 365 GTB/4 DAYTONA 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 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER)

59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari in Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)

Manual, 2600km since a full restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity, 1 owner for the last 15 years

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels Superbly restored, concours condition.

1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 Miles

finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system. The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32 years, totally restored to a very high standard. Total miles is 25,000. Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)

Restored by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palestent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD

Blue with a new black mohair hood, It has done just over 51,000 miles, We imported it from Germany at 6 months old in 1998. It had previously been owned by Hertz Germany, The car is clean, but not concours, This is a well loved Italian thoroughbred, which provides an excellent entry into sports car ownership.



NARROW MINDED

For far too long, the early impact-bumper 911s have been shunned by buyers stampeding to buy into the world of classic Porsches. But all that is about to change

Words: Keith Seume Photos: Antony Fraser



As golden sunlight flickered through the trees, I couldn't help but smile to myself, for all was right with the world. The summer's sunshine had extended into autumn – and was showing no sign of hibernating for winter. The Cornish roads were in that wonderful post-tourist season state of emptiness – and, to cap it all, I was driving one of a trio of near-40-year-old Porsche 911s. What, you may ask, could possibly be better?

Well, can you think of anything? But what if I told you the 911s were all post-1974 impact-bumper cars, all powered by 'that' 2.7-litre engine (by 'that' I mean the supposedly gutless, occasionally troublesome non-Carrera motor) and, to make matters worse, they were all narrow-bodied, with not a fat wheel-arch or ducktail in sight? Still envious? Well, you know what? You should be.

For far too long, and with little just cause, these early impact-bumper 911s have been the forgotten ones, the cars which served only to act as donors for backdating projects – the poor relations to the now highly-desirable 1974 and 1975 210bhp Carreras, and one step lower in the desirability stakes to a tired GP White Targa with Pasha upholstery. But all that is about to

change – and you read it here.

But let's first of all turn the clock back to 1973. The star car in the 911 range was, undoubtedly, the 2.7-litre Carrera RS, but snapping at its heels was the 180bhp 2.4-litre 911S, while the more modest – but still highly desirable – 911T and E models completed the family ensemble. With the exception of the RS, all were narrow-bodied (in as much as none sported the wider Carrera-style rear wings) and all featured delicate – and frankly almost worthless – bumpers and 'long-hood' noses. Light on their feet, svelte in their looks, they epitomised what the 911 was all about in the 1960s and early 1970s.

But then two major factors came into play, forever changing the way not only the Porsche 911, but all cars drove and looked. One was the first major fuel crisis, the other a change in US safety law that required all cars to withstand a 5mph impact without suffering anything more than minor cosmetic damage.

The 1973 fuel crisis was a direct result of the US support for the Israelis in the so-called Yom Kippur War. When Egypt and Syria launched an assault to win back territory claimed by Israel in the Six Day War, the US government agreed to supply arms to Israel including, it is said,



Gone were the days of 7200rpm red-lined tachometers, but the 'new-look' 911S still invited you to exploit its 175bhp to the full. The K-Jetronic fuel-injection replaced the Bosch mechanical system used on previous 'hot' 911s, helping improve economy while meeting future emission regs

nuclear weapons. As a direct response, members of OAPEC (Organisation of Arab Petroleum Exporting Countries) imposed an oil embargo on the USA and its supporters, including the United Kingdom.

Although this embargo didn't take effect until early in 1974, already uncertainty about the political situation in the Middle East had resulted in a steady rise in oil – and hence petrol – prices. By March 1974, oil had risen to four times its 1973 price per barrel.

In the USA, this was the kiss of death as far as the traditional gas-guzzlers were concerned. Seven-litre muscle cars became the pariahs of the car world as customers demanded more miles from every gallon. Porsche even felt this effect, for its high-revving, mechanically-injected

911S and RS models could rarely better 12mpg when pushed to their limits, making them expensive 'toys' for customers who were starting to feel the pinch.

You could be forgiven for thinking that such trifles as the cost of a gallon of fuel would have little effect on the sales of something as exotic as a 911, but you'd be wrong. Porsches sales slumped by close to 25 per cent in 1973, almost entirely thanks to the rise in oil prices.

That was a bitter pill to swallow in its own right, but there was another cloud on the horizon: US safety legislation. Now we're not saying that tightening up on safety laws was not a good thing, but many of the ideas that surfaced in the wake of Ralph Nader's book 'Unsafe at any speed' were ill-conceived.

Among them was the '5mph law' introduced by the National Highway Traffic Safety Administration (NHTSA) following the publication of a paper called the Motor Vehicle Information & Cost Savings Act. Phase 1 of this act was implemented in 1973, requiring cars to be fitted with bumpers that allowed 'no damage to the vehicle's safety systems in low-speed crashes', with no clear definition at the time of what was meant by a 'low speed crash'.

Phase 2, to be implemented in 1979, took things a step further, insisting that 'the front and rear bumpers should protect a car's body and grille, and that the bumper itself sustain no damage in 5mph crashes'.

The aim of the Motor Vehicle Information & Costs Savings Act was 'to aid consumers in making purchasing decisions', and to demand that the NHTSA 'disseminate information on damage sustainability, crashworthiness, ease of diagnosis, repair, insurance and operating costs'.

You only have to look at an early 911 to see that there was little chance of it ever meeting such demands, so Porsche set about updating the near decade-old design to meet both phases of the new legislation. Under the guidance of Wolfgang Mobius, the stylists came

“ Porsche’s sales slumped by close to 25 per cent in 1973, almost entirely thanks to the rise in fuel prices... ”





DRIVING CLASSICS INTO THE FUTURE

MILLERS OILS IS ONE OF THE FEW COMPANIES OFFERING A RANGE OF ENGINE OILS, GEARBOX OILS AND FUEL TREATMENTS SPECIFICALLY FOR OWNERS OF VETERAN, VINTAGE AND CLASSIC CARS, MOTORCYCLES AND COMMERCIALS.

Our classic oils use the latest advances in lubrication technology to create lubricants that meet older viscosity requirements and provide maximum protection, prolonging the life and performance of treasured classics.

If you drive or prepare a classic car and have any concerns about the internals of your engine or gearbox, our Millercare oil analysis service may be able to help identify problems before they cause serious issues.



THE QUEEN'S AWARDS
FOR ENTERPRISE:
INTERNATIONAL TRADE
2012

Millers Oils Ltd
Brighouse, West Yorkshire HD6 3DP UK
Tel: +44(0)1484 713201 Visit: millersoils.co.uk





up with a controversial solution which has forever divided opinion.

The new 'impact bumper' 911s, as they have become known, sported chunky new bumpers located on deformable mountings, which required new front wings, bonnet and slam panel, along with more modest modifications to the rear of the bodyshell. Love it or hate it, as a design it was here to stay until the arrival of the equally controversial 964 in 1989.

But there were other changes that were more than skin deep, most notably in the engine bay. The model range was slimmed down from the four of 1973 (911T, E, S and Carrera RS) to three: 911, 911S and Carrera. The latter was a range-topping model featuring the same drivetrain as the legendary Carrera RS, 2.7-litre 210bhp MFI engine and all. The other two models in the range could also boast engines displacing 2.7-litres, but that was about as far as any similarity went.

The 'new' 2.7s were born out of the need to meet customer demands for greater fuel efficiency and impending legislation in the USA that would restrict emission levels. Streamlining the range would also help Porsche's coffers at a time when every Deutschmark needed to count.

First seen on US models in 1973, the two non-Carrera 911s relied on Bosch's K-Jetronic fuel-injection system. The basic model in the line-up was badged simply as '911' – no suffix for this one – and produced 150bhp, 10bhp more than the carburetted European 911T and 20bhp more than the US version, which had seen the first use of the new induction system in an effort to meet those emission regs.

The 911S was a very different car to the old 2.4S which it purported to replace. In truth it was more a replacement for the 911E, for it was blessed with 175bhp, 10bhp more than the 'E' but 5bhp less than the old 'S'.

The new 911S was a lot easier to drive than

the old model which had, in typical 'S' style, thrived on revs while being low on mid-range torque. To get the best out of the old model, you needed to keep the engine on the boil, making sure the needle stayed above 4000rpm, and preferably closer to the start of the 7200rpm red sector on the tachometer.

The basic 911 was a good choice for anyone who wanted a great all-rounder but was less concerned with outright performance. Along with the 'S', it usually came with new ATS 'cookie cutter' wheels, which have – like the impact bumpers – divided opinion among Porsche enthusiasts. Modern at the time, with their angular styling, they somehow look dated today, whereas the original Fuchs wheels, as worn by the Carrera and optional on other models, have become something of a design classic. And talking of classics, in 1974, US imports still came standard with steel wheels.

Along with the exterior and engine, the



Non-standard Nardi wheel suits the character of the 911 perfectly. Interior is in amazing condition for its age, with scarcely a mark to be seen on the new for '74 tombstone seats. Engine may only pack 150 horses, but the basic 911 is still fun to drive



“ The basic model in the line-up was badged simply as ‘911’ – no suffix for this one – and produced 150bhp... ”



Cookie cutter wheels (above) have become rather dated, but add to the retro 1970s appeal... Driving position (right) is always slightly awkward in any pre-996 911, with the pedals offset to the steering wheel, but the 915-series transmission in each of the three cars was a joy to use

interior was the other area of the new 911 to come under scrutiny, with the adoption of what we generally refer to today as ‘tombstone’ seats, with their high integral headrests. These seats, or variants thereof, remained in use for most of the next two decades...

But what are these cars really like to drive? We tracked down three fine examples at southwest marque specialists Williams-Crawford, just over the Tamar Bridge in Cornwall where Adrian Crawford handed us the keys of a customer’s recently-purchased ‘basic’ 911 and a pair of 911Ss, one of which is his own Targa version.

Let’s start with the 911 – that’s the blue car you see here. ‘This is an interesting car that the last owner had kept for some time,’ says Adrian. ‘A late-1976 model, it was originally his father’s car and lived on the Channel Islands. It had been in the family for around 25 years so has a known history.

‘The son took over the car when his father passed away, ran it for some while and then moved to Ireland. Thanks to family and other issues, the car was used less and less, the final straw being when he discovered his new puppy had been using the roof as a bed and scratched the bonnet, scuttle, roof and engine lid. That was the point when he sold it to me.’

Adrian decided to give the car a glass-outer repaint but apart from that – and the customer’s chosen Nardi steering wheel – it’s very original. The black and grey interior, with its wool inserts, is an absolute joy.

On the road, it’s no rocketship but it is a great

driver’s car. You get the feeling that it could cross continents and leave you as fresh as a daisy, and with a permanent smile on your face. With 150bhp available, it’s fast enough to be fun but is not tiring to drive in the way that many of the earlier 911s can be. The only thing that makes the car slightly harder work is the lack of brake servo, but it’s a small price to pay for a car that’s this much fun. I loved it!

The silver car is a 911S and, again, we’ll let Adrian take up the story: ‘This car was sold new to a Porsche man in New York and he arranged a factory collection (tourist delivery). After it came to the UK, Crispin Manners at Oaktree Garage appeared to look after it, and our Graham Kidd recalls repainting the right side twice while at Roger Bray.

‘The man who owned it was a Bosch technician in Ilminster and used to see the car at work every now and again, driven by a lady customer. He later moved to Ireland and became a fireman, thinking nothing more of the car. However, when he decided to hunt for a Porsche, he spent ages looking at very average older 911s until he remembered the customer and her car. He got a friend to call: yes, she still had the car and yes, she would sell it!

The car was later vandalised down the right side, and repainted. A week later it was scratched along the same three panels, repainted, then scratched again, so he left it.’

And then one day, Adrian got to hear about the car and struck a deal. What he liked about it was the total lack of rust and accident damage,

but the vandalised paintwork was a pain. To repaint or not to repaint? That was the question.

‘The scratch was ugly. We couldn’t paint just the right side because one side would be new and the other old. The roof was showing white base-coat in some areas just due to age and polishing, but there was no corrosion. We decided to disassemble the car and repaint it, reassembling it using all new seals, etc. We gave it a thorough service and that’s about it. It’s very original save some sensible mods such as SSI heat-exchangers and Koni suspension. I love driving this 911. It even has a great smell from the original leather interior!’

And I have to agree – this is one gorgeous 911. It feels tight, and the extra 25bhp over the blue car makes its presence felt behind the wheel. It’s not peaky like an old ‘S’, or as rorty as an MFI-equipped Carrera, but it sounds good (thanks to those SSI) and has more than enough power (and torque) to make it a very satisfying drive. With the Konis, the handling is tight, too. I can see why Adrian likes to drive it – and why he had quite fancied the idea of making it his own...

‘I really loved that silver car and wanted it for my own. In fact, I kept it a secret for a week!’ he smiles. But the 1977 911S was destined for stock, so he began the search for an early impact-bumper 911S of his own. ‘I like the simplicity, the narrow body, the galvanised bodyshell and the retro look. I like the power of the 2.7 and the sound of these old magnesium-cased engines.’



It's a Targa and it's gold and we love it! Adrian Crawford's personal 911S is a perfect example of what makes these forgotten 911s such a great buy. With the roof tucked away in the boot, the Cornish sunshine beating down and the 2.7-litre engine spinning to the red line, all was right with our world...

“ These are the 911s that have dropped off the radar (if they were even ever on it), and that is unjust... ”

But it's a Targa – and in gold at that, I say. Adrian laughs, 'I particularly wanted a sunroof coupé or a Targa and happened to see this car. I admit, the colour wasn't one I'd anticipated buying but I thought it suited the more gentle nature of the Targa with its bright trim.'

'It's straight, has suffered no accidents and has no corrosion, but in many ways, it's a typical American 911 in that the paint looks OK from two metres away! But I don't mind that as I want to drive it rather than be afraid to use it,' says Adrian. 'I sorted out a whole bunch of issues, including so many loose nuts and bolts on the motor that you wouldn't have expected it to run! I have just fitted it with Bilstein suspension and SSIs, too.'

I have to admit, this is the car I least

expected to enjoy, but I was in for something of a shock. On paper, it's the very antithesis of an enthusiast's 911, being an impact-bumper Targa – in gold – and with a US-spec 2.7-litre engine. Yes, the US-spec 2.7s do have something of a reputation for unreliability (pulled head studs are a favourite source of grief due to them running hotter than their European counterparts) but you'd never know it here.

'It goes well,' says its owner. 'I find myself enjoying it more and more. It's fun and is seldom seen with the roof in place. Surprisingly it has 144,000 miles on it but many of the items we often see worn are original and in good shape, therefore I guess she must have been cruising the main roads rather than subjected to hard city life. The roof is still good, as are the

seals, the frame's tight and, well, I'm pleased.'

As well he should be. Apart from the heat exchangers and Bilsteins, the only other modifications have been to lower it slightly. As a result, the Targa feels almost as tight as a coupé, with little or no sign of scuttle shake. In fact, I have to be perfectly honest here, I probably enjoyed driving the Targa as much if not more than the other two cars. Mind you, the fact that the Cornish sun was out all day probably helped.

All three cars drove like you'd expect (or at least hope) an older 911 to drive, with that distinctive melodious mix of whirring cooling fan, throaty exhaust and muted induction roar. They all handled well, looked great (especially that blue coupé) and represent what Porsche driving is really all about.

Yet somehow these are the 911s that have dropped off the radar (if they were even ever on it), and that is unjust. It's time to take off your blinkers and grab the opportunity to sample the 911 that probably helped save Porsche's bacon at a time when the oil barons and the safety legislature tried to kill off the sportscar.

Our advice is not to be narrow-minded – unless you're referring to the bodywork... **PW**

CONTACT
Williams-Crawford
williams-crawford.co.uk
01752 840307



SHARE THE EXPERIENCE
CONSIGN TODAY



1986 PORSCHE 959 'VORSERIE' Sold at Amelia Island in 2014 for \$687,500.

The official auction of the Amelia Island Concours d'Elegance

AMELIA ISLAND

THE RITZ-CARLTON • 14 MARCH 2015

www.rmauctions.com
Europe +44 (0) 20 7851 7070
Corporate +1 519 352 4575
California +1 310 559 4575



RM AUCTIONS



JASMINE
PORSCHALINK UK

- NEW !! MOBILE FRIENDLY ONLINE SHOP
- SERVICING, REPAIR & MOT CENTRE
- NEW AND USED DISCOUNT PARTS
- RETAIL & TRADE ENQUIRIES WELCOME



JASMINE PORSCHALINK UK **TEL : 01 282 697171**
INDEPENDENT PORSCHE SPECIALIST

The Porscha Centre 3A Pendleside Lomeshaye Industrial Estate NELSON Lancashire BB9 6RY
T: 01282 69 71 71 F: 01282 691 911 E: jasmine.motorsport@virgin.net W: www.jasmine-porschalink.co.uk
PORSCHE SERVICING PARTS MOT SPARES REPAIR RACE & TRACK PREPARATION

call now 0121 55 77 911

www.ramusporscha.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis
High Definition Digital Imaging Wheels Alignment
Alloy Wheels and Tyre Fitting
Suspension Package Upgrades

Performance Exhaust Upgrades
Brake Upgrades inc. Ceramics
Full Body Repair Shop
Chassis Alignment Centre



Fixed Price Menu Servicing for all Models
PERFORMANCE STYLING SERVICE PARTS

AKRAPOVIČ

CAR EXHAUST SYSTEMS



Experience the Power. Pure Power.
More Horse Power. More Performance.

Every component of an Akrapovič exhaust is carefully designed and constructed by a highly skilled multidisciplinary team of designers, engineers and architects; they successfully take on daily challenges – combine a technical solution with an attractive, modern and state-of-the-art design.

Abarth | Audi | BMW | Chevrolet | Ferrari | Ford | Lamborghini | Mercedes –AMG
Mini | Mitsubishi | Nissan | Porsche | Renault | Volkswagen

DESIGN 911 +44 (0) 20 8500 8811
Centre for Porsche www.design911.com

UNIT 5 | BRACKEN IND EST | 185 FOREST RD | HAINAULT | ESSEX IG6 3HX

PPCGB.com
PERFORMANCE CAR PARTS
+44 (0) 208 900 0900
www.ppcgb.com

944 TURBO FOR THE CUP

The Porsche Supercup is rooted in the 944 Turbo Cup series that ran from 1986 to 1989. We helm two of the original contenders around Abbeville racetrack

Words: Johnny Tipler Photography: Antony Fraser



This is the business! I'm in a 944 Turbo Cup car, lapping up Abbeville's tight little twists and turns, getting a taste of a proper factory-built racing car. Chuck it in, aim for the apex, oversteer, apply some opposite lock and power out, gradually unwinding the steering. Remarkably, it's not that different from any of the faster road-going front-engined Porsches. From 924 Carrera GTS to 968 Club Sport, this is familiar territory, nice and easy to drive fast and have fun with. And that was precisely Porsche's thinking in 1986 when it launched the 944 Turbo Cup championship.

The forerunner of the multi-national Carrera Cup and Supercup series was Porsche's calculated contribution to recreational motor sport. Anyone could have a crack at it (given the wherewithal, of course). In the inaugural seven race series, hobby drivers went head to head with professionals in virtually bog-standard 944 Turbos, the 40 contestants sharing a DM45,000 purse at each race. The higher you finished, the more you earned. Initially the curtain-raiser for the ADAC Supercup Group C races, the Turbo Cup blossomed into the 964-

based Carrera Cup in 1990, and by 1993 the Supercup was tagged onto F1's coattails.

A decade earlier, the bandwagon was rolling. The 944 Turbo Cup was born into an era of heady international motor sport where Porsche was dominant. As if you needed reminding, the Group C endurance racing epoch was reaching its zenith, with Porsche's all-conquering 935, 956B and 962C rampant, handsomely winning the World Sportscar Championship six years running from 1981 through 1986. The 911 SC RS was a leading light in the European Rally Championship, and the 959-derived 4x4 won the Paris-Dakar Rally. In F1, TAG-Porsche V6 turbos powered McLaren to the '85 and '86 world titles. Porsche could do no wrong. On the road, the front-engined range – 924, 944 and 928 – were flavour of the moment, while the 911 was yesterday's papers. In production from 1981 to 1991, the 944 epitomised the line-up's middle ground, and was considered the obvious model to use to promote the brand. The flagship 217bhp '951' Turbo variant came on the scene in '85, and that was chosen as the basis for the Turbo Cup race cars.

It's all very well blitzing Le Mans or duneing

in the Sahara in extreme machines like the 962 and 959, but to maintain a relevance for the regular customer, the Turbo Cup racers were very little modified from stock. The transition from leaded to unleaded fuel was in the offing, so Porsche insisted the Turbo Cup cars ran with catalytic converters, a technology very much in its infancy at the time. So as well as ensuring the cars were environmentally acceptable, the objective was also to assess the performance of a catalysed exhaust at full race temperatures. The few changes to the standard car that first year included harder rubber suspension bushes, thicker (27mm and 21mm) anti-roll bars, stiffer spring and damper settings, with 8in Fuchs and 245/45-16s on the front and 9in with 255/40-16s on the back. To ensure a level playing field, bearing in mind there were some very experienced players in the game as well as arrant amateurs, the Motronic control units, knock sensor and boost pressure wastegate were sealed, and Porsche stewards carried out spot checks on three cars chosen randomly after every race.

At Weissach, Jürgen Barth and Roland Kussmaul had enjoyed success with the front-



Left to right: 944 Turbo Cup car owners Kristof Van Hoof and Hans Goosens. Kristof owns the red 944 and Hans the white liveried machine. The red car is the early version of the 944 Cup racer and is very much a standard car and even had a Euro spec catalytic converter. The white car is a later Cup racer with more power (250bhp) and lighter panels

“ The key players in the inaugural seven race series were Jo Winkelhock, Jorg van Omen and Roland Asch ”



engined 924 Rally, the Carrera GT and 944 GTP between '79 and '82, but now they were busy with other projects including the 961 Le Mans car and customer 962s, so another project leader was needed. Welcome aboard Dieter Glemser, former Porsche 906 racer, '72 ETC champ and veteran of the legendary Köln Capri 2600RS versus BMW 3.0 CSL battles of the early '70s; no stranger to powerful front-engined GT cars, then. In the hot seats, the key players in the inaugural seven race series were Jo Winkelhock, Jörg van Ommen, Roland Asch and Harald Gröhs, with tin-top expert Winkelhock emerging victorious at the last round. The earnings were shared out so that the winner banked DM5K, 2nd place trousered DM4.5K, all the way down to 25th place, who received DM100.

With close and dramatic racing the series was a hit. (Just like many of the protagonists were to each other!) The recipe was spot on, and for 1987 Porsche elected to run five rounds in Germany and five at other European tracks: Zolder, Spa, the Nürburgring, Brno and Monza. Once established on the scene, the 1988 and '89 Turbo Cup grids served as curtain-raisers for the higher-profile DTM rounds, and the ten race series ran at Zolder, Hockenheim, Nürburgring, Avus, Mainz-Finthen, Norisring, Hungaroring, Salzburgring, Spa-Francorchamps, and the Nürburgring again. Blaupunkt became title sponsors in '87, prize

money rose by DM10K, and the engines were recharged to make 250bhp, along with concessions to stiffer suspension. The 944 Turbo became more of a race car, with lighter glassfibre panels and the shell seam-welded in places, and the trad Fuchs wheels were replaced with cast magnesium 'Telephone Dials'. The technical tweak this time was switchable ABS, so that the manufacturer could assess the benefits of assisted braking under race stresses. Lessons were passed on to the customer pretty quickly: the 944 Turbo S introduced in 1988 is a road-going manifestation of the '87 Turbo Cup car.

Across the border in France, things were rather different: you know those Frenchies, eh! Over there, the Turbo Cup got under way under the auspices of concessionaires Sonauto, and competitors were given much more free rein with spec and set up. Straight-through exhausts with no cats were allowed as unleaded petrol was hard to find there, and they had a larger sump, made of lightweight magnesium like the intake manifold. Drilled discs and race pads were sourced from the 928S4, and a strut-brace was fitted between front shock turrets. The cabin was stripped of rear seats, replaced by a Matter roll cage, and Recaro race seats and five-point harness on the driver's side. Unlike the German Turbo Cup cars that served to promote a road-going racecar ethic, all leisure equipment including air-con, hi-fi, central

locking, electric windows and power steering were deleted from the French cars in the interests of light weight. Outside, smaller Cup mirrors were fitted, and air intakes replaced the fog-lamps. Winner of the French Cup championship that year was René Metge (hot from winning the Paris-Dakar, too), while the German series victor in '87, '88 and '89 was Roland Asch, who went on to star in the 964 Carrera Cup in 1991.

So, let's have a look at the two examples we're featuring here at Abbeville. The red car is from the original 1986 season. Owner Kristof van Hoof talks us through the spec. 'The 944 Turbo Cup was a standard Turbo, but with a very basic 944 interior, with no options like a normal Turbo would have: no power steering, no air conditioning, no electric mirrors, but they kept the carpets, passenger seat and the back seat, and they raced like that.' During the 1986 season this car was run by VW Schultz, now Porsche Centre Essen, and driven by Annette Meeuvissen. From Dusseldorf, this blonde bombshell's race career began in the Fiesta Challenge, winning the Ladies' Cup in 1982. After a season in the 944 Turbo Cup in '86, she drove BMW M3s for Schnitzer and Zakspeed in the DTM from '87 to '91, teamed with the likes of Alfrid Heger, Dieter Quester and Roland Ratzemberger. She retired from racing in 1992 and worked as a driving instructor for BMW.

Kristof bought this Turbo Cup 944 in 2013,

Hans's later 944 Cup racer is entirely original and is largely standard in spec save for cage and some lightweight panels and track spec dampers. It even retains the passenger seat. In fact, it's pretty much a track day spec 944 in modern terms, which is, of course, what Hans uses it for



and thereby hangs a detective saga worthy of Hercule Poirot. 'I found it a year ago, advertised in Belgium as a 944 Turbo, nothing more. It looked just like a standard 944 Turbo. Although they didn't do much to them to turn them into racing cars, someone had converted it back into a street car, so it was missing the roll cage, it had Konis instead of Bilsteins, a normal driver's seat, and because they put in new carpets you couldn't see where the cage had been.' The irony was that Kristof was intent on buying the car to create a pastiche Cup car like his friend Hans's genuine 944 Turbo Cup car. Little did he know that in fact he'd bought the real deal. First of all, he spotted some things that didn't tally with a normal 944 Turbo, such as the wind-up windows and ignition cut-out switch beside the battery, which the vendor seemed oblivious of. As far as the seller was concerned, it was simply

a 944 Turbo, but by now Kristof was almost certain it was a Turbo Cup car, so he offered to buy it in spite of a broken water pump. Back home he lifted up the carpets, revealing the points where the cage had been. Despite incorrect 'elephant's ears' mirrors instead of smaller 'flag mirrors', Kristof donned his Poirot outfit and began playing detective. You'd start with the chassis number – or so you'd think – but back in '86 the Cup cars didn't have a special racing designation, just an option code; but that sticker was missing. 'I sent the chassis number to Porsche and their archives confirmed that it was indeed a Cup car, and it has matching engine and gearbox numbers. But they can't, or won't, give any information about who raced the car in '86; they just say they don't know, so I had to search in another way.'

Kristof already had a pair of Turbo Cup flag

mirrors, and when he took off the elephant's ears mirrors to fit them, lo-and-behold, he discovered yellow paint. 'That was the first clue regarding the original paint scheme. So then I bought all the old magazines from '86 containing reports of the Turbo Cup races, and there were about 12 red cars out of the original 40. But luckily there were only a few with red and yellow paintwork, so I felt I was getting close.' Scanning eBay one day he came across a Porsche promo video of the whole '86 Cup series. The identity of the car would soon be revealed! 'I don't know why they made the promotional film, maybe for the press, but on there I saw a red 944 with stylised yellow flames painted along the side and roof of the car, and a completely black rear end.' Excitedly, Kristof began removing small test areas of red paint and, sure enough, there was more of the yellow and black in the right



Above: Customary 944 track stance. Nose pointing, while the back end squats ever so slightly
Left: Later Cup racers came with 'teledial' wheels, while getting the ex racer registered for the road was no real problem



places. 'It still has its original paint scheme intact,' he exclaims! 'Underneath the red was a primer coat, and then the black or yellow, and then underneath that, again the red.' Kristof shows me a snapshot of '86 driver Annette Meeuvissen leaning against the car along with maestro Hans Stuck. Attractive woman, but sadly no chance of an interview. It's a bit like The Who's 'Pictures of Lily', because she died of cancer, aged 42, in 2004. There is no justice.

The Meeuvissen 944 was registered as a road car in Belgium in 1989, having been superseded by the upgraded Turbo S spec Cup Cars at the end of the 1988 season. It had reached that point where old racing cars were just that, and of no use to anybody, so they took out the roll-cage and made it a street car. Kristof for one has found a use for it, though, and is glad its identity was concealed for a quarter of a

century. 'What are the chances of finding a race car with this provenance, still with its original engine and the 8- and 9-inch Fuchs wheels all sitting on the car?' He set about sourcing the rest of the equipment to resurrect its Turbo Cup identity. A set of correct, rebuilt 944 Turbo Cup dampers came from Bilstein USA, a legacy that Kristof believes stems from the model's longevity Stateside. 'In the US and Canada they raced these cars a bit longer than we did in Europe, in that Rothman's series, so they used them a couple of years longer and also more intensively.' Kristof's ongoing plans for the car's restoration to its Turbo Cup appearance stop short of re-applying the flames that bedecked the bodywork in its Annette Meeuvissen days. He'll have it repainted red, sure, but it will be presented like Porsche's promotional Turbo Cup press car with rather less ostentatious graphics,

just a few title sponsor decals.

His pal Hans Goosens had originally been hunting for a 964 Cup car, but soon found they were out of his budget. 'So I started looking for another proprietary-built Porsche racing car, and the 944 Turbo Cup came on the radar. It's more affordable, a lot cheaper to run, and if you hit the barriers you can find a front wing for a 944 far cheaper than a 964: one is €50, the other €1,000.' Having scoured the market in Germany, even discovering one in South Africa, Hans eventually found a 1988 car at the Belgian classic Porsche specialists, 'August Porsche Addiction' at Ohain, just south of Brussels (home to one Jacky Ickx). 'It wasn't really for sale, but the owner had bought it for his daughter to go racing with, but she found the steering was too heavy for her and she couldn't turn the wheel, so he put it up for sale.' He was



Kristof's car was a lucky find indeed. The owner had no idea that it was an ex Cup racer, but Kristof was convinced that he was on to something when he discovered the plates for a roll cage under the carpet and the remnants of its racing livery



“ The torque of the blown 2.5-litre turbo does most of the work. I can almost get round the whole track in third ”



On track Kristof's car is a blast. It looks the business too on fat Fuchs, which are easily the best look for a 944 Turbo. Lightweight mirrors and lack of side rubbing strips also mark this 944 Turbo out as something special

still tempted by the South African car, but the thought of shipping costs and the swingeing 30% Belgian import tax and VAT focussed his attentions on the Brussels car. 'It was fully original, needed no work, the guy gave me a very good price, and I drove it home through the snow on slicks, which was frightening!'

There was some history, including photos of it racing at different circuits, but Hans craved more. 'I knew who the drivers were, so I started contacting them. The first guy to respond said he'd driven the car with that serial number during the 1989 season, having bought it from a German team with Swiss drivers. That was Autohaus Friedrich Scholz, and the first driver in '88 was Nicky Leutwiler, who's a famous name because he also drove 956s and 962s and he's still active in motor sport. He finished the season 7th in the charts.'

The car passed into the hands of Swiss driver Fredi Briedl who joined the well-known Strähle Autosport team (Paul-Ernst Strähle was a long-time Porsche racer and rallyist), and soon afterwards the team bought the car and ran it for the 1989 season. After Briedl had an accident in the early part of the season it was taken over by Rudiger Schmidt who finished 3rd in the Turbo Cup series with this very car. In fact Strähle Autosport was extremely successful, having won the 944 Turbo Cup with Jo Winkelhock in 1986 and Roland Asch in 1987, 1988 and 1989, as well as the Porsche

Turbo World Cup in Kyalami during one of the Championship's occasional flyaway races. Strähle sold the car in 1990 to an Italian doctor who drove it for a couple of years, then it relocated to Berlin in 2007 where engine and bodywork were completely refurbished and its racing identity restored. It passed on to Berlin-based classic specialists Springbok from whom the Belgian dealer bought it for his daughter.

There's a time and a place for everything. I've driven Kristof's car on the road, but we're at a race track and these are racing cars, so let's get stuck in. I belt up in the Recaro race seat in Hans's white charger, and instantly it feels like home. It's a little more austere than the red car, but hardly any different to how you'd render any 944 trackday dicer these days. The 944 Turbo Cup car has a great driving position, and it's very easy to get comfortable with the right relationship of feet to pedals to wheel. It's a lot like the 924 Carrera GTS in that respect, and that's also traceable in the 968 Club Sport, too. The 944's unassisted steering is heavy, but I don't actually find that to be so when I'm out on the circuit, it's just when I'm stationary or turning around in the paddock that the wheel needs hauling. Positive gearshift, though not especially sensitive through the gate; I'm anticipating turbo lag, but really it's imperceptible, smothered to a great extent by enormous torque. To get the most out of a car at Abbeville you need to be in the lower gears at high revs, and though there

is a bit of lag out of a couple of corners, the torque of the blown 2.5-litre straight-four does most of the work. I can almost get round the whole track in 3rd gear, dropping to 2nd for some corners whilst feeling the limits; but in 3rd gear I can certainly get away from a lot of other cars. Having the luxury of ABS brakes it's no great effort slowing for corners either.

The 944 Turbo's handling is more stable and predictable than the 911, but when it breaks away it's a more sudden occurrence; at speed with the 911 you're engaged in a balancing act, delicately swishing round the dancefloor, but in the 944 it's a less involving experience – till it snaps – and it's like a mid-engined car in that respect. Fine if you're provoking it deliberately. So, to bring out the beast I'm having a fling into the corners, setting up a drift like an old-school racer. I learned to do that pedalling an Alfa GTV6 in the AROC championship years ago, when last place was not unknown (thank you, Thruxton...!), and when you find that swaying rhythm it's almost dreamlike.

D'you know what, this would be a very interesting way to own a 944. A practical road car too, if a little hard-edged. The Turbo Cup was Porsche's opening gambit in the single marque racing stakes, making a factory racing car available to amateur drivers, and it's also my opening gambit in the budget Porsche stakes. Finding one might require a bit of sleuthing though. **PW**

CONTACT

Eurotunnel,
Folkestone – Calais
eurotunnel.com
for a swift crossing

specialised covers

innovative tailored protection

THE ULTIMATE IN CAR COVER PROTECTION

INDOOR & OUTDOOR CUSTOM MADE CAR COVERS DESIGNED BY YOU.

£25 OFF CAR COVERS*
QUOTE CODE: PWM-2015



*Terms and Conditions apply

CALL OUR TEAM ON
01943 864 646

VISIT OUR WEBSITE
specialisedcovers.com

FOLLOW US   

MADE IN BRITAIN 

OFFICIAL SUPPLIERS TO:



AUGMENT automotive

www.augmentautomotive.co.uk

Porsche 944 ECU upgrades with live mapping, wasted spark and more!

★ POWER

★ PERFORMANCE

★ PRECISION



Now Incorporating

BERLYN SERVICES

Parts for all Porsche Models
<http://www.partsforporsche.co.uk>

CLASSIC CAR

Win
.co.uk



Win this Car!

1981 Porsche 924 Historic Rally Car (Road Legal)

Nut & Bolt Restoration Over 8 Years

To win this car just answer the following question:

Who was the founder of the Porsche motor car company?

- A. Ferdinand Porsche
- B. Frederik Porsche
- C. Franz Porsche

Text **PORSCHE8** followed by **A, B** or **C** to: **83310**



Prepared by **STAR CLASSICS**

More photos and details at ClassicCarWin.co.uk

Texts cost £2.00 plus one standard network message rate. Entrants must be 16 and over and UK residents. Not available in the ROI. Text entry closes at midnight on Saturday 31/01/2015. Entries made after closing will not be counted but may still be charged. Full T&Cs available at ClassicCarWin.co.uk. To decline marketing texts send SMS with NO INFO.



AUGUST

PORSCHE ADDICTION



Retrouvez toute l'actu d'August sur Facebook !
www.facebook.com/augustporscheaddiction

15, Route de Genval - 1380 Lasne (Belgique) | Tél.: +32 2 633 36 79 | Fax: +32 2 633 63 79
GSM: +32 474 911 560 - +32 476 901 911 | Email: august@porsche-addiction.com
www.august-classics.be - www.porsche-addiction.com

PCGB Team Championship & Class 1 Winners 2013



ENGINE REPAIR SPECIALISTS



986 987 996 997 Cayman

T: 01204 302809 E: auto@hartech.org www.hartech.org

BEST OF BRITISH

100% UK MADE BRAKES

EBC Brakes pads are now made using the Nucap Canada NRS hook retention backing plate system, guaranteed NEVER to debond

BRAKE PADS - Choose from grippy Greenstuff for spirited use on lighter hot hatches, Redstuff for fast street on medium weight cars, Yellowstuff for all out grip and track use on lighter cars or Bluestuff for the ultimate street and trackday pad that has set the Impreza and EVO community buzzing. Latest compound is the Orangestuff full race grade pads.

WANT A QUALITY DAILY DRIVER PAD?
Try the new Ultimax 2 premium replacement pad.

- ✓ The world's first and only true ECO friendly pad
- ✓ Great brake feel for everyday driving and
- ✓ A new lower price point

THREE SPORT DISC CHOICES

GD series slotted and dimpled (gold) for fast street, USR fine slotted (black) or new high carbon BSD series BLADE discs (silver) for fastest street and track day use. For daily driver cars the EBC premium OE replacement discs are a great choice with a superb price point and great value for money.

New BSD Series "Blade" rotor range now available

EBC BRAKES

www.ebcbrakes.com

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems and parts
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.



DREAM WORKS

Imagine, back in '63, if Porsche had installed a four-cylinder version of the 911's flat-six in the 356? Instant Super Carrera performance! Now, half a century later, Alois Ruf has made the dream come true

Words: Johnny Tipler Photography: Antony Fraser



Appearances can be deceptive. In this case they definitely are. A 356C Carrera 2, is it? Think again! Alois has been up to his old tricks, transforming a hot car into a real scorcher.

This is the Ruf R56.11, in short, a 356C powered by a four-cylinder, 911-derived engine. Fair enough, at face value it could be a 356 Carrera, but a quick check in the engine bay reveals an entirely different box of tricks to that of a 1963 356. Take a careful look around the rest of the car and all manner of upgrades pop up. And all carried out to Alois Ruf's exemplary high standards. It's a measure of his acumen with Porsche powerplants that he can create such a car, which, as we shall experience during our Bavarian sojourn in Pfaffenhausen, performs easily as nicely as it looks.

Alois Ruf is used to making his dreams a

reality. His in-house R-V8 and electric-powered eRuf are ample testament to that, not to mention his Rt12S, CTR3 and Rt35 supercars. Now he's waved his magic wand, massaging, nay, manipulating a Porsche powertrain in his inimitable way, and endowed the 356 with the engine it probably should have had in 1964: a 911-based 911 flat-four. Hey presto: a 356 with 911S performance.

A few decades ago, hot-rodders would install 911 flat-six engines in 356s, a fad which Alois is obviously aware of. 'Of course, that was also a solution if you wanted to upgrade your 356, but I was against that because I think the 356 must have a 4-cylinder sound, and the 6-cylinder sound doesn't match the car. And it's also weighted even more towards the back, so with the overhanging weight in mind, I decided to go for the 4-cylinder.'

The Ruf four-pot 911 motor is a collaboration

between Alois and Californian engine specialist Dean Polopoulos of Polomotor fame (www.polomotor.com). According to Alois, 'Dean has invested a lot of time following the dream to build a four-cylinder 911 engine, and he's had the castings made for the engine case and engineered the layout of a shortened six-cylinder engine to downsize it to four-cylinders.' Dean's track record in this field is impressive, having built motors for Porsche and VW circuit race cars, Carrera Panamericana racers, and high performance road cars. The jewel-like Polomotor kit comprises a Polo crankcase with five main-bearing journals, said to be stronger than any original 911 six-cylinder crankcase from any production year, due to the incorporation of special alloys with the 356 T6 aluminium prior to casting, and subsequent aerospace heat treatment, which renders it dense and durable. The Polomotor crankcase

At quick glance all appears to be relatively normal: It's a flat-four and it's air-cooled, end of. But that's clearly a 911 fan, and those big downdraught Webers are not standard. Standard? We're in the wrong place for standard! This is a combination of Ruf and Polomotor, the Californian outfit that creates OHC, quad cam, flat-four engines using bespoke crank cases and crank and modified 911 heads and other internals, to produce a 170bhp motor





will accommodate parts from 911 engines of different vintages, and incorporates many later air-cooled updates. The crankshaft is cut from a solid Kryptonite 4340 billet, and the camshafts are of machined billet with a factory 993 Club Sport grind. There's also an oil-pump and pump drive, twin-plug distributor, and cam plate adaptor. 'I bought the components from Dean,' says Alois, 'and we put the engine together in our workshop here in Pfaffenhausen. I think that, with 170bhp, his engine is the best high-performance unit that you can use for a 356.' Barrels and pistons are derived from the 3.6-litre

964/993 series. Ruf has gone a stage further, having created a new exhaust system and incorporated the 911's heater system. 'This is the first 356 which has an efficient heater; it's the same level of heating the 911 had, because the 356 heating system were never very good.' It's also a 12-volt electrical system with a new wiring harness. 'It's a synthesis between a 356 and 911 harness,' says Alois. 'The early 911 harness was pretty much like a 356 harness.' The R56.11 is fed by twin downdraught Weber carbs, which make that distinctive sucking sound when operating. The growling noise the engine

makes is actually very similar to the four-cam Fuhrmann flat-four because of the overhead camshafts. 'The engine behaves differently and has a different sound,' says Alois; 'it sounds like an overhead-cam four-cylinder Porsche engine, but what's nice about it is it doesn't have the ugly sounds of the camshaft drive of the Carrera engine. The four-cam engine has a shaft that's vertical to the crankcase that drives the valve gear, and here it is chain-driven, 911 style.'

Porsche's push-rod flat-four dates from the late '40s, enduring until 1969 in the 912. Alois takes us back in time: 'Competitors like Alfa Romeo, BMW and Glas came in with overhead cams, so it was time for Porsche to go from four- to six-cylinders. The 911 engine was purely a racing engine originally. But that was a major step and many diehard 356 drivers were very sceptical about this new six-cylinder engine; they believed it was too big, too heavy, too expensive, high fuel consumption, so the update could have been to make a modular four-cylinder overhead-camshaft engine, using the same material and the same layout, so it would have also been cost effective from a manufacturing standpoint.' But it never happened; until now.

From a performance point of view, the

Ruf calls it the R56.11. R for Ruf, 56 in reference to the 356, and 11 as a nod to its cut down 911 engine. Regardless of the name and what powers it, this Ruf creation is a thing of great beauty and sits with real purpose and stance on the road

“ The growling noise is very similar to the four-cam Fuhrmann flat-four because of the overhead camshafts ”



Underneath there's a lot of 911 in play, with most of the front and rear suspension 911 derived. Far left: Difficult to make out, but shortened cam cover is visible behind oil pipe



We have been manufacturing our exclusive restoration parts for your Porsche 356 since before it was worth more than your house.

We developed replacement 356 rocker panels in the 1970s after they were no longer available elsewhere. Each rocker panel is stamped with our precision dies here in the United States and include the door sills.

Since 1957, Stoddard has been committed to making available all of the parts to keep your vintage Porsche on the road. You can buy our exclusive parts, like 356 rocker panels, direct from the source, or from our many resellers worldwide.

The Source: Stoddard NLA-LLC

Highland Heights, Ohio 44143 USA (800) 342-1414 (440) 869-9890



Door Trim

For all 356 Coupe, Cabriolet and Roadster
NLA-52-803
NLA-531-431-02
NLA-531-431-21



Door Handle Seals

Fits all 911/912 1968-69
From new tooling as original
SIC-531-061-10



Frame Repair Panel

Fits all 911/912 1965-89
Our production
SIC-501-963-00 Left
SIC-501-964-00 Right



Shine Up License Light

Available for 356A
Complete assembly, correct stamped logos, bulbs included
NLA-631-601-00



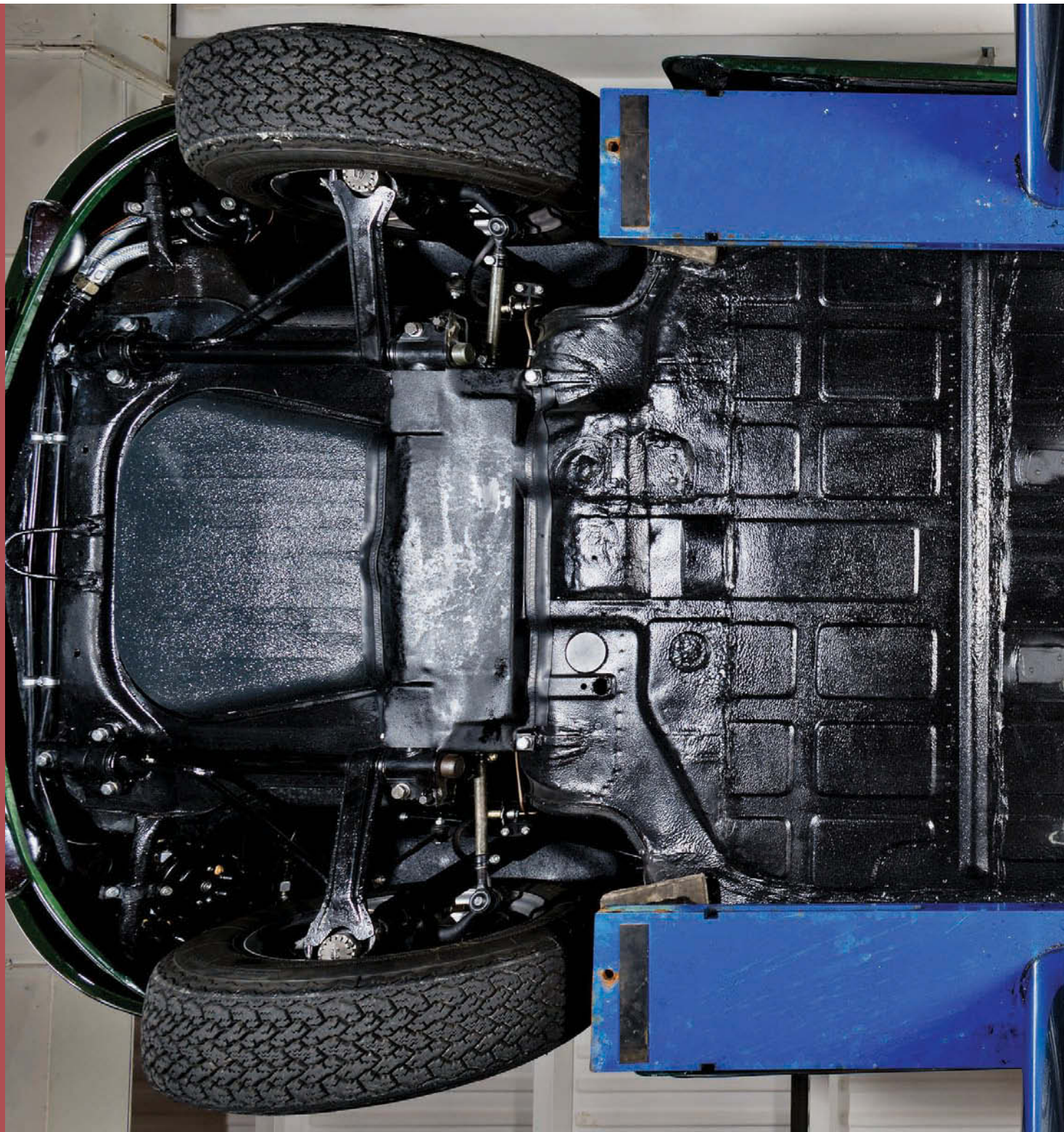
Ignition Wire Set

Fits all 1968-1973 911 cars with 90 degree connectors
Made in USA
SIC-609-061-00

More Authentic parts at: stoddard.com

ALOIS WAXES WISTFUL

Mention the designation R56.11 and Alois's eyes light up. 'I have fulfilled a personal childhood dream,' he glows: 'a Porsche 356 that goes like a 911. It all started in 1963 at my father's garage here in Pfaffenhausen when the first 356 came into our possession. My father was driving along in the family saloon when he was overtaken by a Porsche 356. No sooner had it gone by than the driver lost it, the car did a flick-roll and landed in a ditch. The driver was unharmed, and we brought the 356 back to our workshop. He'd lost his nerve though, and a week later my father bought the car and repaired it. I was also involved in this project, and the car became the centrepiece in our showroom. That was how my father and I discovered our enthusiasm for Porsche, and it also coincided with the launch of the 911. During the next 50 years I often thought about building a 356 with 911 driving dynamics, and in 2011 we finally embarked on project R56.11.'



R56.11 is a great success. Alois quotes 170bhp at 6500rpm for the 2.4-litre R56.11, with 220kph (136.7mph) capability. Maximum torque is 220Nm at 5500rpm. The 1,966cc 356 Carrera GS from 1962 develops 130bhp @ 6,200rpm (88lb ft torque @ 5,200rpm) and is good for 202.8kph (126mph). 'We are in the performance range of a '67 or '68 911S,' suggests Alois. 'You now have all of that in a 356, and I like the idea that this would have been the logical progression for the 356, bringing the know-how of the 911 into the smaller Porsche. If they were to do an engine with the modular system of the 911, they could do it just by cutting off two cylinders. They are single cylinder heads, and so are the cylinder sleeves, so you could add and subtract cylinders.'

Donor components for the R56.11 came from the F-programme 911 parts bin. 'We used as much as possible from the short-wheelbase 911 suspension and running gear, but there were also parts that had to be specially made.' Some

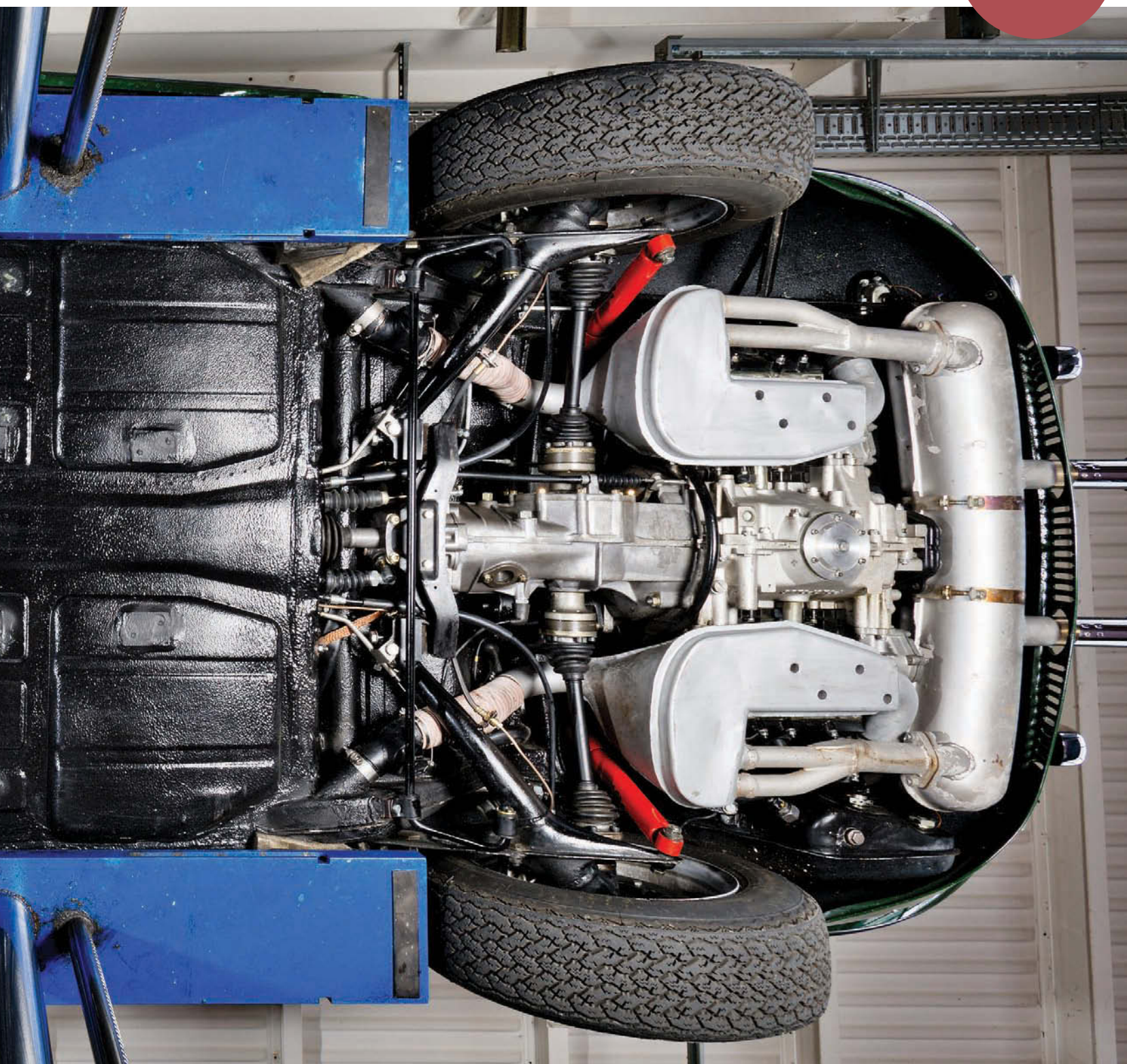
of the design cues have a practical purpose. There are little details in the rear skirt that's peculiar to the Carrera 2, such as where the exhaust tips exit from the underside rather than via the bumper overriders. The air intakes in the front panel, often called the horn openings, are actually air vents for the two oil-coolers, so there are no grilles, and at the rear of the car the vented Carrera skirt clads the exhaust.

Alois has retained the charming character of the 356 cabin interior, including elements such as the lovely chequered cloth upholstery bedecking the main part of the seats. The controls include the big diameter three-spoke wood-rim steering wheel with integral chrome horn ring, and a 356 gearstick allied to a 901 gearbox. 'I've fitted a couple of features that were not stock Carrera 2, but there was a car at that time called the GT version which had a simpler interior, so I left the recliner seats and fitted 356 carpet instead of vinyl, which gives the car a sportier look. The carpet looks

absolutely right, doesn't it? It's the correct weave from the 356 C2. The radio and speakers are not fitted yet, but that was my last priority because this is a car where you want to enjoy the sound of the engine.'

Alois is justifiably proud of his creation: 'Even a Porsche connoisseur will believe from the outside that it's a Carrera 2. He will look for certain features, and see that the grille is missing, he'll look where the oil lines are, and think, "oh, it's a Carrera 2," then when you open the trunk and when you open the engine compartment, suddenly it's all very different.' Apart from the engine switch, the most significant and fundamental change in the car's construction is the incorporation of the front clip of a 911, grafted onto the original Reutter-produced body-chassis unit. 'That was not easy to achieve,' says Alois. 'We cut the 356 clip off and put a 911 clip on, and that sounds easy but it was quite a task to bring all the aspects together because the 911 layout is completely

Above: Now we can see what's going on. Engine is clearly 911 derived but looks tiny with a couple of cylinder chopped off. Ruf designed exhaust incorporates 911 style heating set up. Front and rear suspension is clearly 911 and grafted on to 356 bulkheads and chassis



different to the 356 ahead of the bulkhead. But we were able to put it on our frame jig and make it happen, incorporating the MacPherson struts, the anti-roll bars and the lower-set 911 fuel tank.' A major piece of work, then.

'Many things kicked in during the project,' recalls Alois, 'like, how do you make the handbrake lever handle, because suddenly we have trailing arms and we have different lengths for the handbrake cables, but we want to have the same handbrake lever as the 356 has under the dash, so we need a linkage that will work with the whole system.' This is also the first 356 that incorporates what was known as 'safety steering', with the 45-degree angle, double-joint, rack-and-pinion steering column. 'The 356 always had the straight column, which of course was dangerous in the event of a frontal accident, so all these 911S features came into this car as well.'

The rear of the car also required some complicated changes in order to mount the four-

cylinder engine: 'we needed to make longitudinal members,' Alois continues, 'because the 356 transaxle was mounted to the chassis and the engine was held by the transaxle just like a Volkswagen, but now we have the whole drivetrain hanging on four mounting points like the 911.' And that, of course, means it's a far more secure installation: 'The 911 has

longitudinal members that go from the front of the engine compartment to the very back of the car, while the 356 actually ends where the fire wall is, and all the structural strength was focussed on this point because this is where the transaxle was mounted, so the rest of the body was simply acting as a skirt over the engine, with no weight-bearing function.' Ruf also

“ It sounds very easy, but it was quite a task to bring all the aspects together because the 911 layout is different ”



created a bridge for the rear shock-turrets, another 911-based item that doesn't exist in the 356 catalogue.

His pet project also achieved a degree of notoriety from its creators, normally tasked with building ultra-high performance Ruf CTRs and the like. 'Some of my guys in the workshop call it the Frankenstein car! At first they thought I was totally crazy, but then they fell in love with the project. But look, have you ever seen a 356 with such a beautiful boot? You can actually travel with luggage and a spare wheel.' There are other subtleties, such as the fuel, oil pressure and temperature gauge which is the

same as a 904's.

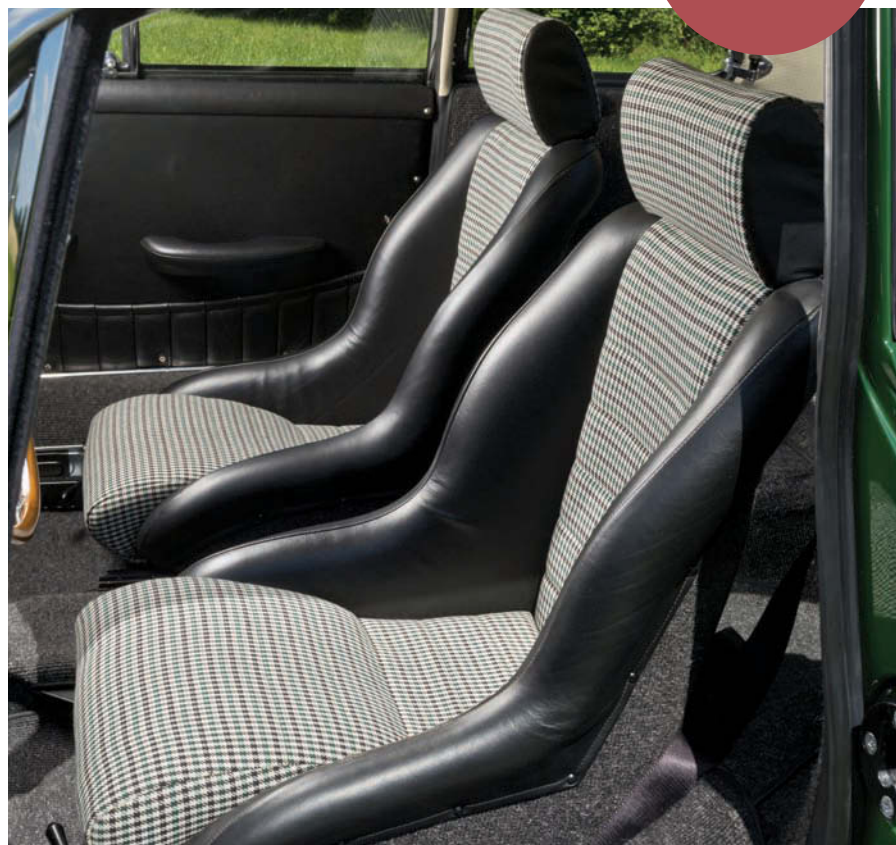
So how does it go? Alois takes the helm and we head out of sleepy Pfaffenhausen through the lovely Allgäu pastureland and into the local wooded hills. After Antony's done the static shots it's my turn to ease into the hot seat. It's a very snug fit, this bucket seat, and I move it slightly further forward to meet the wheel, and in fact I would probably prefer to recline it slightly.

It's the five-speed 901 gearbox, like you'd find in a contemporary 911, but it still needs concentration to operate cleanly. Going from dogleg 1st to 2nd I just let the lever slip out, and, most importantly when going from 3rd to 4th, I

go to the right with the lever because if I go straight there will be a missed shift. Acceleration is wonderfully spontaneous, springing to attention from the off, and I've got to be in the right gear to make the most of it. At 2,500rpm, I have immediate throttle response and it surges forward. But then that was always true of a 911, and there's the paradox: the performance and the soundtrack is more 911 than 356. At 4,000 rpm it's sounding really fruity, and the whole dynamic and feel of it is uncanny because you're going much faster than a normal 356 would go – unless it's a Carrera maybe – but the power delivery is very different from a 356's, and it's



Left: view under the boot really is different and does rather give the 911 underpinnings away, as it's clearly a 911 derived fuel tank and spare wheel arrangement. Drilled hinges are a nice detail touch, while Carrera badging does nothing to give the game away



also much more of a firm, positive ride. The whole set-up of the car becomes evident as I line it up for corners; poised, yet still tippy-toe in an adventuresome way, and very exciting. It sure hangs on around the long, smooth Swabian sweeps. There are ventilated 911S disc brakes all round, actuated by two-piston cast-iron calipers, which demand firm pressure but are adequately effective, while the suspension is lowered, and tyre size is slightly bigger, with 185/70 x 15s on 6in x 15in wheels, the same tyre size adopted in the 1969 model year.

The steering is wonderfully direct, alert to the slightest input on the giant wood-rim wheel with its imposing chrome horn ring, and it's alive in a traditional '60s Porsche sense. When parking, the wheel circumference is so big I'm using the old fashioned technique for turning around by

feeding the rim through my hands. Finding the slots for the gearbox is slightly tricky, but we're getting there, and the brakes need very firm pressure, which is exactly as they should be for the authentic period feel.

Alois concedes that he could be prepared to build a few more R56.11s to special order. 'I built this car just for fun for myself, because I wanted to prove that this idea is do-able and it would work in practice. I've had this car for many years, and I wanted to put the entire 911 undercarriage on the car and combine it with this engine, and now we know it all works. So, if a few other people are willing to go for something like this and spend the kind of money that's needed to build it, then I would probably make a handful of cars. It's really something for the connoisseur.'

The thing is, a 356 donor car in any condition, basket-case or otherwise, is going to be so expensive now that it's hard to justify doing one. Plus the cost of the 911 front clip, running gear and Polomotor flat-four engine components. In which case, you've obviously got to start with a derelict 911 as well as a derelict 356. They could be on a par, value-wise, the 356 Carrera 2 and the R56.11. If purity is not your beef, there's no question, the RUF R56.11 is the stronger performer, and it's effectively a brand new car.

But that's not really the point. People buy into RUF because they crave something more special than the standard issue Porsche, and we've certainly got that here. The RUF 356 – R56.11 – is such a beauty, providing sprightly performance, agreeable ride and positive handling, and as it stands it's unique in the RUF pantheon of lavishly enhanced Porsches. Alois has answered the fascinating conundrum, what would the 356 have been like had it morphed into another series, sporting a modular four-pot version of the 911 engine? It's transformed the driving experience to such an extent that, thus endowed, the 356 'D' as it might have been designated, would have continued to have been a sporting success during the second half of the '60s, and maybe rendered the 912 superfluous. But then the 912 would have received the modular flat-four too. Aha! Maybe there's another RUF project in the offing... **PW**

Above left: Stance is just right. Wheels are tastefully widened and tyres are 185/70x15s - the same size as fitted to 1969 model year 911s. Custom valance covers the exhaust. Above: Interior looks just right with chequered cloth/leather trimmed bucket seats

“ I built this car just for fun for myself, because I wanted to prove that this idea is do-able and would work in practice ”

CONTACT

Eurotunnel:
eurotunnel.com

RUF Automobile
GmbH
Mindelheimer Straße
21
D-87772
Pfaffenhausen
Bavaria
Germany
+49 (0) 82 65 911 911
info@ruf-
automobile.de
ruf-automobile.de

HP MOTORSPORT SPECIALISTS IN EVERYTHING PORSCHE

HP Motorsports are an Essex/East London based company specialising solely in Porsche cars. We have all diagnostics to cater for later models as well as early test equipment for 924, 944, 968 and 928's.

We offer full engine/gearbox rebuilds for all model's from air cooled (our favourite) up to 997 as well as servicing and routine maintenance. Having worked on all sorts of Porsche's since 1983 we bring many years experience to our customers



- Full Engine Rebuilds
- Gearbox Rebuilds
- Porsche Servicing
- Routine Maintenance
- Fixed Price Servicing
- Brake Replacement
- Clutch Replacement
- All Electrical Repairs
- Air Conditioning Repairs
- Pre MoT Checks

HP Motorsports, Unit 6a, Bracken Industrial Estate, 185 Forest Road, Essex IG6 3HX
Tel: 020 8500 2510

www.hpmotorsport.co.uk

AUTOFARM

Over 40 Years of Purely Porsche



Independent specialist for servicing, repair, improvement and restoration of all Porsches

T: 01865 331234 E: sales@autofarm.co.uk W: www.autofarm.co.uk



RPM
Specialist Cars

PORSCHE SALES AND SERVICE SPECIALIST

RPM Specialist Cars are an independent Porsche Sales, Service and Race specialist. Established in 2004 we have strived to deliver an ever increasing first class, personal service to our loyal and expanding customer group this all encompassed within an affordable pricing structure.



53/2003 996 C4S

Manual Gearbox

Low Mileage

Full Service History

One Owner

£23,995.00

- Car Sales
- Porsche Servicing And Mot's
- Full Diagnostic Facilities
- Air Conditioning Repairs
- Suspension Alignment
- Engine And Gearbox Rebuilds
- Race Car Preparation
- Race And Track Day Support

Nidd Valley Business Park, Market Flat Lane
Lingerfield, Knaresborough, North Yorkshire HG5 9JA

01423 865602

Email : info@rpmsspecialistcars.co.uk

Web : www.rpmsspecialistcars.co.uk

HISTORIKA

Specialising in Porsche 911 1963-1974
SALES | RESTORATION | RACE PREPARATION | PARTS

RACE PREPARATION/SUPPORT/BUILDS



METALWORK



At Historika we pride ourselves on the total Passion our staff have for all things Porsche. It is this Enthusiasm & Knowledge that helps us go that extra mile & always shows through in our completed Projects whether it be an Engine Build, a Sympathetic Restoration or one of our State of the Art Race Cars.

Visit www.historika.com for stock, parts and restoration

Find us on
Facebook

Mobile: 07836 384 999 Mobile: 07717 212 911
Email: info@historika.com

follow us on
twitter

- SUPERIOR EXCLUSIVE FABRICS
- INDOOR & OUTDOOR COVERS
- OVER 80,000 PATTERNS
- THE WORLDS #1 TAILORED COVER MANUFACTURER




THE ORIGINAL CAR COVER
Tailored SINCE 1965



01274 721133 sales@covercraft-europe.com
covercraft-europe.com

CARBAND™

PROTECTS AGAINST DENTS, SCRATCHES & ACCIDENTAL DAMAGE
MANUFACTURED IN THE UK BY PROTEC COVERS
SUITABLE FOR INDOOR & OUTDOOR USE
KEEP IT SNUG, KEEP IT SAFE



DESIGNED & MANUFACTURED IN THE UK



360° ULTIMATE CARBAND PROTECTION



CALL NOW
01274 780088

PROTEC COVERS · www.proteccovers.com · info@proteccovers.com
4 Guy Street · Bradford · West Yorkshire · BD4 7BB

1987 PORSCHE 959 COMFORT
www.specialistcarsltd.co.uk



MALTON

RESTORATION



Want the best for your classic?
Work with the best in the industry.

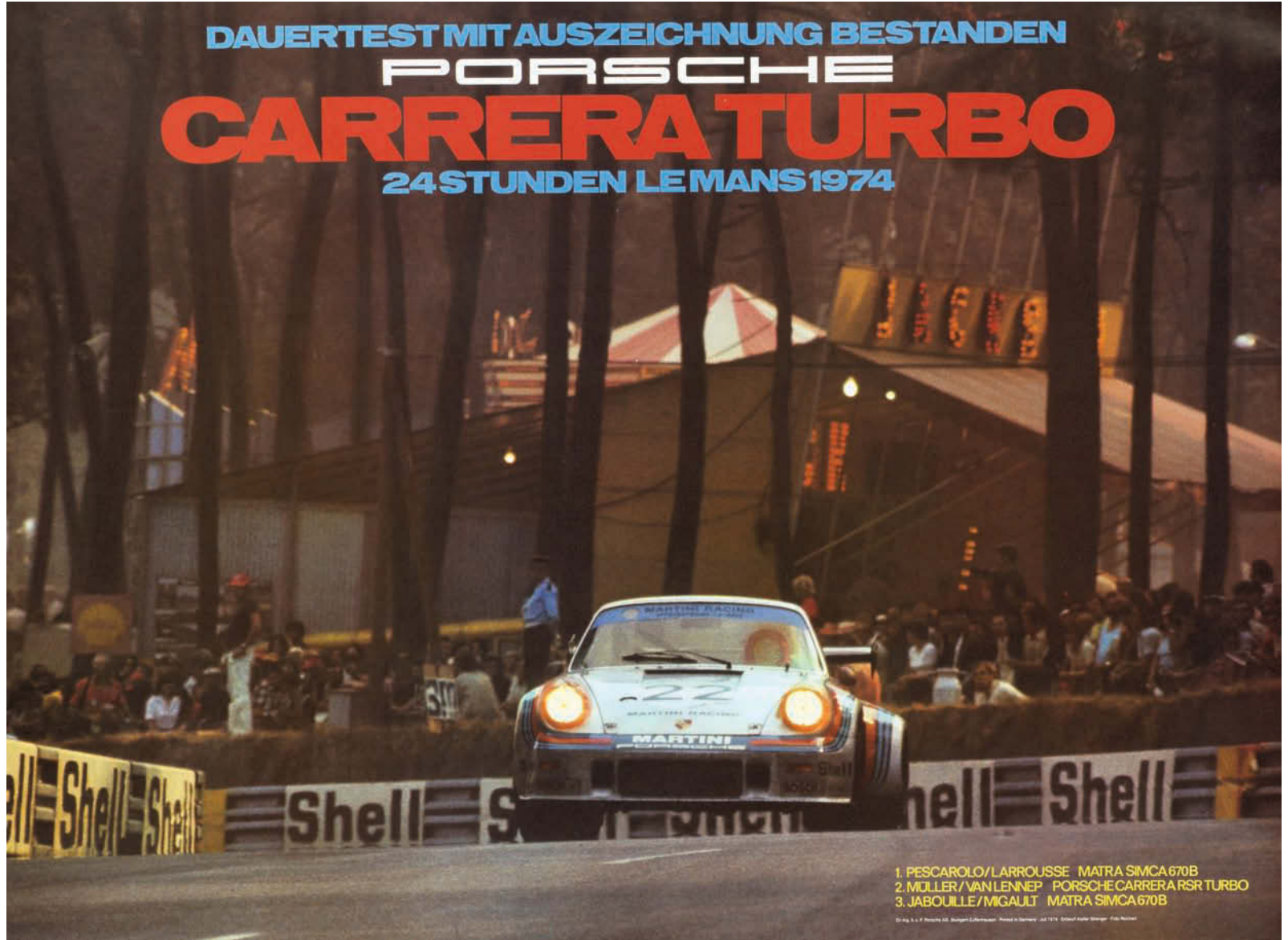


Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

<http://goo.gl/fUI59>



24 Hayes Avenue, Guelph ON • TEL: 519-836-3555 • FAX: 519-836-3577
www.Restoration-Design.com



FIRST BLOW

Turbocharging has been a part of Porsche's DNA for 40 years. In this month's Archives, we turn the clock back to 1974 and the debut of the mighty Turbo RSR

Words: Keith Seume Photos: KS Archives & Porsche Archiv

You could blame it on a fuel crisis. Porsche's domination of the Can-Am series, with the all-conquering 917s driven by the likes of Donohue, Mintner and Föllmer, was brought to an end by the SCCA's decision to effectively outlaw the mighty turbocharged machine. The Arab-Israeli war had resulted in fuel shortages, with a consequent rise in petrol prices, giving the SCCA due cause to make rule changes so as to be seen to be what we might today call 'politically correct'.

Of course, we all know the real reason: Porsche had destroyed the opposition and there was every likelihood that nobody else

would come out to play if the 917's winning ways were to continue. The SCCA, keen to protect its domestic interests, subtly rewrote the rule book, reducing the fuel capacity of each car thereby making it impossible to run a turbocharged 917 competitively.

In Europe, there was talk of a new FIA Prototype class for 1975, based around 'silhouette' production-based machines which bore a closer resemblance to the cars you could buy from the dealer. But the introduction of the new class was delayed until 1976, the class evolving into what became known as Group C, entries for which bore absolutely no relation to any production car.

But, of course, Porsche had already been one step ahead of the game and had set about developing a new production-based racer that could not only compete in the proposed new class, but also serve to promote the all-new road-going Porsche 911 Turbo – Type 930.

The race department was keen to make this new race car as radical as possible, exploiting every loophole in the regulations it could find. The idea of a silhouette formula gave the race engineers a great deal of latitude to create a ground-breaking new car. There was much talk of building an outrageous glassfibre-bodied 911, the shell of which would be mounted on a lightweight aluminium tubular chassis. A sort of

It must have been hard for Porsche's marketing department to come up with something positive to put on a poster following the 1974 Le Mans. More used to listing race victories, the best they could shout about was a second place – sandwiched between two Matra-Simcas



Can-Am 911, if you will, but rear-engined in line with production models. It would have been a winner, of that there can be little doubt.

But Dr Ernst Fuhrmann had other ideas. As head of Porsche's race department, he had the ultimate say over what direction this and any other project should take. His reasons were twofold. First, the cost.

By embarking on a totally new chassis design from scratch, the budget would have to be very generous indeed. This was a period when Porsche could ill afford to make a major investment in a new race programme as the company had, like so many others at the time, taken quite a hit thanks to the gas crisis.

Second, Fuhrmann's preference to base the new car, however loosely, around the production model would, he felt, also help to act as a sales promotion tool for the new 930.

However, because the new car – generally referred to as the Turbo RSR – was conceived to compete in the FIA's new Prototype class, the way was open for Porsche to develop the 911 to a level previously unseen. The biggest departure was in the area of the suspension.

Gone were the torsion bars, which had been a feature of every production model from day one, and in their place were coil-over damper units at each corner. These consisted of progressively-wound titanium coils over Bilstein damper units.

At the front, the stock-style MacPherson strut layout was retained, but with spherical joints, as was the semi-trailing-arm design at the rear. These rear suspension arms, however, were fabricated from aluminium, hand-formed and welded to machined aluminium uprights. The



torsion bar mounting and tubes were also notable by their absence. In total, the Turbo RSR's set-up was some 66 pounds lighter than that of its predecessor.

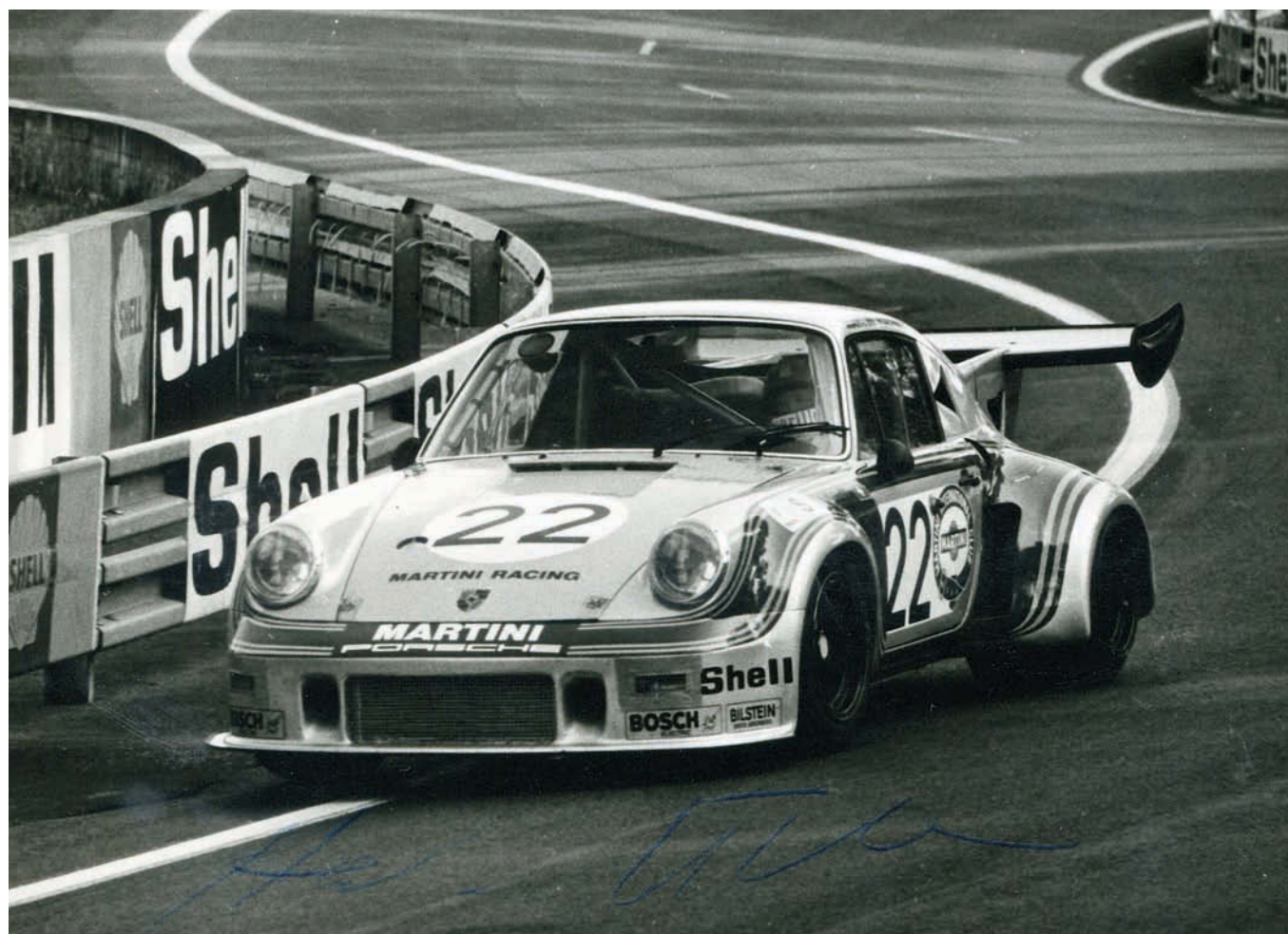
Suspension geometry was heavily revised compared to stock, with the front struts featuring raised spindles to lower the nose of the car – a trick first used on the original non-turbo Carrera RSR prototype back in 1972.

The suspension was also set up to induce

anti-squat under acceleration, and anti-dive under severe braking. Today, all these modifications seem relatively simple – after all, you can now buy coil-spring conversions for almost any torsion-bar 911, for example – but at the time they were groundbreaking.

The bodyshell itself was heavily modified. Although the central 'tub' remained clearly identifiable as that of the 911/930, it was derived from that used on the normally-

Le Mans 1974: photo from the author's collection bears the signatures of drivers Gijs van Lennep (top) and Herbert Müller (below). It's part of a collection of images of the Turbo RSR taken by an unknown photographer



TECH SPEC

2142cc turbocharged flat-six air-cooled engine; 66mm stroke x 83mm bore; 6.5:1 CR; single KKK turbocharger; Bosch mechanical fuel-injection; 450-500bhp at 7600rpm according to boost levels; 408lb ft of torque at 5400rpm; Type 915 five-speed transmission; locked differential; oil pump and remote cooler; Fichtel & Sachs single-plate clutch

Wheelbase: 2271mm
Weight: 820kg

PERFORMANCE:
0-100km/h: 3.2 secs
0-200km/h: 8.8 secs
Max speed: 190mph+

The front airdam housed the oil cooler, fed by large-diameter pipework from the rear. The famous Martini striping was designed to disguise the enormity of the rear arches and take the eye away from the rear wing



aspirated Carrera RSR. The rear panelwork was cut away for which was substituted an aluminium subframe to support the engine and ancillaries. The bodywork was far lighter than stock thanks to the use of glassfibre panels.

Both doors, the front and rear 'lids', and the front and rear valances were all lightweight mouldings, while the side and rear windows were Plexiglas. The bulky rear panel surrounding the rear window, and which swept back towards the huge rear wing, featured a

forward-facing air-scoop to direct cool air into the engine bay. The first prototype featured a separate wing mounted on struts, so that it could be quickly and easily adjusted at the track. Fuhrmann, however, disliked the design.

To his way of thinking, it was important that the overall look of the car reflected that of the production 930, so the rear wing was redesigned to become something of a caricature of the 930's whale-tail spoiler.

During a trip to the wind-tunnel in Stuttgart,

Car #21 was driven by Schurti and Koinigg in the 1974 Le Mans 24 Hours. Sail panels supporting the rear wing were painted to disguise the shape of the rear wing. Large single KKK turbocharger was located centrally at the rear, leaving little space for bodywork!

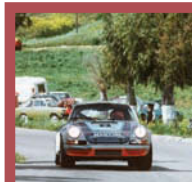
the team, led by Tony Lapine, tried various ideas to meet Fuhrmann's demands. The first comprised a pair of two sail panels that reached back from either side of the rear window to support the wing, with a flat panel that bridged across between them.

This satisfied Fuhrmann's wishes but proved to be far from efficient in the wind tunnel, as the design disrupted airflow over the wing itself. The solution was to gently lift the rear edge of the roof and flush-mount the window in a slightly raised position – this can be seen in the photograph at the bottom of this page. Note there was a full-width rear apron, the centre section of the rear bodywork being dispensed with to make room for the huge single turbocharger and associated plumbing.

The new wing and rear bodywork became the RSR's trademark feature, along with the massively-extended rear wheel arches necessary to cover the huge centre-lock wheels and tyres.

And huge they were! They retained the same 15-inch diameter of the road-going 911's Fuchs wheels, but measured a healthy 11.5ins wide at the front and either 15 or 17 inches at the back, depending on track conditions. As a consequence of the wide wheels and corresponding arches, the Turbo RSR was some two metres wide – that's 15.5 inches more than the original narrow-bodied 911!

The brakes and steering were the same as



ROOTS

The forefather of the 1974 Turbo RSR was the Carrera RSR (above). Developed from the road-going 2.7 Carrera RS, the Carrera RSR was a normally-aspirated competition variant initially fitted with a 2806cc engine producing 300bhp at 8000rpm. The engine was further increased in size to 2993cc, with a boost in power to 315, then 330bhp. In 1973, van Lennep and Müller drove a Carrera RSR to fourth overall at Le Mans, but the most notable result of the year was the duo's victory in the Targa Florio



Porsche's legendary race engineer Norbert Singer sits on the sill taking notes while in conversation with Gijs van Lennep at the 1000km race at Paul Ricard (Le Castellet) in southern France. The rear arches of the Turbo RSR were huge enough to 'devour' a race mechanic!



those of the Carrera RSR, with ventilated cross-drilled discs fitted with four-pot calipers. They had proved to be perfectly adequate on the earlier car and there was felt to be no need for change on the Turbo RSR.

The interior, however, came in for some major revision. To begin with, the fuel tank which had previously resided in the front 'luggage' compartment was now relocated to the right side of what would have been the rear passenger seat area. This was to help improve weight distribution in the left-hand drive RSR – and, because it was more centrally located fore and aft, as the fuel level (and hence weight) fell during the course of a race, there would be less of an effect on handling.

Most of the remainder of the interior was taken up with a substantial aluminium roll-cage, which added much-needed rigidity to the lightweight bodyshell. The dashboard was still recognisably '911' in design, but the pedals and gear shift assembly were bespoke.

But what of the engine and transmission? The latter was based on the production 915-series five-speed transaxle and, despite a stronger sideplate to help keep the ring and pinion together, proved to be the weakest link in the whole car. Simply put, the unit was not quite man enough to withstand the torque generated by the turbocharged flat-six... For most races, a solid 'spool' was used in place of a differential.

The engine was a new venture for Porsche. Not in terms of the use of turbocharging, but because throughout their participation in the Can-Am series, the race department had been free of any form of restrictions regarding engine capacity. That led to a train of thought that went 'if enough is good, then more has to be better'.

But the FIA took a different view, imposing a displacement factor of 1.4 on all turbo- or supercharged engines. The Can-Am motors had a displacement of 5.4-litres, and produced



a massive 1100bhp. The FIA rules limited engines to 3.0-litres normally-aspirated, or 2143cc blown. If all else was equal, by following the lessons learned from the Can-Am programme, that would equate to a power output of 437bhp. There was concern that this wouldn't be enough to get the job done, as normally-aspirated 3.0-litre engines were capable of producing around 480bhp.

To fit within the rules, Porsche came up with

a 2142cc engine – a flat-six, naturally – that comprised a 66mm crankshaft from the 2.0-litre 911, in conjunction with 83mm Nikasil cylinders and titanium con-rods 'borrowed' from the old 906/Carrera 6. The heads featured 47mm inlet valves and 40.4mm exhausts, the former being of titanium. All valves were sodium-filled, a trick learned during the Can-Am days. Compression ratio was a modest 6.5:1 in deference to the KKK turbo. In an effort to save weight, the Turbo RSR engine was based around a magnesium crankcase, rather than the stronger aluminium type then in production.

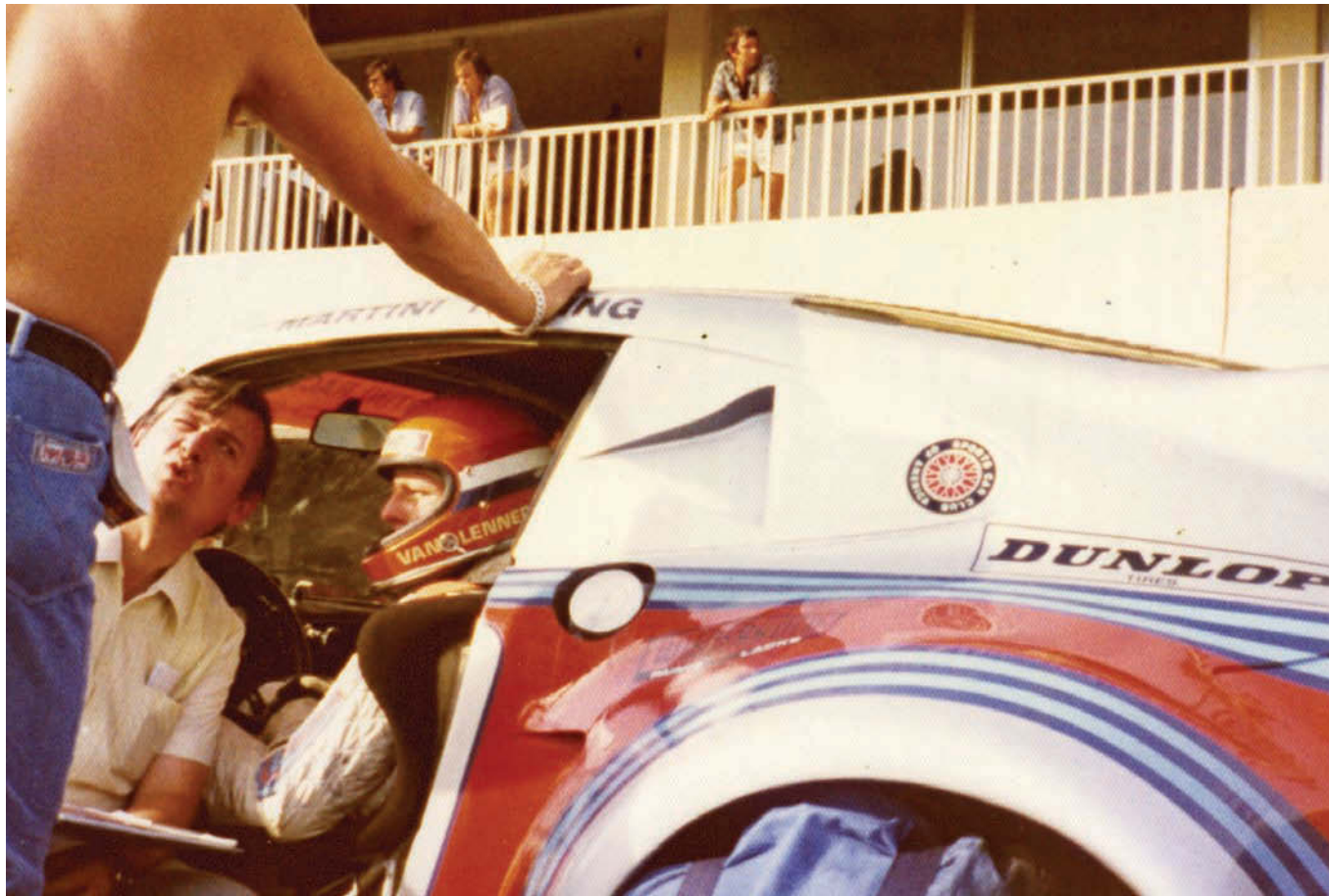
The engine in its initial form was shown to produce between 400 and 450bhp, depending on boost levels. This was considered promising, but the Achilles heel was heat. All turbocharged engines will tend to run hotter than their normally-aspirated counterparts as the inlet air becomes heated by the exhaust

From this angle, it could be any other 911, only the hint of a flared front wing giving the game away. Fuhrmann was keen for the RSR to remain identifiable as a member of the 911 family in a bid to drive sales of the new 930 Turbo

“ The engine in its initial form was shown to produce between 400 and 450bhp, depending on boost levels... ”



Gijs van Lennep and Gerhard Müller qualified 8th out of 39 cars at Paul Ricard, over 10 seconds a lap behind the pole position Matra Simca of Beltoise and Jarier. They finished 7th overall, 17 laps down on the Matra



Rear quarter windows were blanked in, large NACA ducts supplying air to the 2142cc engine in the rear. Note the fuel filler behind the door – there was another on the other side, too, feeding the fuel tank located behind the driver

“ The team returned to Stuttgart with mixed emotions and began work on preparing the cars for Monza in April... ”

gases flowing through the turbine housing. This not only has a detrimental effect on power, but also, inevitably, on cylinder head temperatures, leading to early failure of the seal between heads and cylinders.

This was a problem familiar to engineers as far back as the First World War, when early experiments with turbocharging proved the worth of cooling the inlet charge by use of what is known as an air-to-air intercooler.

Fuhrmann's team designed an aluminium intercooler that sat above the rear of the engine, fed by a large NACA duct ahead of the rear wing. It was installed on the two development cars, which were scheduled to appear at the Le Mans test day on 23 March 1974.

The test session showed the Turbo RSR to be considerably faster than its predecessor, lapping some 11 seconds quicker than the best time set by a non-turbo Carrera RSR in 1973. In a four-hour race the next day, the two cars drew a lot of attention and undeniably showed promise. But the RSR driven by Koinigg and Schurti broke a rocker arm in the first heat, while the number one car of Gijs van Lennep and Herbert Müller ran out of fuel on the last lap in the first session and then destroyed a turbo in the second.

The team returned to Stuttgart with mixed emotions and immediately began work on preparing the cars for their first championship appearance at Monza in April. The inlet

manifold was revised, as was the design of the intercooler. With 450bhp available at 8000rpm, the two cars (chassis number 911 460 9101 R12 as number one team car, and chassis number 911 460 9016 R9 entered as a 'T car' – for backup) were loaded and driven to Italy.

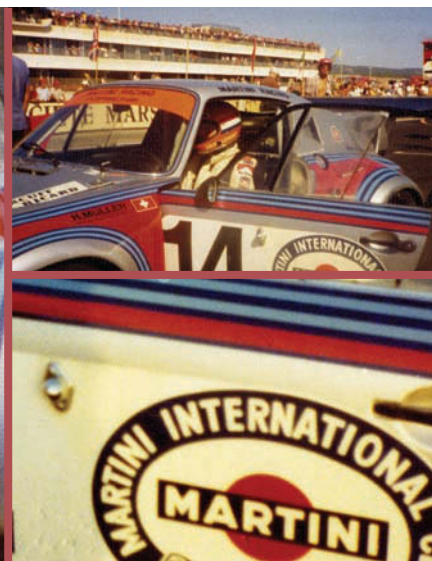
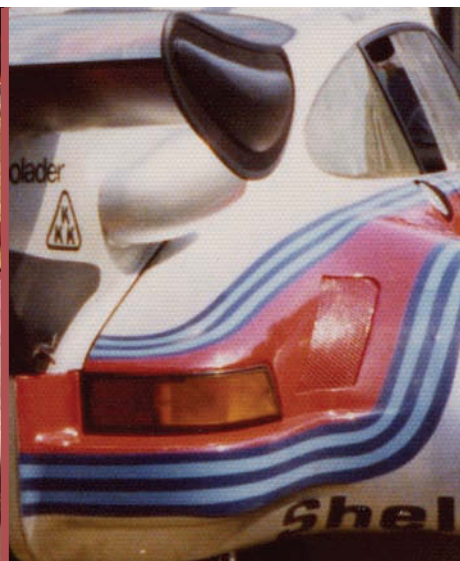
Driven by van Lennep/Müller, the Turbo RSR qualified in 12th position, lapping some seven seconds faster than the first of the Carrera RSRs back in 22nd on the grid. In the race itself, the singleton Turbo RSR finished a creditable fifth overall.

At Spa in May, the same cars and drivers were entered for the 1000km race, qualifying in seventh place on the grid (the 'T' car was ninth). In the race itself, van Lennep/Müller finished a worthy third. Things were starting to look up for the Martini-backed team.

At the Nürburgring two weeks later, two cars were entered, the second driven by Schurti/Koinigg. Müller/van Lennep qualified in 12th position, just over three seconds quicker than their team mates in 14th. In the race, the Turbo RSRs finished in 6th and 7th positions, despite both having been involved in accidents in both practice and the race itself.



Van Lennep shared driving for the 1974 season with Herbert Müller (left and centre). Though the team was among the most experienced driving the Turbo RSR they could do no better than second place at any event in 1974



At the beginning of June, two Turbo RSRs appeared at Imola, one of which created considerable interest in the pits: it wore a 'flat-fan' cooling arrangement, as opposed to the original vertical fan layout previously used. This differed from the flat-fan system used on earlier race engines, which were gear-driven. On the Turbo RSR, the fans were to be driven by a shaft rotated by a V-belt off the crank pulley.

However, things did not go well for Porsche in Italy, for the flat-fan car (the engine of which was referred to as the 'Phase 3' design) was delayed by oil leaks, a faulty fan and an ailing turbocharger. Its sister car broke its gearbox and was left stuck in fourth gear. Neither Turbo RSR was classified as finishing the race.

All eyes were now on Le Mans, where the team had high hopes of heading the field against opposition in the form of the screaming Matras and thundering Gulf-Mirages. The cars were clocked at a fraction under 190mph on the Mulsanne Straight with the boost wound up to 'maximum'.

After qualifying, the Martini-liveried RSRs of van Lennep/Müller (running the new Phase 3 engine) and Schurti/Koinigg (with the vertical fan Phase 2 unit) found themselves in 7th and 11th on the grid, respectively. Matras took four of the top six places, with the remaining two grabbed by a pair of Gulf-Mirages.

In pre-event press coverage, the two Porsches were hardly given any 'ink', all eyes being focused on the Matras and John Weyer-prepped Gulf-Fords. Indeed, as the race got underway, the Matras began pulling away from the field, the Gulf-Fords struggling to keep pace. And the Porsches? By the second hour, the van Lennep/Müller entry was a lap down on the leaders, their progress having been slowed by their pit space being blocked by a 908 which was undergoing major 'surgery'.

As night began to fall, the two Turbo RSRs found themselves in third and fourth places behind the two Matras, but then disaster struck when the number two team car (wearing race number 21) of Schurti/Koinigg threw a rod, spewing oil over the hot exhaust system. The back of the car was enveloped in flames, prompting some fancy footwork by the marshals as they sprinted to the rescue.

Holding onto third position, six laps behind the leading Matras, the van Lennep/Müller Turbo RSR battled on through the night until the news broke that two of the Matras were out, one being the second-placed car of

Wollek/Jassaud/Dolhem, which blew up in spectacular fashion. This pushed the Martini Porsche up into second place, which it held until the following morning.

Le Mans is always a war of attrition, and nobody dared take anything for granted – least of all Porsche who were painfully aware of the RSR's weaknesses. But van Lennep/Müller kept on plugging away, holding off the pursuing Jabouille/Migault Matra snapping at their heels in third place, despite its engine beginning to tire in the heat.

And the RSR's Achilles heel struck again: van Lennep brought the car into the pits having lost the first three gears! A couple of laps later, it was back in again to investigate a problem with the steering. Müller took the car out and later returned to the pits when he was left with just fifth gear!

With just 90 minutes to go, the rain came (as it always seems to at Le Mans) but it didn't last long. Into the final hour and the leading Matra had a margin of five laps over the Turbo RSR, which now had only third and fourth gears functioning! Luck was on Porsche's side, though, and the van Lennep/Müller entry managed to hold on to its second place, finishing some 75km behind the winning Matra of Pescarolo/Larousse.

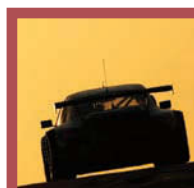
The rest of the season brought mixed results for the Turbo RSRs. In July, van Lennep and

Müller grabbed another second at Watkins Glen, followed by a sixth at Zeltweg and a fifth at Brands Hatch. At the final round of the championship at Paul Ricard in August (where many of these photos were taken), the van Lennep/Müller car finished seventh, despite only having one ratio (second, at that) left working in the gearbox!

Porsche finished the season in third place in the championship behind Matra and Gulf-Ford. The Turbo RSR had shown promise but was not quite fast enough to keep up with the more radical competitors, nor reliable enough (thanks largely to the gearbox!) to outlast them if they ran into trouble.

Porsche decided not to continue competing with the Turbo RSR past the 1974 season. The new silhouette formula would not come into play until 1976, meaning that 1975 would have promised more of the same 'almost but not quite' situation that bugged the team's efforts in '74. Porsche was even reluctant to sell any Turbo RSRs to privateers for fear of poor results affecting sales of the 911.

So the car which many have come to regard as one of the ultimate 911s, in reality did not have the most illustrious of careers. With just one season's use, and no outright victories, the Turbo RSR still remains, however, one of the most memorable machines ever to come out of Stuttgart's race department. **PW**



RSR TODAY

The emotive RSR name lives on to this day, with Porsche's current 'production GT' race car referred to as the 911 RSR. It is, however, a very different animal to the 1974 Turbo RSR. It's powered by a normally-aspirated 4.0-litre water-cooled flat-six producing 470bhp (limited by restrictor) coupled to a six-speed sequential-shift transmission. Double wishbone suspension at the front is matched with a multi-link rear axle. Unlike the Turbo RSR, the current 911 RSR is available to privateer race teams

The 1974 Turbo RSR was, without doubt, one of the most imposing of all race Porsches to wear the iconic red and blue Martini striped livery, yet in 1974 it was destined to be the bridesmaid, never the bride...



Boxster / Carrera Oil Service - £99+VAT
 Boxster / Carrera Minor Service - £190+VAT
 Boxster / Carrera Major Service - £315+VAT
 AirCon Regas - £75+VAT
 Brake Fluid Change - £60+VAT

Large selection of New and Used parts
Over 800 Genuine Porsche Alloy Wheels in Stock
A comprehensive selection of used and
refurbished engines and gearboxes in stock
PLEASE CALL FOR DETAILS

18,000 sq.ft of Shelved Parts
 Used Cars & Parts Bought and Sold

Full Workshop facility to undertake all servicing, mechanical repairs & diagnostic work on all models of Porsche



9-APART Ltd

www.9-apart.co.uk t:01706 824 053
 e:sales@9-apart.co.uk f:01706 824 665

Find us on Ebay and Facebook

Field Mill, Harrison Street, Ramsbottom, Bury, Lancs BL0 0AH

All Porsche's should be Waterless!

Is your watercooled Porsche, waterless?

Porsche trained Technicians. Over 28 years experience.



We Specialise in....

- Sales
- Servicing
- Repairs
- Tyres
- MOT'S
- Air con servicing
- Bodywork
- Interior repairs
- Vehicle detailing
- Full Engine Rebuilds
- 4 wheel alignment
- Upgrades
- PIWIS diagnostics
- and much more...



NO WATER, NO OVERHEATING,
 NO PRESSURE, NO CORROSION,
NO PROBLEMS!

Evans Waterless Coolants prevent engine hotspots which cause inefficient combustion affecting engine performance

Evans Waterless Coolants have a boiling point of above 180 °C and eliminate overheating, boil-over and after-boil.

Water contains oxygen and acts as an electrolyte leading to rapid corrosion. Evans Waterless Coolants are non-conductive and contain no oxygen.



OUR NEW SHOWROOM IS NOW OPEN

We have recently opened our new showroom, offering a carefully selected range of Porsches that are all prepared to the highest standard.

All of our cars are subject to our rigorous 141 point check and any issues found are rectified prior to sale, giving you total peace of mind.

Cavendish Porsche Ltd

We are just off Fields Farm Road at...
 Unit 7, Gainsborough Close,
 Long Eaton, Nottingham, NG10 1PX

Call 0115 972 2001

or visit www.cavendishporsche.co.uk

PREPFAB MOTORSport

P O R S C H E ENGINEERING LTD

PORSCHE bodyshell & component manufacturers
Buy direct from the manufacturers

FOR ALL YOUR TRACKDAY & COMPETITION REQUIREMENTS - ROAD - RACE - RALLY
FOR COMPETITION VEHICLES FOR SALE, SEE OUR SISTER COMPANY AT www.richardlepleyracing.com

We are proud to announce the opening of our new France (Langres 52250) premises.



LHD FIA RS 3.0
AVAILABLE
NOW-AS SHELL
OR FULL BUILD-
POA



BODY SHELL PREPARATIONS
Full or part preps to the very highest standards from historic to modern shell mods. Coach works available.



NEW PREPFAB BUILD FULL FIA RS 3.0 RALLYCAR
Reigers mech.inj,motor g30 brakes, fuel cell, short rear steel arms. Call for details.



New prepfab RHD fia spec lightweight 2.7/3.0RS race/rally shell.in primer ready to paint,all parts available to build poa.

NEW PREPFAB REMANUFACTURED RSR SHORT REAR ARMS

Perfect recreation, original spec RSR rear turrets. Call for details.



ENGINE/GEARBOX REBUILDS
We have a purpose built engine/transmission build unit, competition gearbox builds, diff setting, race engine building - RING FOR DETAILS



NOW STOCKING

915 GEARBOX PARTS AVAILABLE FROM STOCK
RACE/RALLY RATIOS AVAILABLE,
MANUFACTURED TO THE HIGHEST SPECS
UTILISING ORIGINAL PORSCHE DOG RINGS.
STOCKING GEAR SETS @ £500/PR-
17.35/20.32/22.29/30.33/26.26
SINGLE PIECE BEARING RETAINER @ £210
BILLET DUAL RAMP ANGLE LSD UNIT @ £1585
ALL THE ABOVE PRODUCTS ARE OF THE
ABSOLUTE HIGHEST POSSIBLE QUALITY
MANUFACTURED EXCLUSIVELY FOR US TO
OUR SPECS BY THE LEADING PORSCHE
TRANSMISSION MACHINE SHOP AND ARE
TRIED AND TESTED NOT JUST BY OURSELVES
BUT BY MANY OTHER SUCCESSFUL
COMPETITORS.
FULL BUILDING AND MAINTENANCE SERVICE
ON ALL PORSCHE GEARBOXES AND
DIFFERENTIALS-PLEASE CALL WITH YOUR
REQUIREMENTS OR JUST ADVICE ON RATIOS.

TOP QUALITY FIBREGLASS PANELS
RS Ducktail£350/£420
RH Drive/LHD dash top panel.....£148/£180
3.0 RS type rear bumper£350/£420
3.0 RS type front panel£350/£420
911s bumper with lip & notch
out£200/£240
RS long bonnet£250/£300
SC bonnet£240/£290
Turbo front wings (add
£45 for steel bowls).....£300/£360 each
Turbo rear 1/4 panel.....£280/£340 each
Std 911 front wings (add
£45 for steel bowls)£245/£290 each
RSR rear spoiler (10kg)£900/£1080

911 UNDERBODY PROTECTION

Front tank/under bodyguard in aluminium full width, fits from front bumper back rear of front wheel. Complete with fitting kit (welding required)£290/£350
Rear engine/transmission guard, full width covering heat exchangers level with rear shock absorbers, cover rear exhaust silencer going forward to centre tuned at gear linkage point. Complete with fitting kit (welding required)
£420/£500
Front & rear guards available with extra 'skid ribs - add £100/£120
front/£150/£180 rear.
Rear available with clutch adjustment access - add £30/£36.
Under body aluminium skidded floor guard, covers whole centre section of car, manufactured from high grade lightweight with TIG welded sides and strengthening skids.....£300/£360
Moulded under bodyguards, 2 pcs, fit on each side of floors, eligible for historic £300/£360 pair
Rear arch protectors - bond - on
£140/£170 pair



Safety Devices
TECHNOLOGY OF PROTECTION

THE OFFICIAL SAFETY DEVICES APPOINTED FITTING CENTRE
Stocking weld-in and bolt-in Porsche roll cages.

Weld-in 911£560/£670
Full spec - CDS£560/£670
Full spec - T45£960/£1150
Fitting prices to a stripped shell - CDS
£750/£900
T45£750/£900
TIG WELDED - Add £350
SD
911 bolt-in multi-point cage.....£500/£600
door bars£46/£55 each
993 bolt-in multi-point cage£500/£600
door bars£46/£55 each
996 bolt-in multi-point cage£600/£720
door bars£90/£108 each
NEW PRODUCTS
SD 911 rear half cage for road use£295/£354
with diagonal£340/£408 inc fitting kits

PORSCHE 911 HIGH RATIO STEERING RACK
Top quality 2.5 lock to lock (casing requiring machining).£360/£430 exchange
Turbo rod ends & Track arms£150/£180/set

BILSTEIN COILOVER SHOCK ABSORBERS
Front coil over including spring etc (choice of rates) complete uses original top mount£400/£480 pair exchange
Rear coil over - conversion inc threaded tube, spring seats, spring top and choice of spring rates£200/£240pair
Complete front Bilstein leg & inset - new£460/£550 each
Rear Bilstein - 911£123/£148 each
Strengthening mods for front leg RING FOR DETAILS



HYDRAULIC HANDBRAKE KIT
To suit standard 911 lever, £85/£100 alloy lever assy complete replacement (retains original heater flap controls)..£230/£276
Scrutineer compliant handbrake cable kit.....£120/£168.



TWIN BOX STAINLESS REPACKABLE EXHAUSTS
Bolt directly onto SS's, sounds superb with power gain £470/£560 complete kit.



FULL RACE/RALLY SPEC 915
Gearbox - EX STOCK!! Fully built up with all new race ratios and billet LS differential and new OE mainshaft /first gear. Exchange unit required.
Our Price: £8,048.75/£9660



911 WORKS RS SPEC DUAL CYLINDER BIAS PEDAL BOX
Complete with cylinders - £470/£560 exchange, dash adjuster with machined alloy turn knob.....£45/£54
Now available 964 bias pedal box complete.....£470/£560 exchange



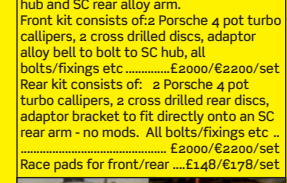
New product from prepfab 911 alloy door hinges,direct replacement for the originals manufactured to the absolute highest quality from aircraft spec materials,complete with hardened pins and greaseable access.The best quality on the market with a huge weight saving.Car set £400



ONE PIECE QUICK RELEASE PIAA LAMP POD
Latest design, fully adjustable on car £895.00/£1074.00
Mill-spec bonnet connectors + loom £260/£310



RSR TYPE FIA LEGAL 'TURBO' 4POT BRAKE SYSTEM
Designed to bolt directly onto an SC front hub and SC rear alloy arm.
Front kit consists of: 2 Porsche 4 pot turbo callipers, 2 cross drilled discs, adaptor alloy bell to bolt to SC hub, all bolts/fixings etc£2000/£2200/set
Rear kit consists of: 2 Porsche 4 pot turbo callipers, 2 cross drilled rear discs, adaptor bracket to fit directly onto an SC rear arm - no mods. All bolts/fixings etc ..
.....£2000/£2200/set
Race pads for front/rear£148/£178/set



RSR rear turrets, accurate reproduction of the original, necessary for FIA use, manufactured by ourselves, in stock.

911 PERSPEX WINDOW KITS
With slider & formed rear screen - top quality£320/£390 full set
911 heated front screen£270/£320



911 PROFILED AND SWAGED LIGHTWEIGHT ALLOY DOOR CARDS
Machined closure slot, hole to utilise original door release rod & supplied alloy opening lever £140/£170/pr plus £60/£70 powder coated.



OFFICIAL MINILITE DEALER
Usually available from stock

15 X 5 1/2	aluminium minilite	£105/£130
15 X 6	aluminium minilite	£112/£135
15 X 7	aluminium minilite	£125/£150
15 X 8	aluminium minilite	£135/£160
15 X 9 NEW	aluminium minilite	£145/£170
15 X 10 NEW	aluminium minilite	£150/£180



NOW AVAILABLE 16X6, 16X7, 16X8 AND COMING SOON MAGNESIUM

ALWAYS WANTED 911 BODY SHELLS AND PARTS

T:UK 0044 1427 858114, France 00 33 781 611 850

E:prepfabsales@btinternet.com

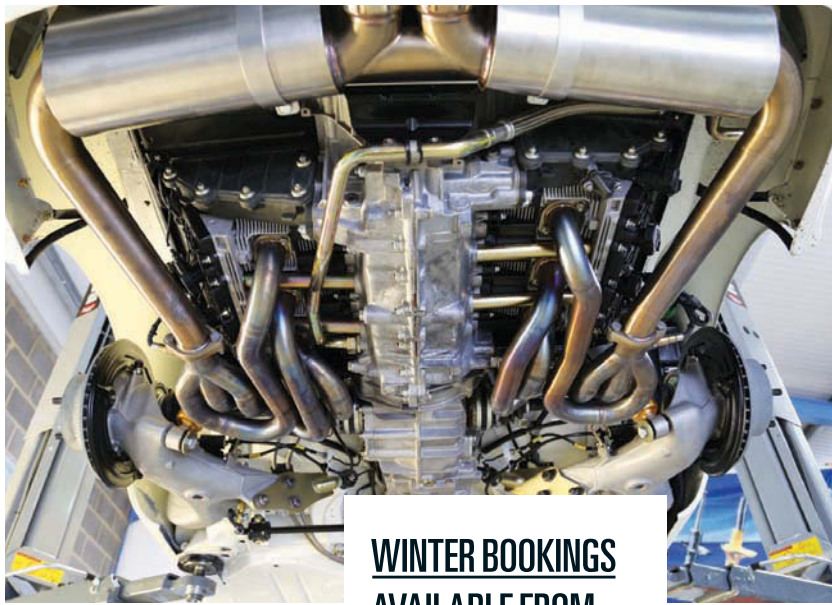
www.prepfab.com

ALL PRICES + VAT @ 20% ALL CREDIT CARDS ACCEPTED & WORLDWIDE SHIPPING

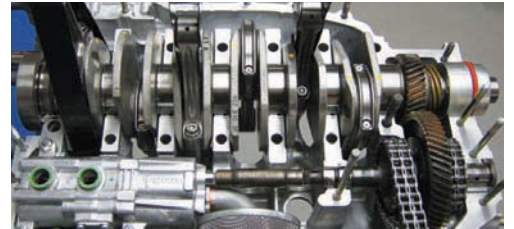
ALL PRODUCTS LISTED ARE AVAILABLE TO PURCHASE IN OUR NEW ON-LINE SHOP

WINTER PROJECT?

For vehicles booked in from 1st December to 28th February, RPM Technik Special Projects department can offer you anything needed from a minor upgrade to a custom built car. Please contact us with any bespoke work your Porsche requires and take advantage of our 'out of season project offer'.



**WINTER BOOKINGS
AVAILABLE FROM
1ST DEC TO 28TH FEB**



01296 663 824
WWW.RPMTECHNIK.CO.UK



@rpmtechnik



Engine rebuilds all models and general repairs & servicing	Gearbox rebuilds all models	Air Conditioning	Disc refacing
<h1>RGA</h1> <p>London's Major Porsche Specialist Units 32-34 Miles St, Vauxhall SW8 1RY www.rgaporschelondon.co.uk email bob@rgaporsche.co.uk All work to the highest standard and carried out in house Mon-Fri 7am-7pm Sat 9-6 Sun call</p>			
	Tel 020 7793 1447 ask for Bob for booking & advice		
Tyre supply & fitting Wheel alignment			Wheel balancing, wheel straightening & wheel refurbishment
Jig repairs	Restoration & resprays	Damage repair including for all insurance companies	Torque tube overhaul 924, 944, 968, 928

TECH SECTION

PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

QUICK GUIDE

HOW TO P118

Q&A P143

SPECIALISTS P125

OUR CARS P130

BUYERS' GUIDE P152

T&T P157

DETAILING P148

CLASSIFIEDS P151

HOW TO 118

Early Boxsters with crumbling exhausts are becoming a common sight. Here's how to change yours to a shiny new Dansk sports system. It's an easy DIY job.



SPECIALISTS 125

We head Stateside and drop in on Brey-Krause, if only to say we've met B-K boss, Dodge Whipple! That's a proper name and he makes some great Porsche stuff.



OUR CARS 130

A bumper 'Our cars' catch up. Bennett's 944 needs an engine rebuild, Keef's hot rod is nearly done, Brett's Boxster has got new brakes and anti-roll bars, Antony has got a new 911SC to add to the fleet, Chris's 924 is back on the road, Tipler's air-cooled/water-cooled duo seem to be running fine and Pete's Targa is still in bits.



Q&A 143



You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle leaking sun roofs, rusty 944 top mount studs, LED Carrera 3.2/SC headlamps, leaky 997s and more

BUYERS' GUIDE 152

The best affordable mid-engined sports car of all time? Hard to argue against the Boxster in any of its variants. Here we check out the ins and outs of buying a secondhand Boxster 987



TRIED & TESTED 157

Getting out there and kicking the tyres! This month our man Horton checks out a 991 C2 S and an IROC race replica based on a Carrera 3.2



DETAILING 148

Our 996 GT3 is reaching near concours standard. This month we look at applying a ceramic protection to the paintwork. It's the latest thing, don't you know?





PIPEDREAMING

Fitting any replacement exhaust can be fraught with problems, but choose the right system for the right car – with realistic expectations – and your chances of success will be immeasurably greater. Here's how one enthusiast's early Boxster 2.5 fared when given the Dansk treatment

Story and photography: **Chris Horton**



CONTACTS

Paragon, which in addition to car sales offers servicing, repairs and rebuilds for the full range of Porsches, both ancient and modern, is on the main A267 in Five Ashes, East Sussex TN20 6HY; tel: 01825 830424; www.paragongb.com. Our thanks to workshop manager Peter Twyman and technician Gron Owen – and also to owner David Nixon for so enthusiastically allowing us to feature his car

Among the many appealing characteristics of the Porsche 911 has always been the relative ease with which the entire exhaust can be substantially modified and, if chosen wisely, the beneficial effect the new system can have on the vehicle's overall character and enjoyability – although not necessarily as much on its performance and even fuel economy as some people (and some

after-market exhaust manufacturers) like to imagine. And it is broadly the same for the entire Boxster/Cayman range. Mounted amidships their flat-six engines may be, but the exhaust – barring its two catalytic converters – again remains very much a discrete, compact and surprisingly straightforward unit that can be replaced in its entirety within an hour or two.

Such, in simple terms, was David Nixon's rationale. Having come to his 1997 Boxster 2.5

Tiptronic via more than a dozen years with a Triumph Stag, he was happy enough to have left behind that British classic's well-known potential engine problems, but at the same time, he told us, missed its distinctive V8 rumble. And immediately I knew exactly what he meant. I well remember, back in the day, writing about the early Boxster engine's frankly rather anodyne soundtrack, especially when – as here – it was mated to that competent but somehow

There was nothing much wrong with the Boxster's existing silencer (right), other than the fact that it sounded rather too bland for the owner's liking. It might even have been the unit with which the car left the factory, well over a decade-and-a-half ago. Dansk stainless-steel replacement (far right) looks much smarter, though, and sounds good, too. Crucially, there is none of the annoying resonance that you can experience with some after-market systems. Fitting this set-up to a Boxster 2.5 requires some additional Dansk bracketry (pictured), and Paragon knew from experience that these clamping sleeves (near right) would be needed. No point trying to save and use again the old ones: just cut them off and have done with it



muffling automatic transmission. More Zuffenhausen than Zuffenhausen was how I seem to recall putting it at the time.

'I know that my Boxster is never going to perform like a 911 GT3,' conceded David, when we met at independent Porsche specialist Paragon in Sussex for the accompanying photos, 'but it would be nice if it sounded just a little sportier. By the same token I don't want it to be too loud, either. My wife and I often drive all the way to the far north of Scotland, and while I'd like something with a bit of a crackle to it when we're up there, on those wonderful "B"-roads, the hundreds of miles on the

motorway would be a lot less fun if there's the constant and irritating drone that I know you can get from some after-market exhausts.'

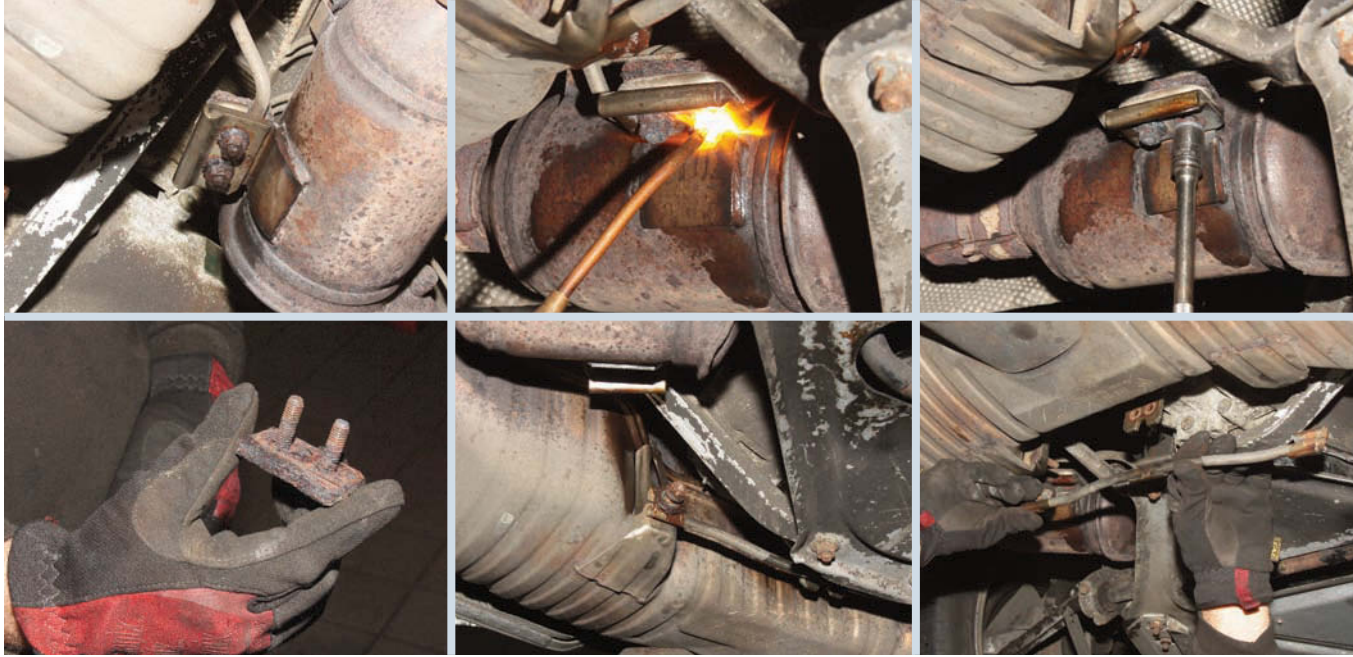
What, then, to go for? As in so many other areas of modern life there is a confusing plethora of systems available, even for these now sometimes forgotten Porsches, and it wouldn't have taken too much pipedreaming on David's part to have found one that equalled or even exceeded the market value of the car. (And that is not just me being rude about his Boxster; see also the beginning of my *Usual suspects* column on pages 34-35 of this issue.) Pragmatically, though, eventually he opted for

“ My Boxster is never going to perform like a 911 GT3, but it would be nice if it sounded a little sportier ”



First task is to remove the roughly 'U'-shaped pipe running between each catalytic converter and the main transverse silencer. The narrower clamp at the catalyst end of each pipe (top row, near right) came undone easily, and so could quite feasibly be used again, but the remainder of these photos show the professional's way of dealing with the wider sleeves. Obviously you need to make sure you don't cut through the cat and/or the pipe, as well as the sleeve. No less plainly it would be a great idea to use stainless-steel fixings on reassembly, especially if you plan to keep the car for any length of time

TECH: HOW TO



Silencer has a 'wire' support bracket – actually, a length of shaped, round-section bar – running down to each catalyst, and attached to that by a stud plate, a flat clamping plate, and two M8 nuts. These will almost certainly be difficult to unscrew without breaking the studs, so again it's probably best to buy new ones from Porsche before you start. We had none available on the day, but technician Gron Owen managed to free them off with judicious use of a gas torch. Forward lower bracket, supporting the silencer against the transmission, had to come off, too, but luckily the nuts – probably because they hadn't been roasted by the cats for years – responded to penetrating oil alone

“ Could you do the work on your own driveway? Yes, probably, with the benefit of ‘our’ experience ”

one of the several stainless-steel boxes from well-known Danish manufacturer Dansk, which are distributed throughout the UK by Euro Car Parts (www.eurocarparts.com).

Intended primarily for a later 2.7 or 3.2, this would require a Dansk fitting kit for use on a 2.5, and a bolt-on twin tailpipe (although in this case that is really little more than a cosmetic trim). Additionally, a couple of genuine Porsche clamping sleeves would be required – there is no point even attempting to undo the originals – and it turned out, disappointingly, that a slightly different lower support bracket will be needed, too. But that was unavailable on the day, either from Porsche or Dansk, and so had to be

ordered for fitting as soon as David can make it back to Paragon. 'It's not ideal, sending the car off without all the bracing Porsche specified,' said technician Gron Owen, 'but the weight of the box is being carried by the new mounting bracket on the transmission, just as it is meant to be, and we know that it will be doing only a few miles in the meantime.'

That apart – and a few other minor difficulties, all soon overcome – fitting the box took almost exactly the two hours that workshop manager Peter Twyman had suggested would be needed, even with me occasionally stopping Gron in his tracks so that I could take the photos.

Probably the most awkward aspect was



Silencer is hung from the top of the transmission by means of yet another wire-type bracket, via M8 screws in so-called trapped nuts. They are awkward to reach at the best of times, the problem compounded here by the fact that one such nut had been replaced by a conventional item that was free to rotate. And, of course, had then rusted more or less solid against the screw. This would have been even more taxing a task had the car been on axle-stands, rather than a garage lift. Original Porsche bracket on the transmission is replaced by the Dansk-supplied item (middle row, far left), although we believe that may be a Porsche part, too. Use new bolts supplied. Main transverse support attaches to silencer via socket-head screws trapped within end-bushes (middle pic), then it's just a case of lifting the new silencer into position, and quickly securing with one screw (it's heavy!) while you sort out the remainder of the attachment points

New and/or cleaned-up sleeves allowed the two 'U'-shaped pipes to be refitted without any difficulty – but don't tighten any of the fixings until the entire system is back in place beneath the car, and correctly positioned. Stud plates responded surprisingly well to a quick session with a bench-mounted wire brush: why spend more than you have to?



reaching in and unscrewing the old box's two top mounting bolts – they are never easy to see (or to photograph), and one had previously been fitted with a separate nut – and, as you will see, the bracing bars to the cats caused a brief hiatus, too. Gron managed to salvage the old stud plates by first heating them before attempting to undo the two nuts apiece, but if you buy new plates before you start it obviously doesn't matter a jot if they break. Could you do the work on your driveway? Yes, probably, with the benefit of 'our' experience, but frankly even this dyed-in-the-wool DIY enthusiast would most likely farm the job out to an independent with a lift, especially in the depths of winter.

You should – again based on our experience – be looking at no more than two hours' labour.

Note, by the way, that David Nixon had elected not to buy either new cats or manifolds (headers). Dansk offers several stainless-steel alternatives for those, too, as well as straight-through 'cat delete' pipes for competition cars not used on the public road, but obviously that would have added significantly to the cost of the kit and, given the now almost certainly parlous state of the bolts securing the manifolds to the cylinder heads, certainly to the cost and difficulty of carrying out the conversion. Some other time. Or perhaps not. If it ain't broke, as the saying goes, don't fix it. **PW**

THE KNOWLEDGE

To see the extensive range of Dansk exhaust systems and associated hardware for Boxsters and other Porsches, go to www.jgroup.dk and follow the appropriate links to the various – and numerous – downloadable PDF catalogues. Best give yourself plenty of time, though: the company markets an extraordinarily wide range of other high-quality parts, including engine and running-gear components and body panels for even some of the most recent Porsche models.

It also offers similarly broad ranges for (among others) BMW, VW, Mercedes-Benz, Ford, Opel, Saab and Volvo; indeed, it is a veritable Aladdin's cave for the classic- and modern-car enthusiast. Most of the items are manufactured in the company's own large factory complex in Viborg, central Denmark.

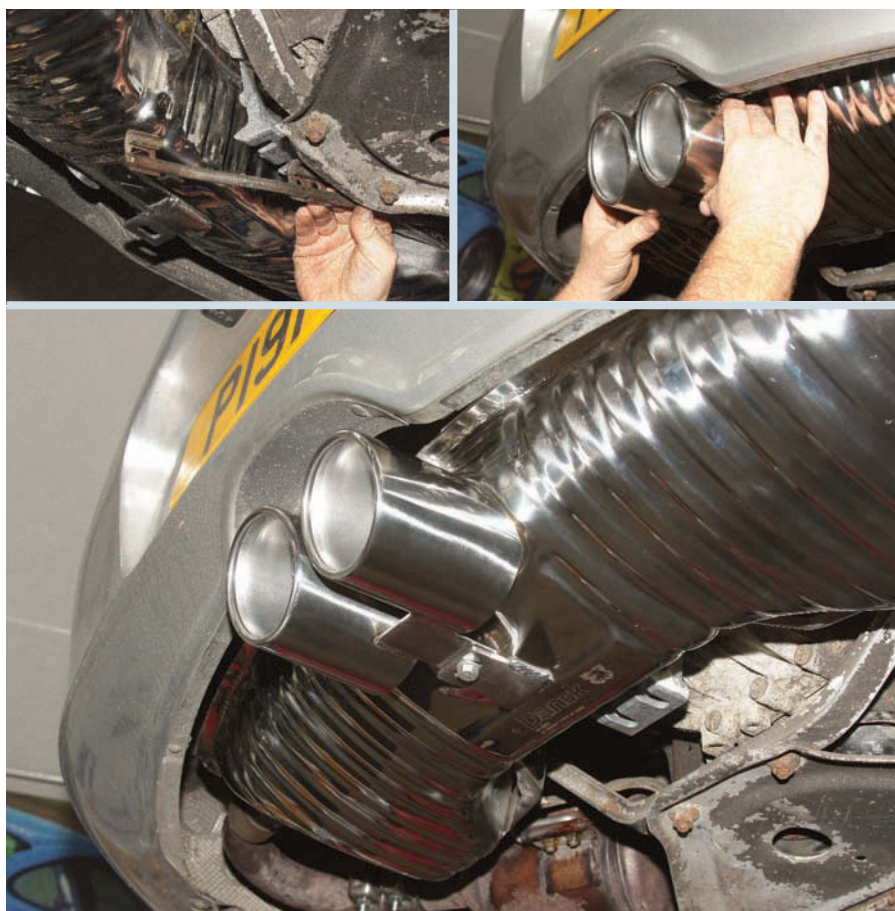
Here in the UK, Dansk components have for many years been distributed by Euro Car Parts (www.eurocarparts.com). The exhaust box chosen by David Nixon bears the designation 94.300S (part number 1620606800), and he opted for a bolt-on, 'double-look' tailpipe (94.904S/1620703900). Total cost of both of those, shipped direct from Euro Car Parts, was around £780 including VAT. Also required, but this time sourced by Paragon, was a Dansk mounting kit (1621700110), although we believe that the chunky light-alloy support bracket it contains is actually a Porsche part. Total cost of the kit was just short of £170 including VAT.

The two exhaust-pipe clamps that were required cost a total of around £52 including VAT from Porsche, and the stud plates, had technician Gron Owen been unable to save the old ones, are currently priced at about £12 per pair including VAT, again from Porsche. A full Dansk clamp kit, which also includes the two single-bolt items that we salvaged, is available under part number 1621700610.

The missing wire-type lower support bracket, subsequently ordered from Porsche Centre Tonbridge, comes in two parts: 996 111 242 01, and 996 111 243 00. Total cost of those was £27.93 plus VAT, and given both the circumstances and the minimal time they will take to fit there should be no additional charge.

As for David Nixon's verdict on his modestly but one hopes usefully rejuvenated Boxster 2.5, we shall have to wait until his next trip to Ullapool and beyond, but suffice it to say that the car sounded great in Paragon's workshop, and he had a broad grin on his face as he climbed in to drive home.

Original silencer's lower support bar wasn't quite the right shape for the new Dansk box (top row, near right), so for the time being had to be omitted. Not a major problem, though, because the weight of the new unit is being carried by the now hidden upper bracket – and owner David Nixon will be back at Paragon shortly for the appropriate genuine Porsche bracket to be fitted (see panel, far right). Final task was to fit and adjust the 'double-look' Dansk tailpipe, secured with a single screw from beneath. Firing up the engine revealed no leaks, and a then necessarily brief road-test that there was none of the annoying booming that David was so keen to avoid – just a nice, rich note that should be pure heaven on those fast, empty roads in the Scottish Highlands



AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



- FIXED PRICE SERVICING
- DIAGNOSTICS
- RESTORATION
- STEERING WHEEL RE-TRIMS
- ENGINE & GEARBOX REBUILDS
- WHEEL REFURBISHMENT
- UPHOLSTERY REPAIR

Call us on
**01525
861182**

www.classicporscherepairs.co.uk

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Mobil 1 SERVICE CENTRE **Dansk**

elite motor tune 
Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

**Close to Northampton train station
(Direct lines to London & Birmingham)**

Recent new workshop with latest
German technology and 7 service bays

www.elitemotortune.co.uk

NORTHAMPTON Tel: 01604 757510

PAUL STEPHENS

Classic, Bespoke and Performance Porsche Specialist for 20 years

We buy and sell the finest Porsche here at Paul Stephens

Buying or selling your Porsche?

The only name you need to know,
the only place you need to go.

Car illustrated for sale



www.paul-stephens.com

01440 714 884

email@paul-stephens.com

Porsche Torque Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Re build
Specialists
Collection & Delivery Service
Pop in for a free mechanical assessment
Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE
FROM EX OPC MASTER TECHNICIANS
(AFN, RUF & HATFIELD)

01895 814446
07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



Mobil 1
SERVICE CENTRE



all major credit cards are accepted.

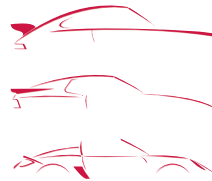


VEHICLE SPECIALIST & PARTS

PIE - PERFORMANCE

Your Independent Porsche Specialist

Porsche quality that you expect.



Services for the motoring enthusiast...

- Fixed Price Servicing
- Reliable Advice & Guidance
- Car Inspections & Valuations
- Restoration Service
- New & Recycled Parts
- Full Garage Services
- Car Sales

WE CATER FOR FRONT, MID AND REAR ENGINE PORSCHE

T 01473 760911

E info@pieperformance.co.uk

www.pieperformance.co.uk

Unit 9, Hill Farm, Brent Eleigh, CO10 9PD



PORSCHE PARTS



01257 472866

07801 456066

WWW.DOUGLASVALLEY.CO.UK

EuroCupGT.COM

PERFORMANCE & STYLING



911

924

964

944

993

968

996

986

997

987

970

955



SPORTS AND CLASSIC LTD

North West Porsche Specialist

SPECIALISING IN ALL THINGS PORSCHE IN THE NORTH WEST

- MOT Service
- Pre-purchase inspections
- Cayenne repair specialist
- Porsche trained technicians
- Hunter 4 wheel alignment
- Full dealer level diagnostics
- Air-conditioning repair/services
- Porsche gearbox repair specialist
- Maintenance & service plan available
- Collection/Delivery
- Menu priced servicing
- BMW courtesy cars available
- Performance upgrades all models



**WE
HAVE
MOVED**

We specialise in the servicing and repairs of all Porsche cars from early 911s to Cayennes. We have a fully equipped workshop with the latest in diagnostic equipment and are fully trained to work on even the latest models. Why settle for any less?

Email: info@sportsandclassic.com Tel: 01565 621 311 Mobile: 07833 911911 New Tel: 01625 860 826
Sports & Classic Ltd, Chelford Road, Monks Heath Crossroads, Nether Alderley, Cheshire, SK10 4SZ
www.sportsandclassic.com

TECH: SPECIALIST

BREY-KRAUSE
MANUFACTURING

What do you do when you want a Porsche part which has yet to be created? Well, if like Dodge Whipple, you own a manufacturing and machining company, then you make it yourself, and then you make some more. Welcome to Porsche parts specialist, Brey-Krause

Words and photography: Matt Stone



CONTACT

Brey-Krause
Manufacturing
Company
1209 West Lehigh
Street
Bethlehem, PA 18018
USA
610-867-1401
bkauto.com
info@bkauto.com

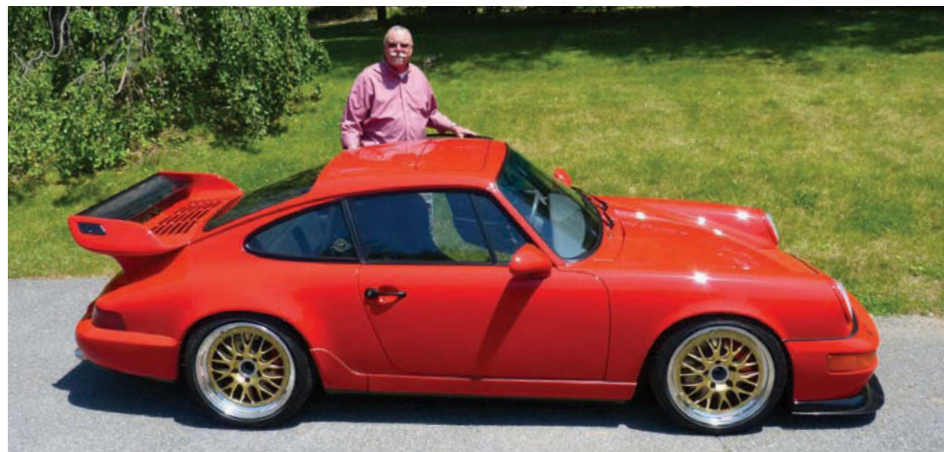
Brey-Krause has an industrial manufacturing history dating back to the early decades of the last century, in fact long preceding the birth of Porsche. And without even knowing it, you've likely come across the company's products nowhere near an automobile or racetrack. Early in the 20th century, Pennsylvania, USA-based B-K was among the world's leading producers of toilet seat hardware. The company still does large business the world over in towel racks, coat hangers, and a wide variety of bath and hotel room related products; if it can be cast, milled, or precision cut and welded out of metal, B-K can probably make it. The company also designs and produces a wide variety of racks, handles, bars and fixtures you might find affixed to your average ambulance, emergency vehicle

or firetruck. Obviously not why we're here.

The company's current owner and driving force, Dodge Whipple, is an automotive enthusiast of the highest order with a multi-level garage full of hot rod Porsches and other tantalising rides. Some years ago, he needed something for one of his Porsches, had an idea of how he wanted it, and again, since he owned a company that can "cast, mill, cut, and weld" up nearly anything, a new line of products was born. B-K occupies about 66,000 square feet of non-descript industrial space in rural/industrial Pennsylvania, and Whipple and his team are proud of the fact that virtually everything it produces comes in the door as raw materials, and leaves as finished product. Besides all the heavy metal work, which encompasses everything from very old school casting in "black dirt" moulds, to cutting stainless steel and

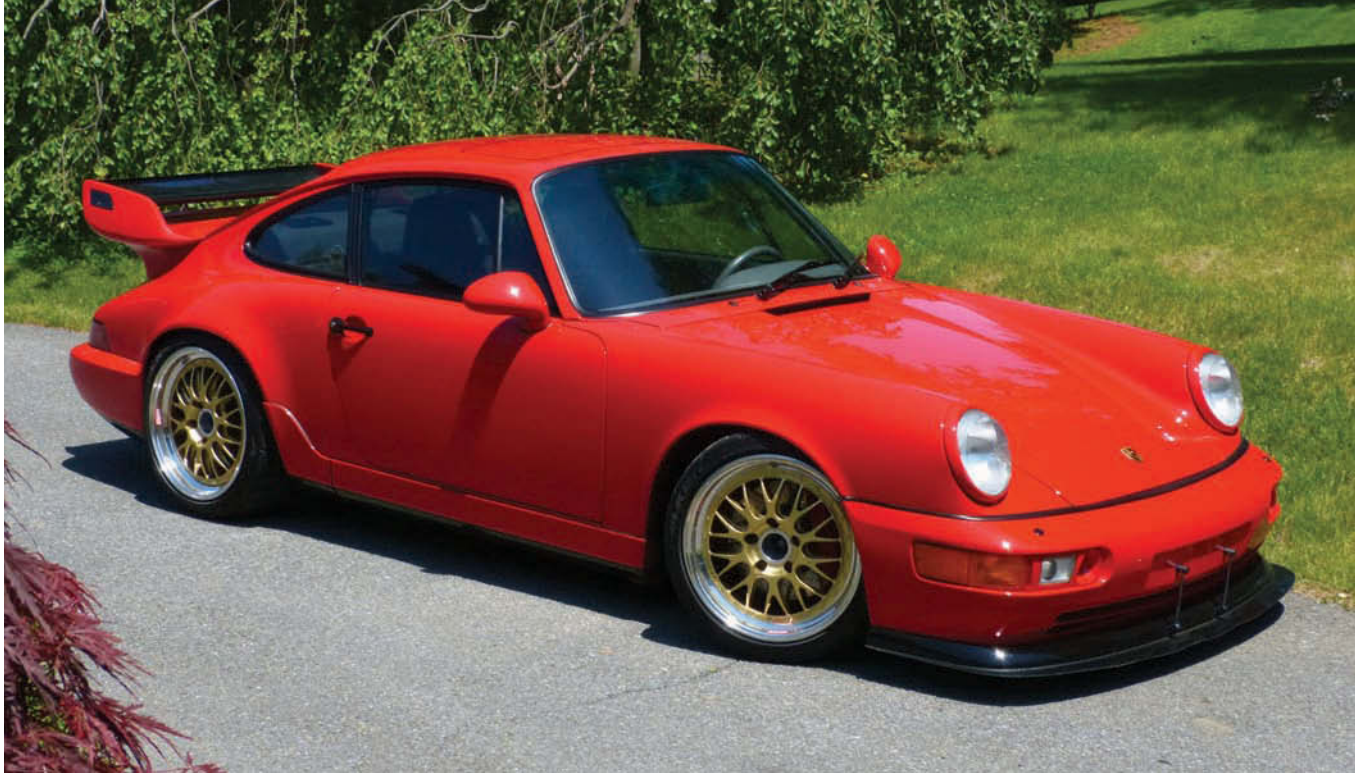
aluminum with the latest high tech computer controlled water/media cutters, B-K does its own finishing, including a variety of coating, anodising, and plating. Everything here is made in the USA.

Porsche is its primary automotive parts and accessory business, but B-K also produces accessories for the Chevrolet Corvette, Mini, BMW, Camaro, and a variety of non-brand specific racing accessories, among them: Fire extinguisher mounts, racing harness guide bars and mounting hardware, seat mounting hardware, tow hooks, roll bar extensions, camera mounts, chassis stiffening, suspension enhancement, and engine performance products. The company sponsors certain racing teams, and also supports the Porsche Club of America club racing activities. Whipple is a capable shoe, and has logged countless track



Above: Brey-Krause make the sorts of widgets and gizmos that make the Porsche accessories world go round. The man behind all this? Dodge Whipple. That's him on the left with his modified track car featuring a whole host of Brey-Krause parts

TECH: SPECIALIST



Whipple's track car is known simply as 'Red Car' and arrived at Brey-Krause as a shell to which Dodge and his team transferred the running gear and parts from his rolled 964

laps and miles; he likely would have raced on the pro circuit but elected long ago to keep his focus on his family and growing business.

Some of the company's products grew out of customer demand, some grew out of Whipple and his team's own experience building cars and needing something that wasn't available, or available up to their standards or need. One such example is the B-pillar bracing components offered for 911s. If you visit B-K's low key warehouse, you'll see a white 964 C2 body shell that's been completely stripped of its interior, suspension and powertrain, and mounted on a rolling dolly (more about this car in a moment). It's obviously been rolled hard onto its roof. That poor coupe was Whipple's daily driver and weekend track toy for some time. One day, circa 2000, he needed to go out for a quick errand "I think it was a quick run to the market to pick something up" adds son Durand Whipple, who now works for the company; brother Lee also works for the company. Whipple the Younger was in the car

with his dad, and it was raining. He doesn't remember his father driving particularly fast or foolish, but "just that quick we were spinning and then the wheels caught something and we were upside down on the roof." Dodge suffered the only injury which came post-accident, as he was hanging upside down by his seat belts, and then released them, falling onto the now upside down roof panel and banging his head.

Upon detailed analysis back at the shop, it appeared that the front of the roof section, and the A-pillars, were little damaged, but the roof collapsed considerably at the rear, and most particularly in the B-pillar area in the centre of the roof. The idea for a B-pillar Support Brace System was born that day at that moment, and are today a popular and strong selling product in the B-K catalogue. The car's general structural integrity likely saved both men's lives, and the spirit of that hapless 964 lives on today in much enhanced, now very red form.

In general B-K's products appear particularly well finished; the aluminum racing harness

brace, which mounts just aft of the seats, looks like an aluminum sculpture, and their milled aluminum quick release fire extinguisher bracket will have you unbolting and throwing out the black-painted sprung metal strap piece of junk you likely have bolted in your car now. There are also strut tower braces, wheel spacers, engine cradles, and a plethora of goodies for your 911 (all eras), 944, Boxster, Cayman and Cayenne.

The company maintains a fleet of Porsches that serve as testbeds and development mules for the company's ever expanding product lineup. Among them are a matte orange early 911 "track rat", a highly worked over silver 996 that Whipple will match up against any recent GT class Porsche racer, a first gen Boxster 2.7 (nicknamed "FrankenBoxster") that ended up with the engine, suspension, brakes, and a lot of other componentry robbed from the aforementioned 996, a mid-'70s "barnfind" 911 that still wears its now sparkling black paint, although the original emissions spec 2.7 is long



Far left: If ever there was a defining Brey-Krause product it surely has to be the B-Pillar Support Brace System, borne out of a crash sustained by Dodge and his son, where the Porsche they were driving rolled. Left: Engine in 'Red Car' is packed with titanium parts and puts out 330bhp

944 awaiting track transformation. To the right is the 964 that Whipple senior rolled



gone, and of particular interest to us today, a somewhat GT3 or 934 style 964 coupe (appropriately nicknamed the Red Car). It is very much the reincarnation of the rolled over white 964 mentioned above.

By the time Whipple senior put the 964 on its roof it had been the subject of considerable upgrading, so scrapping it was never an option or thought. So he, his teammates and friends began looking for a suitable body shell onto which to transfer the powertrain, interior and goodies. They found this straight, accident and rust free shell, and the transformation began... with, of course, considerably more upgrading to be added along the way. It's one of those cars that you need to look at slowly and carefully, and even then you may not notice everything that's been done to it. Naturally it earned the full complement of B-K body/chassis stiffening upgrades, and a full interior swap. The white car had a pristine grey leather cabin, and the new body shell was originally black inside.

Whipple's gang swapped the entire interior, including the addition of a racing seat on the driver's side that has been upholstered to match, not simply left black as is often the case in a single seat swap. The engine is a home

swap from the factory "flap door" to a Bosch hot film mass air sensor system. The exhaust system was also custom made, treated to a variety of special coatings, and finishes in a B+ B muffler. And the car still runs on pump fuel

“ The engine is a home built twin-plug 3.6 running lots of titanium ”

built twin-plug 3.6 running lots of titanium and other "special metal parts". The heads have been seriously worked over, and the pistons and valves are bespoke pieces. The intake is a smorgasbord of components, including RSR injector stacks, a much enlarged plenum, and a

and the air conditioning also works. Horsepower? About 330 at the rear wheels. A 6-speed transmission replaces the 964's original G50 5-speed. There's also a European spec ring gear with a Quaife diff out back. It's at about this point one of Whipple's guys mentions





If you're thinking that these 911 shells have been rather randomly placed in the corner of a warehouse, that doesn't quite look like a vehicle engineering shop, then you would be partially correct. Brey-Krause's main line of work, you see, is the glamorous world of bathroom accessories. The Porsche side of the business is very much a sideline, but a very successful one none the less

to me that I should "wait until you see the 4.0-litre we're working on for it..."

There are almost too many suspension mods to catalogue: the front suspension has been relocated to sharpen the steering, and to negate bump steer and front end dive on braking. The uprights are Porsche Motorsport that have been "optimised" and the toe arms have all been relocated a smidge. Wheel bearings are much

gear lever during shifts, just so it all happens "that much faster" according to "Phil," one of the mad witch doctors among Whipple's gang of friends and employees that crank on these cars. The rear wing is also a pretty special bit, home brewed of a Porsche Motorsport 993 style wing and a Crawford Racing centre section.

At the time of our visit in the early summer, the car had been sitting much of the long and

passenger seat, it's easy to tell that this car is something truly special; built for need and speed, it's not over the top, and is clearly optimised for fast, balanced performance with linear responses and no bad habits. A couple of cranks on the steering wheel demonstrate how quick, responsive and communicative the steering is. The ride quality is firm but never punishing, purposely optimised for a balance between road and track. Whipple runs it through the gears as hard as the spoilt fuel will allow, and the powerband is dead flat with meaty mid-range torque and a bright top end.

Now in his early 60s, Dodge Whipple is a big bear of a man, wearing a goatee and moustache, and he could play a black-coated gunslinger in any Hollywood western film. Either of his sons or any of his employees will tell you that anything good that comes from B-K boils down to his deep enthusiasm for cars and American manufacturing. And just in case you're wondering, his reborn 964 simply isn't for sale. He's built Brey-Krause into a worthwhile supplier of innovative Porsche performance and racing accessories, and also some toilet seat and bathroom hardware if that's what you happen to need. **PW**

“ Anything good that comes from B-K boils down to Whipple's deep enthusiasm ”

enlarged, and the car runs Penske shocks at all corners. The steering ratio has been cranked up to yield approximately two turns lock to lock. And a word about the very special shifter linkage. It's been cut apart, and reworked to enable much faster and shorter shifts, and it's also adjusted locationally in the cabin to shorten the handfalls from the steering wheel to the

rainy Pennsylvania winter, and it was obvious that the petrol was going a bit off (at 91 octane, US fuel is already weak compared to the Euro brew), so the car fired and ran but spat and popped and knocked a bit. Not wanting me to get an improper impression of its prowess, my request for a drive was politely declined, but Whipple offered a ride. Even from the



Left: Boxster roll bar extension turns the largely cosmetic hoops into something altogether more useful by adding height and extra strength



2008 997 3.8 C4S WIDE BODIED CABRIOLET MANUAL **£36,995**

Finished in Basalt Black metallic with full black hide trim 39,000 miles

6 Speed Manual	Black Hood	SatNav and Phone Module	Rear Park Assist
4 Wheel Drive Multifunctional Steering Wheel	Bose Stereo Upgrade	Cruise Control	19" Alloys Heated Seats



2002 996 C4S WIDE BODIED COUPE MANUAL **£17,995**

Arctic Silver metallic with full Dark Metropole Blue hide trim 89,000 miles

6 Speed Manual	Rebuild New Clutch, Suspension,	Brakes and Sports Exhaust CDR22 Stereo	Factory Sunroof Electric Memory Seats
----------------	---------------------------------	--	---------------------------------------



2000 996 C4 MANUAL CABRIOLET **£12,995**

Arctic Silver metallic with Grey Leather interior 79,000 miles

6 Speed Manual	Recent Engine Rebuild, Clutch, Suspension and	many other new parts CDR22 and	Speaker Upgrade Turbo Alloys
----------------	---	--------------------------------	------------------------------



2000 996 C2 3.4 CABRIOLET MANUAL **£13,995**

Schwarz Solid Black, with Black full hide trim 61,000 miles

6 Speed Manual	Soft Top	CD Multi-changer and Player	18" Alloys
----------------	----------	-----------------------------	------------



1998 996 C2 MANUAL 3.4 COUPE **£12,995**

Arena Red metallic, with Grey soft ruffled hide trim 57,000 miles

6 Speed Manual	Onboard Computer	AirCon & Climate Control	years ago 18" GT3 Alloys
----------------	------------------	--------------------------	--------------------------



2007 997 TURBO TIPTRONIC **£41,995**

Just SOLD with extended More stock arriving daily 42,000 miles

Heated Seats	Onboard Computer	SatNav and Phone Module	Rear Park Assist
PSM and PASM	Electric Sunroof	Bi Xenon Lights	Silver Pack 19" Turbo Alloys



1998 996 C2 3.4 COUPE TIPTRONIC **£13,995**

Ocean Blue metallic with Grey full hide trim 63,000 miles

Engine Rebuild with Bluetooth	Factory Sunroof	Sold by us over the years from 30000 miles	17" Alloys
-------------------------------	-----------------	--	------------



1998 996 C2 MANUAL 3.4 COUPE **£11,995**

Arctic Silver metallic, with Dark Blue hide trim 84,000 miles

6 Speed Manual	Onboard Computer	AirCon & Climate Control	History 18" GT3 Alloys
----------------	------------------	--------------------------	------------------------



We always consider part exchange - please ask.

All our vehicles have Full service history, MOT and a minimum of 6 months warranty.

Viewing by appointment only | Telephone: 01284 827427 | Mobile: 07831 444100 | www.finlaygorham.com

SPECIALIST CARS OF MALTON LTD

APPROVED MOTOR CARS



WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

Any other interesting or rare Porsches RHD OR LHD

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies

PROJECTS

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

THE TEAM

STEVE BENNETT



944 LUX

Out of sight and out of mind about sums it up. The 944 needs an engine rebuild thanks to a broken piston ring. Augment Engineering are working on it right now.



KEITH SEUME



912/6

El Chucho is almost – and I really mean 'almost' – ready to run. There are still some bits and bobs of wiring, and the fuel pump is letting the side down, but otherwise...



CHRIS HORTON



924S, 944

The 924S runs, it's got an MOT, it's on the road. Miracles will never cease. I realised there was nothing insurmountable to getting it sorted, so I er, sorted it. More fettling to come.



PETER SIMPSON



CARRERA 3.4 TARGA

Project Backdate is looking much better now I've made myself get on with some much needed work. I've worked out what bits were missing from the rear trailing arms so the build-up can begin



BRETT FRASER



BOXSTER 3.2S

The Boxster has been deteriorating, but new brakes front and rear, plus new anti-roll bars, have rejuvenated the driving experience. Just need to sort some paintwork now.



JOHNNY TIPLER



964 C2, BOXSTER

The Peppermint Pig took a sabbatical while Mrs T and I drove The Silver Bullet to Porto, via Santandar aboard Brittany Ferries' liner and the glorious Iberian Autovia.



ANTONY FRASER



996 GT3, SC, TRACTOR

The Fraser family Porsche stable grows by the minute, with the addition of Mrs Fraser's SC, complete with magic motor, but gastly gearbox – I need a pint with Mr Horton...!



CARRERA BACKDATE

It's not as bad as it looks, honest! Pete's Targa backdate is making progress. He's cleaned up and resealed the inner rear arches, and ready to bolt on some shiny bits



My poor Targa is in a mess, sitting hopelessly in the corner of my friend's garage unloved and unappreciated. I'm at the stage where I think I've achieved very little, which seems true from the looks of things. I keep thinking back to what has been done and remember that I've put a lot of work into this Porsche already, with the engine being rebuilt to a 3.4 on Jenvey throttle bodies, and the interior being re-trimmed by Newton Commercial, it was actually fast becoming a nice fun run around. Then I took it apart.

Once I've got the back end together it should be a fairly straight forward job to get the bodywork sorted and once the Dansk panels start going back on, the Porsche will quickly transform to the image I have in my head.

So it begins. After the drive over to my friend's garage I walked in to see my poor Porsche sitting there and my mate said: "Are you actually going to work on the Porsche?" I replied: "I love that car, but I just don't have the enthusiasm." But I had to get on with it. It's like joining a gym – the easy bit is paying every month, the hard bit is going through that door. It's like there's a force field with a massive sign saying you've done the easy bit now get in and

get on with it. Well, I've done it! I've started with the stripdown of the rear sealer firstly using a wire brush to remove the years and years of dirt that builds up around this area. Then, with a grinder fitted with a wire wheel, I started to look for that unexpected rust which has been sitting in those arches laughing at you, hiding under the sealer and sucking up the water like a sponge, eating the bodywork year after year, but luckily for me it all seems solid apart from the dodgy welding holding the roll bar brackets on. These seem to have been broken at some stage and welded back on by a keen mechanic (ie, not a welder). After a good clean up, removing all the loose mud and most of that sealer it was time to re-seal the inner wings with some nice fresh two-pack sealer, which sets just like the original sealer, so it should last for years to come. This stuff dries solid and will keep it from being damaged by stone chips. This creates a great base for the top coat to go on.

I can safely say I'm back. The next job is to fit up the trailing arms which are ready and powdercoated. These will take a bit of time to build up as although they seem quite basic, they need so many brake bits fitted, which I will be replacing with new parts. I'll make sure I get a good few pictures ready for the next issue.



PETER SIMPSON

911 3.4

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

CONTACT

Dansk
www.jpjgroup.dk
 Pre '73 rear quarters
 Pre '73 rear bumper quarters
 Pre '73 rear bumper centre panel
 Pre '73 passenger door skin
 Pre '73 sills

CAR PARTS 911
carparts911.co.uk
 Front and rear calipers, lower ball joints, oil cooler and new oil cooler pipes

Left: Here's both rear inner arches being stripped ready for the two-pack sealer which has been applied to the inner arches this will protect them for years to come

944 LOSES ITS COOL

Air-cooled purists will nod sagely, but it's the cooling system that has done for Bennett's 944 engine. He's down, but not out as an engine rebuild commences. In for a penny, in for pound – apparently!



**STEVE
BENNETT**

944 LUX

Occupation:

Editor,
911 & Porsche World
Previous Porsches:
911 Carrera 3.2, plus
numerous 944s
Current Porsche:
944 Lux
Mods/options:
Augment Automotive
ECU and camshaft,
Koni dampers
Contact:
porscheworld@chpltd.
com

This month:

Head off and it's not a pretty sight. The head face is corroded and the gasket lifting, but worse is a broken piston ring. Solution? An engine rebuild

I had to feel for the guys at Augment Automotive. Changing the clutch on a 944 is a massive job and while they had my car in pieces they inevitably found that the crankshaft bearing seal was leaking, so they replaced it with one from a reputable supplier. In fact even if it wasn't leaking, it's common sense to replace it anyway. Imagine, then, finding a small pool of oil under my 944 the following day. The crankshaft seal was leaking, which means only one thing: a whole day of removing big bits of 944 to replace a £5.00 seal. In journal terms, it's the equivalent of writing 2000-words and losing the whole lot.

On inspection they discovered that the seal wasn't really up to the job and wouldn't seal properly in the recess thanks to a metal cut out intended to allow a screwdriver in to ease the seal out. Simply there wasn't enough rubber over the ring to seal it properly. It's a legacy of parts suppliers changing over the years and the specification drifting. A bit of research and the Augment guys found a much better seal for the job. Bottom line: If you need a 944 crank seal, then get it from them.

As it was I drove the car in that state for a few thousand miles because I needed it, but it was always on the cards to go back to Augment because, among other things, we needed to get the car on the rollers to check the power from the new cam. Among 'other things' was an investigation into the cooling system. Ever since I'd had the car, I had been aware that the temperature ran just slightly higher of middle of the temp gauge than I was used to with a 944. It seemed to fluctuate too, particularly in traffic. However, it had never overheated (not even in some monster summer M25 jams) and didn't lose any coolant, which was reassuring.

However on the run back to Augment

Automotive in early October, the temperature started to rise on hills, which is never a good sign. Only one thing for it, then: Get the head off! Oh dear, it wasn't a pretty sight. While the head gasket itself was too bad, the face of the head was quite badly corroded; pushing the gasket away from the head face and allowing coolant to leak thought the waterways. It was only a matter of time before the coolant found its way into the bores, which would have wrecked the block. This was almost certainly the cause of the overheating, but why? Well it might sound odd, but probably due to its easy life. When I bought the car two years or so ago, it had only done 81,000-miles, which obviously for a 27-year-old car isn't a great deal (3000-miles a year to be precise). The coolant would have sat in the engine for long periods without moving and, despite having corrosion inhibitors, over the years it did what water based fluids do and worked its corrosive magic. When the time comes to refill with coolant, it will be with the Evans Waterless variety.

So with the head off, we could also see into the bores. Fortunately the bores were OK, but number four piston had a broken ring. From experience, when 944 engines start to run hot, it's usually the number four cylinder that suffers, and that's probably what has happened here. I say from experience because my very first 944 needed a replacement engine due to bore wear on the No4 cylinder, a result of overheating and coolant ingress (although before my ownership) reckoned Matt Baxter at Autowerke, Norwich. A similar scenario was recorded with another 944 I owned. A rotten head gasket allowed coolant into the No4 cylinder, causing damage. The head had been rebuilt at great expense at an OPC, but the damage had been noted (thanks to a comprehensive service history). Again this was before my tenure with the car, and I wasn't about

to investigate unless it started to burn oil, which it didn't. The 944's weakest point in the coolant trail is cylinder No4. If the coolant system is in peak condition, no problem. But if it's starting to weaken, then there could be trouble ahead.

The older these cars get, the more we enter uncharted territory and usage does have a bearing. These are largely second/third cars now and mileage is low. Without wishing to sound like the harbinger of doom, I'm sure my experiences are not isolated. So where do I go from here? Well, there's no going back. With the engine in bits, there's only one thing for it: A rebuild. So that's new rings and bearing shells all round. The head will be refaced and the valve guides (which are two thirds worn) replaced, and then it will go back together with new gaskets and seals.

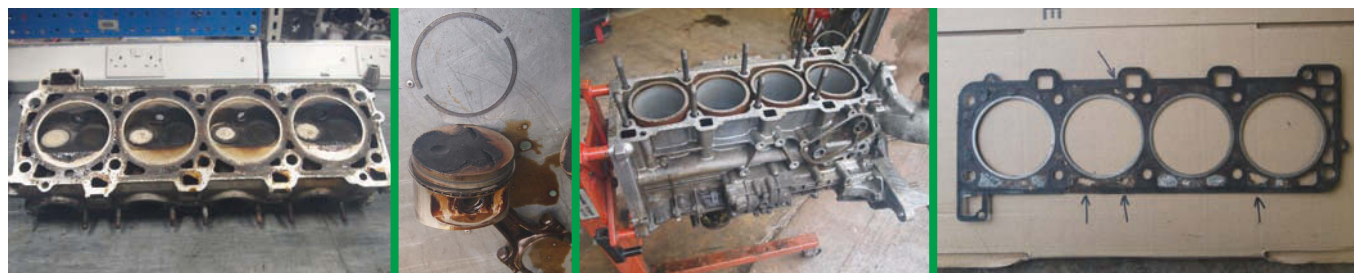
Is there a silver lining in all this? Well, I just keep telling myself that it will be worth it. And it will. What was that about virtue and necessity?

Oh, and before I sign off, I've fitted the 944 with new tyres all round. One of the tyre carcasses on the existing Continentals was slightly deformed, which was a bit of a worry. I've gone for some Goodyear EfficientGrip covers. Why? Well they've scored very well in some well-regarded tyre tests in terms of grip, both dry and wet, and they've also scored very well in terms of noise. 944s are very good at picking up road noise and transmitting it through the body, so if the tyres don't generate much road noise in the first place, then that effect is suppressed. And so it has proved. These tyres are super quiet, and it's always good to have a freshly balanced set of wheels and tyres to enhance the handling. And, of course, because they are a mere 15in in diameter, they're super-cheap at under £200 for all four from Black Circles including delivery. A further £50 to get them fitted and for once I can say that the 944 has provided cheap motoring!

CONTACT

Augment Automotive:
Continued support of my ailing 944. Thanks guys.
01594 821136;
augmentautomotive.co.uk

Autowerke Norwich: The 'go to' Porsche specialist in Norwich.
01603 408044;
autowerkenorwich.co.uk



Above: Engine out! No going back now as Bennett's engine is winched free. At least his new tyres are an improvement. Left: Head face is corroded and broken piston ring tells its own story. Cylinder bores are OK, but head gasket reveals all. Clear to see where it's rotted

TECH: PROJECTS

EL CHUCHO IN REVIEW

It's close now, really it is. Keith's hot rod 912 has been a labour of love, make no mistake, but that project milestone of starting the engine is just round the corner. So he should be driving it in 2016 then!

KEITH
SEUME

1966 912

Occupation:

Editor,

*Classic Porsche***Previous Porsches:**

Carrera 2.7; 928; 912;

914/6; Junior Tractor

Current Porsche:

912

Mods/options:

Six-cylinder engine conversion, etc.

Contact:

classicporsche@chpltd.com

This month:

Well, no matter how complete it might look, there's still a lot of fiddly work to do. Was starting to get a bit demoralised, but a recent trip to California and a drive in a '72 911S reinvigorated me!

Well, it's three years since I was in California, collecting my new toy and arranging shipping back to the UK. Three long years. Three VERY long years. And it's still not quite done.

I've never taken so long over a project before. I mean, I once built a drag race car from a bare chassis to a running, driving machine in under a year. Mind you, I did have a decent-sized garage, plenty of tools and more time. I was also much younger! I had no idea it would take me so long to complete the rebuild of what was allegedly a rust-free, accident-free Porsche 912.

And thereby lies the rub: the car proved to be far from free of corrosion and had clearly been hit both back and front. It had been 'repaired' (in the loosest possible sense of the word) so that it looked OK from 10 feet away, but most certainly didn't bear close inspection. Photos over the Internet always look so good, and I knew the people with whom I was brokering the deal. But I should have known better...

As the car sits, it's almost – almost! – complete. Yesterday I went up to the R-to-RSR workshops in at the time far from sunny Devon. It was the first visit in three or more weeks as such trifles as work and a trip to California got in the way. I had become a little jaded with the

whole deal, to be honest. The car seemed to fight me very step of the way, and I was starting to run out of steam. And money.

I took the opportunity while I was in SoCal to visit Sierra Madre in Pasadena, purveyors of parts for early Porsches. I treated myself to a rear view mirror (that'll be £110, thank you) and a few other trifles in the hope that it would rekindle my enthusiasm. Once I'd handed over a large amount of cash (OK, my debit card), I still had the sinking feeling I was throwing money into a bottomless pit. Sigh...

But it was the opportunity to drive a friend's 1972 911S (2.4-litre, mechanical fuel-injection, *et al*) that finally put a smile on my face. The sound, the smell, the feedback through the steering wheel – all reminded me why I had set out on my quest to build my own Porsche, my own way.

So, yesterday's visit saw me installing the rear view mirror, along with the engine lid seal I'd bought while I was away. The Karmann body tag I'd bought proved to be the wrong one (doh!), which was annoying, but I lifted my spirits by getting my oil temp and pressure gauges flickering into life when I turned the key. Having rewired the car from scratch, there were bound to be a few problems and, sadly, one is that I forgot to run a separate wire to the engine bay for the oil pressure warning light! Oh well.

I'm not quite ready to fire up the Bob Watson-

built engine and have to admit I'm still rather nervous about doing that – not, I hasten to add, because of any doubts about the engine itself, but simply because it's the first time I've ever had experience of electronic fuel-injection, ECUs and crank-fire ignition. I'm a 'distributor and carbs' man normally but decided it was time to drag myself kicking and screaming into the 21st century. Others had made it look so easy but, if I'm honest, I still don't really understand it all. But I will learn.

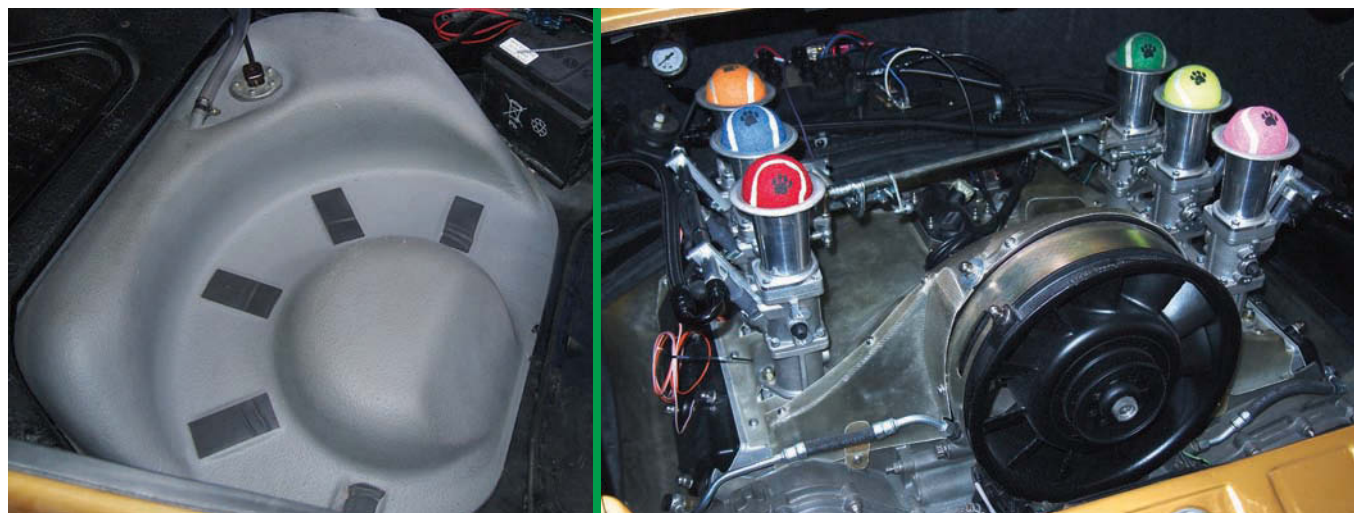
I also need to make up a bracket to brace the rear of the exhaust headers. This is primarily to support the silencer and also hold it down away from the rear valance. I've trimmed the bodywork back as far as I can without affecting the look of the car from the rear, but the tailpipes are still a little too close to the valance and will vibrate against it when the engine's running. There's plenty of movement in the headers as they feature slip-joints secured by hefty springs, so it's not as if anything is going to be put under any great strain.

After that? Still need to bleed the brakes – oh, and find what I did with the throttle pedal and associated parts! That's the problem with starting a project so long ago. You tend to lose parts, buy replacements – and then rediscover the originals the next day. It's all part of the fun (or so they tell me...).

CONTACT

R-TO-RSR:

Restoration experts and where Keith's car lives at the moment, and a great source of early 911 bits. 01626 832672; r-to-rsr.com



Left: Fuel tank remains empty for the moment, however, it won't be long before fuel is being pumped to the Jenvey injection stacks. We think engine start up should be beamed live across the world on all forms of social media, oh, and we're liking the colourful tennis ball trumpet stops

Autowerke, Norwich

Independent Porsche Specialist

Serving Norfolk and East Anglia

**SERVICING
REPAIRS**



01603 408044

www.autowerkenorwich.co.uk

car-art.eu

PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing
- Standard with all packages!

Conversion Experts for Over 23 Years!

TRANSAXLE SPECIALISTS

ENGINE CONVERSIONS

911 / 914
3.6L DME

"TWIN PLUG" IGNITION

2.0 - 3.6L

Peterson

Phone: (602) 244-0911 | www.patrickmotorsports.com
Phoenix, Arizona - USA | Daily Worldwide Shipping

© 2014. All Rights Reserved. "Patrick Motorsports, LLC. BMW 1012" | "PORSCHE" is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by Porsche AG.

PMO

New EFI/MFI Throttle Bodies

In 40, 46 and 50 mm sizes

Throttle Bodies, Air Horns, Fuel Rails (EFI): \$2550.00
Complete Kit with Manifolds, Air Cleaners, Linkage, Insulators, etc.: \$3100.00

Check out our Website

Please fax or write us
135 17th Street
Santa Monica, CA 90402
FAX 310-394-6313

www.pmocarb.com

VISA, MasterCard, or Prepaid

1970's Wheel Brace...

One Mans Speciality.....

www.thewheelrestorer.co.uk

Tel : 01978 352980

TECH: PROJECTS

BOXSTER CLOWNING AROUND

Time is a cruel mistress (or something like that) and Brett's Boxster is beginning to show its age, with a steady succession of failures. Just keep bolting on those new bits Brett, and watch out for the roof tiles!



You know those clown cars that go over a bump and all the wheels and panels drop off? The Boxster is beginning to feel a bit like that.

Not that any body panels have actually fallen to the floor – although the rear bumper was recently maliciously attacked by a rogue roof tile, scratching the paint – it's just that now it has reached a certain age, lots of stuff is wearing out and going wrong, in a seemingly never-ending series of failures.

Most critical was the brakes. I knew that they were getting a bit tired because loud graunching noises made me aware of the fact, but when I finally got around to replacing all the discs and pads, I was both astonished and ashamed at the condition of them. The discs weren't just thin and crispy (fine for a pizza, less welcome when you need to slow your Porsche down), big chunks of the coating on the braking surfaces had worn and corroded away, and all the perforation holes were rammed with clag. No wonder the Boxster wasn't so much stopping when you pressed the middle pedal, but shedding speed in leisurely fashion...

Fortunately the enthusiastic chaps down at Paragon in Five Ashes, East Sussex, have OE-equivalent brake packages, which in the case of the 986 Boxster S cost £550 for the front discs and pads, and £520 for the rears, fitted and VATted. Waiting until your brakes are surefire MOT failures isn't recommended, of course, and it would have made more sense to spread the financial load by replacing the discs one end at a time, yet I console myself with the knowledge that Five Ashes is a long way from my house and I only had to drive down there once.

Unsurprisingly the new brakes are a

revelation. Punchy. Powerful. Progressive. Quiet. When you drive a car regularly it's easy to start subliminally compensating for a drop-off in performance of key dynamic elements and, now the brakes are back to full strength, the Boxster can now be driven in a far more gung-ho, committed style.

At least, it could have been had the rear anti-roll bar not snapped. Yep, sheared on the nearside, right where it's sheathed by the bush. Happened just after I'd left Porsche GB's HQ, on the M4, in the rain. With the broken end dragging on the road, there was no choice but to stop; fortunately the Reading services were only a mile away. Less fortunate was the fact that none of the shops there sold bungee cords or rope to tie the dangling section of the anti-roll bar up out of the way...

That's when I discovered my daughter had left a fancy carrier bag behind the passenger seat. A fancy carrier bag with string handles. Pink string handles. Using one piece of pink string I managed to hook up the stubby bit of anti-roll bar and tie it to a suspension arm. A lash up in a very literal sense. But one that in the end lasted several months.

By happy coincidence, Eibach had just introduced an anti-roll bar kit specifically for the 986 Boxster, comprising front and rear bars and Powerflex bushes. The bars are lighter and thicker than standard fit items and each has two settings, one 'soft', the other 'medium'. Having recently spent a day at Parr, down near Gatwick, I asked the guys there to fit them.

Matt Skeet was the man on the spanners at Parr and he worked so quickly it was difficult to get a camera to focus on him long enough to take a picture. Private fears that all of the bolts

he needed would be corroded into place proved unfounded, and the scabby pieces of the original rear anti-roll bar were soon on the workshop floor. Not that I expected anything less, but the Eibach replacement, together with its bushes, slid easily into place, Matt not needing to push or prod to ensure their fitment. The same thing applied to the front anti-roll bar. At the back end Matt 'approved' my choice of the medium setting, and for the front end suggested that I plump for the soft setting as the bar is much thicker than the standard item. At both ends of the car Matt coated the anti-roll bars and all the associated bolts and supporting arms with an anti-corrosion wax, which he assures me is one of those little 'extras' that sets Parr apart from the pack.

Driving home from Gatwick the Boxster was a car transformed. But given that the journey was mostly motorway, I'll leave it until a subsequent issue of *911&PW* to be more specific about what the improvements in dynamics are thanks to the Eibach bars.

Meanwhile, having the Boxster on Parr's ramps revealed that the rear tyres are, to be blunt, knackered. And on the day the rear anti-roll bar snapped, a piece of road debris smashed off one of the back wheelarch spats. Inside the cabin a hole in the centre console is a reminder of when a heavy-fingered someone thought that a blank switch actually did something; and the external passenger door-handle no longer flicks all the way back in, meaning that the window which drops slightly when you open the door isn't being told to go back up again when you close the door.

You're right, it's not quite a clown's car, but I can't help laughing in exasperation.

BRETT FRASER

BOXSTER 986 S

Occupation:

Freelance writer, Dep Ed *911&PW*

Previous Porsches:

None

Current Porsche:

Boxster S

Mods/options:

Standard, save for Eibach anti-roll bars

Contact:

brett@brettfraser.co.uk

This month:

New brakes and new Eibach anti-roll bars front and rear have really sharpened the Boxster up. A falling roof tile has struck a cosmetic blow to the rear apron and one of the rear wheel spats has been ripped off!

CONTACT

Paragon Porsche:

OE spec brake packages at competitive prices
01825 830424;
paragongb.com

Eibach: New 986 Boxster anti-roll bar kit has sharpened up the handling
01455 285851;
eibach.com

Parr: Fitted up Eibach anti-roll bar kit
01293 537911;
parr-uk.co.uk



Left: New brakes front and rear were long overdue for Brett's Boxster. These OE quality discs (with pads), were supplied and fitted by Paragon Porsche. Eibach anti-roll bars have made a big difference to the handling, and were an easy fit by the chaps at Parr

**PERFORMANCE AND SERVICE
THAT DOESN'T COST THE EARTH!**

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes



ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com

www.clubautosport.co.uk

Porsche Specialists since 1971



3.2 TO 2.8RS



WORKSHOP FACILITIES -

servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work

FULL BODYSHOP & REPAIR

FACILITIES - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates

NEW AND USED PARTS -

any part for any Porsche, from engines and gearboxes, body panels to small trim parts

LIGHTWEIGHT COMPOSITE

PANELS - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

REPLICA 962S AVAILABLE SOON

Next day delivery or collection

Tel: 01384 410879

email: richard@porsche.co.uk or mick@porsche.co.uk
Park Lane, Halesowen, West Midlands, B63 2RA



Porsche Club
Great Britain



**From £600 to 600 hp,
we are here for you**



Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

- Porsche certificate of authenticity
- High quality monthly magazine
- Comprehensive events calendar
- Club insurance scheme
- Members' discounts

- Regions & Registers
- Race Championship
- Valuation service
- Factory visits
- Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)



TECH: PROJECTS

USE IT OR LOSE IT

Hang out the flags, and break open the champagne. Horton's 'new' 924S is not just running for the first time in his now nearly three-year ownership, but is also in more or less daily use



I am my own worst enemy. Instead of concentrating on one or two projects, I allow myself to become distracted by the endless possibilities that come my way during the course of my work. As a result I have two Porsches, two BMWs, let's just say a number of P6 Rovers, an old VW LT35 van, several 1960s Honda motorcycles, and even two classic waterski boats and a Moulton pushbike to keep me busy far into retirement.

Be that as it may, the appropriately big news in this big 250th issue of *911 & Porsche World* is that my long-dormant 924S is back on the road at last. Not the Guards Red one that we Hortons ran as a family for many years, but the 'C'-plated car that in early 2012 I bought from independent specialist Beeson Retrosport. It was, needless to say, one of those endless possibilities, and at a price I would have been foolish to turn down.

For much of the period thereafter it stood outside the workshop at Neil Bainbridge's BS Motorsport in Westcott, Buckinghamshire – and at this point I must again record my sincere thanks to Neil for his tolerance, as well as the use of his lift. In a burst of enthusiasm I replaced the steering rack, and in the summer of 2013 I fitted a replacement starter motor. The old one had seized up, probably through lack of use. I even drove the little Porsche around the airfield a few times, in an effort to prevent everything else seizing up, too, but basically it was a case of out of sight, out of mind. *Mañana*.

Gradually, though, it dawned on me that there were no insurmountable reasons why it wouldn't pass an MOT test, and so be that much closer to being usable. I knew that the headlights needed attention (the adjacent wiring had suffered the usual fraying endemic to these pop-up units),

and the front-wheel toe-in would need to be set (I had pretty much guessed at the alignment when fitting the new steering rack), but that apart it seemed good to go. And even if it failed I would at least know what else had to be done.

A couple of pleasantly warm mornings in early August – with the added incentive of the fast-approaching Porsche Cars GB 'bring your own car' media evening at Silverstone on the 20th – gave me the chance to get back up to Westcott with some basic tools and equipment. The lights took no more than an hour or two temporarily to fix to my satisfaction (but I would like ultimately to make a rather better job of the connections), and although it seemed that by then the second starter had seized, too, even that responded to a few short, sharp blows with a piece of wood.

Where, though, to take it for the test? The car had been insured all the time it was at Westcott, but driving it the eight miles or so to my usual garage in Thame would mean placing perhaps a little too much faith in things like the brakes and not least the steering rack and its geometry, all of them unchecked by anyone other than me, so I was relieved when Neil suggested AJF Motor Engineers, literally just a few yards from his own premises. I never even knew they were there.

I strolled over and hesitantly booked a test for the following week. (Hesitantly not because I didn't have confidence in them – as a Rover man owner Adrian Fell must be a good guy – but because a failure, anywhere, on something major would have called into question the car's long- or even short-term viability.) But I needn't have worried. Two days later Adrian rang to say that apart from a sticking rear brake caliper, and crumbling wiper blades, all was fine. Even the handbrake and exhaust emissions were OK.

A day or two later I drove back to Westcott with one of the overhauled calipers I had earmarked for the 944, and again the few tools I knew I would need. One of Neil's technicians, Rob Hayers, very generously helped me bleed the hydraulic system – in his lunch break, and during a brief but heavy rainstorm – and with a pair of new wipers fitted 'from stock' I drove the short distance back to AJF for the required retest. (I had already arranged that they would later check/reset the wheel alignment, too.)

And that was that. Adrian did both the retest and the geo on the following Saturday morning, and thanks to the wonders of the Interweb I was able to tax the car at my local post office within just a few minutes, even before I had collected the paperwork – which is today purely a printed record, of course, rather than a certificate, as it used to be. Maybe the Big Brother state we now live in has its occasional uses, after all.

On the morning of Wednesday, 20th August I was back to collect the car, and that same evening found myself in the slightly surreal situation of punting it round the then newly opened section of the Porsche Experience Centre. And all without even checking the tyre pressures. Not something to be proud of, certainly, but graphic proof that it takes quite a lot more than mere inactivity to kill off one of these hugely underrated 1980s Porsches.

And all of which begs the obvious question. Why did it take me so long to get the car going? I am afraid I have no idea, m'lud. Guilty as charged. But determined henceforth to be a reformed character. And to continue both to improve the 924S – which it warrants and deserves – and likewise to put the 944 back on the road, as well. Use it or lose it, and all that.

CHRIS
HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche World
Previous Porsches
924S
Current Porsches
924S, 944
Mods/options
The 924S has a horrid modern radio, and an equally nasty alarm; both scheduled for removal. And I fitted a throttle response cam

Contact
porscheman1956
@yahoo.co.uk

This month
Getting it through an MoT and back on the road after more than two-and-a-half years standing idle.

CONTACT

Beeson Retrosport
01293 862863;
beesonretrosport.com
BS Motorsport
01296 658422;
bsmotorsport.co.uk
AJF Motor Engineers
01296 655827;
ajfmotorengineers.co.uk
Euro Car Parts
eurocarparts.com



So-called throttle response cam (far left) makes a surprisingly big difference to the, er, throttle response. A few quid well spent. Brake calipers (middle) had been overhauled for the 944, but one made an emergency replacement for the 924's MOT. Air box, coolant tank and alarm siren were all early casualties. More on this – and more – next time

Nº5 GARAGE INDEPENDENT PORSCHE SPECIALISTS EST 1976

ALL SERVICE REQUIREMENTS

TEL: 020 8993 7318

www.no5garage.co.uk email: no5garage@aol.com
 UNIT 1, 46 COLVILLE ROAD ACTON, LONDON W3 8BL





Scan with your Smartphone

J.F. Stanley & Co.
 car storage professionals since 1971

43 YEARS OF QUALITY

AUTO-STORM® AQUA
 So breathable, even a wet car will dry out!

NEW

Auto-Storm® AQUA The most weather resistant and breathable double-cover on the market. First class, 5-layer protection for extreme outdoor weather conditions. So breathable even a wet car will dry out. With welded waterproof seams, 3/4" elastic hems, 4 eyelets for security and a practical zip-up carry-bag.

Includes Set of Storm Straps and Cable & Lock for security

Tel: 0049-40-35 19 47 - www.autopyjama.com



STRASSE

EXPERIENCE OUR EXPERIENCE
 STUTT GART - LEEDS

PORSCHE 996/BOXSTER
 INTERMEDIATE SHAFT BEARING REPLACEMENT KIT

Intermediate shaft replacement kit with upgraded bearing - supplied and fitted from £595 plus vat

STRASSE

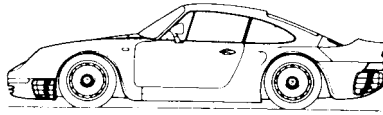
TELEPHONE 0113 2340 911 STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG WWW.STRASSE.CO.UK




AUTOSTRASSE
 INDEPENDENT PORSCHE ENGINEERS

Do you suffer from these?
 Expensive bills
 Mediocre workmanship

CALL NOW TO ELIMINATE THESE PROBLEMS
 Tel: 01376 562922 Fax: 01376 562916
 UNIT 31, PRIORS WAY, COGGESHALL INDUSTRIAL PARK,
 COGGESHALL, ESSEX CO6 1TW



Complete Performance Solution for Ignition and Fuel Injection

- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944 and now for **912 & 356**

Clewett Engineering
 Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA




TWG MOTORSPORT
 SPECIALISING IN PORSCHE

Servicing repairs 356-991
 Porsche parts new up to 60% off, 915 gearbox rebuilds from £450 and menu price servicing.
 Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1)

Sales & Workshop 01733 332911
www.twgmotorsport.co.uk

Photo: Brett Fraser





HILLCREST SPECIALIST CARS
 SPECIALIST IN PORSCHE

Service, Repair and Sales by factory-trained technicians

www.hillcrestspecialistcars.com 01491 642911
 Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB




TECH: PROJECTS

FLEET EXPANSION

Not content with a 996 GT3 and a Porsche tractor, the Fraser family Porsche fleet is joined by a 911SC, which we will be seeing more of at this end of the magazine. First up? Sort that 915 gearbox!



A new addition to the Fraser family fleet! Mrs Fraser is the proud new owner of her father's SC. It's in pretty reasonable nick, after the inevitable kidney bowl and sill work, as seen in last month's letters pages. And a year or so back, Emma's father Mike arrived at Ray Northway's workshop with eight (!) broken head studs in a plastic bag – having driven the car there! If you ask me, it shows what a triumph that engine really is. Imagine the havoc it would have caused in a water-cooled motor. Anyway, that's all sorted now, courtesy of Northway Porsche, and the old girl's now reaping the benefits of all that restored compression. Ahem, I mean the car.

The only fly in the ointment is the 915 gearbox, which is by far the worst I've ever encountered. We're talking both hands here, if your timing's not spot-on. I'll be seeking rebuilding advice in the near future, and my first call will be to that nice Mr Horton, of these very pages; he's bound to know what to do. I did consider attempting it myself, but having looked at a workshop manual, I thought the better of it. My inner Scrooge still wonders though. Maybe I could just double the length of the lever...

Frustratingly, despite having scarcely half the horsepower of the GT3, it sounds better. It's a warmly characterful thrum that somehow imbues the listener with confidence. Time will tell whether that confidence is well placed, but I've no reason to think any big surprises lie in wait. I bet you've heard that before, but we'll see. It's early days, and the car has barely been round the block

since it arrived. I can see it being pressed into service for family trips though, what with those incredibly useful rear seats – unlike the GT3, which kind of rules itself out on that front. I've had all sorts of people tell me that the mounting holes are under the carpet to fit seats in the rear, but when you have a good look it's not as simple as the half hour job you might wish for. (I found this out after buying the seats, of course.) And then you'd have to put up with people telling you what a Dilbert you are for ruining a perfectly good GT3. Mind you, Lord March did it to his, and you don't get a much more noble precedent than that!

I'm glad we've got to the subject of the GT3, because it's finally about to head to RPM Technik for substantial suspension work. More details to follow after the event, but rest assured that there's all sorts of gubbins ready to be hauled into position below the waterline. I'm hoping for great things in terms of track ability, without totally ruining it as a road car. The good news is that the years since this old thing was built have seen us get used to ever more solidly riding cars, on tyres with a lower profile than Nick Clegg, so I'll be relying on that for a favourable comparison. Expect a thorough track outing once the work's done, and perhaps an honest opinion from someone with a bit more pedigree than me. I'll be aiming for a nice sharp turn-in, and less understeer in the slower corners, while maintaining a nice balance in the faster stuff. And I'll be prepared to trade ultimate pace for a progressive breakaway. The car has to be fun to drive, above all else, and capable of mahooosive

slides on demand, obviously. Whether that's what I get should be most interesting.

I should mention the work that has been lavished on the bodywork of late, by members of the Professional Valeters & Detailers Association. I'm a notorious deadbeat when it comes to keeping cars clean. (People lean into my cars and take pictures, while grimacing openly. Really.) But these days I have to don a welding mask to open the garage door, such is the blinding sheen on the paintwork. Such has been the difference in the look of the thing that I may finally have clicked over this. At last I understand. It's an epiphany.

One of these days, we must get around to doing up the tractor, but it's hard to convince yourself to throw time, effort and money at it when it goes and stops and does everything it should. Regular readers will be aware of its triumphant public debut at a Silverstone soirée, thrown by our friends at Porsche GB, for freeloading jouno chancers with an investment in the marque. Grown men were seen to be chugging around the car park, grinning and giggling like ten-year-olds. "It's the most fun you can have at less than ten miles per hour!" might have been heard from Mr Perry of The Borchester Echo. Die hard sports car fans walked past the GT3 in their dozens, for a go on the red devil, while Mrs Fraser dispensed expert tips on controlling the beast. Words which one Rob Punshon, of the press office, might have done well to heed, as he was seen to be driving around in circles, bleating "How do you make it stop?"

ANTONY FRASER

**996 GT3,
911 SC,
JUNIOR
TRACTOR**

Occupation:

Freelance
photographer

Previous Porsches:

911 SC

Current Porsche:

996 GT3, 911SC,
Junior tractor

Mods/options:

GT3 modified with
Cargraphic exhaust
and DMS remap.

Contact:

antonyfraser@mac.com

This month:

A new arrival in the
shape of a 911SC. The
GT3 is about to go to
RPM for major
suspension work



Top: New arrival in the shape of a 911SC to join the Fraser family fleet. It's in sound shape after some recent bodywork, although the 915 'box is not its finest feature. Left: Tractor proved to be a big hit at recent Silverstone gathering, although Porsche PR man, Rob Punshon (left), did have a spot of bother getting it to stop

SILVERTUNE

South Coast's Independent Porsche Specialist



Unit B
Wilverly Road
Christchurch
Dorset
BH23 3RU

Tel: 07702 465926

Email: silvertunecars@aol.co.uk

Web: silvertune-cars.co.uk

Scan with your
Smartphone



J.F. Stanley & Co.

car storage professionals since 1971



PermaPack®

Stops Moisture In Cars

A leaky hood, leaking rubber seals?

PermaPack removes moisture from inside a car, keeping it nice and dry. No more musty smells or mildew

Available in two sizes: 18cm (7") for the car and 6cm (2 1/2") for the boot. The 6cm size will absorb up to 200ml of moisture, whilst the larger one will hold over a pint (600ml). PermaPack will not drip, not even when saturated! When full, simply bake in an oven and reuse over and over again.

- 18cm for the car, 6cm for the boot
- 316- marine quality stainless steel
- Just bake in an oven when full
- Non-toxic and environmentally friendly
- Last for years and years



Tel: 0049-40-35 19 47 - www.autopyjama.com



The Centre for Porsche

BODYSHOP
CONVERSIONS
SERVICE CENTRE
ACCIDENT REPAIRS
RESPRAYS
RESTORATION

EVERY PART FOR
EVERY PORSCHE

www.design911.com

UNIT 5 · BRACKEN INDUSTRIAL ESTATE · FOREST ROAD · HAINAULT · ESSEX IG6 3HX



VISIT OUR NEW SHOWROOMS

What better place to discuss your Porsche needs with knowledgeable people while relaxing in comfortable chairs with a cup of quality coffee?

+44 (0)20 8500 8811

DESIGN 911

Centre for Porsche

TWINSPARK RACING

WWW.TWINSPARKRACING.COM

PASSION FOR EARLY 911



WE SPECIALISE IN:
FIA COMPLIANT S/T, RSR
EARLY SPORTS PURPOSE
IN-PERIOD UPGRADES
EXCLUSIVE DISTRIBUTORS
FOR WEVO PARTS IN EU

NEW:

MOTORSPORTS INSPIRED LUXURY GOODS
BERGMEISTER ROAD TRIPS

West
London
Porsche
Specialists

Porschembri
independent porsche specialists

t: 020 8577 9520

m: 07956 501 668

e: porschembri@gmail.com

We pride ourselves on clear and transparent pricing, all of our pricing includes VAT

Porsche 997 Servicing Pricing	3.6	3.8	Turbo	GT3	
20,000 mile service	£210.00	£210.00	£210.00	£210.00	
40,000 mile service inc plugs	£450.00	£470.00	£510.00	£510.00	
Porsche 993 Servicing Pricing	C2	C4	C4S	Turbo	RS
12,000 mile service	£270.00	£270.00	£270.00	£330.00	£270.00
24,000 mile service inc plugs	£390.00	£390.00	£390.00	£510.00	£390.00
48,000 mile service inc plugs	£510.00	£510.00	£510.00	£595.00	£595.00
Porsche 996 Servicing Pricing	3.4	3.6	3.6 C4S	Turbo	GT3
12,000 mile service	£200.00	£200.00	£200.00	£225.00	£255.00
24,000 mile service inc plugs	£395.00	£395.00	£395.00	£495.00	£455.00

Other Items

	£60.00	£60.00	£60.00	£60.00
Air con service	£60.00	£60.00	£60.00	£60.00
Complete clutch	£810.00	£950.00	£2000.00	£1275.00

Porsche Fixed Price Servicing Menu. Free collection and delivery within 10 mile radius

www.porschembri.co.uk

www.portiacraft.com

EST. 1984

PORSCHE SERVICING - UNBEATABLE RATES
PORSCHE SALES - UNBEATABLE PRICES

HERE AT PORTIACRAFT WE BELIEVE THAT A PORSCHE
CAN BE RUN FOR THE SAME COST AS A HOT HATCH

WITH FULLY TRAINED MECHANICS - WE ONLY DO WHAT NEEDS DOING

WE OWN OUR OWN STOCK AND OUR BUILDING
SO OUR OVERHEADS ARE LOWER THAN MOST GARAGES
WE KEEP 25/30 FULLY PREPARED AND WARRANTED
CARS FOR SALE RIGHT ACROSS THE RANGE
NOBODY BEATS US ON PRICE OR SERVICE
TRY US ONCE AND YOU WILL NOT GO ELSEWHERE
PORSCHE ALWAYS WANTED

PHONE: 020 8959 1604 email: sales@portiacraft.com

OR VISIT WWW.PORTIACRAFT.COM

SOUTHCOAST CLASSIC CAR STORAGE

Secure, Undercover Sports & Classic Car Storage



5 miles from Goodwood Motor Circuit

T: 01243 572605 E: info@southcoastclassiccarstorage.co.uk

www.southcoastclassiccarstorage.co.uk

TECH: PROJECTS

NEW KID IN TOWN

What's the worst that can happen when an aircooled 911 owner hangs out with a modern, liquid-cooled Porsche? Having acquired a Boxster S for Mrs Tipler, our correspondent drives himself mad over which one to drive



It's happened. The very thing I thought would never come to pass: I'm a convert to modernity. Blame designer Harm Lagaay and whoever made the Boxster such a devastatingly good weapon – in all driving circumstances.

Not so very long ago, back in the summer when we did our air-cooled versus water-cooled head-to-head, I was firmly wedded to the former. The same day, perversely, I bought a Boxster S from Paul Stephens where the shoot was done, as a prezzie for Mrs T. Sure I've driven Boxsters before; part way round France covering Tour Auto in a 987, till a gendarme confiscated my licence and Mr Fraser was obliged to drive. Modern press cars too, visiting the Norisring and Bilster-Berg race circuits in Germany. It's just that you expect a state-of-the-art Boxster to be spot-on in the handling department, and so it is in a pugilistic way. However, I adhered to the agnostic perception that the aesthetically less aggressive 986 and 987 were somehow not quite as up to it in the performance stakes as the latter-day air-cooled 911s – such as my 964 C2.

So how come the about turn? Like that biblical dude, Saul on the road to Tarsus, my revelation occurred on the corkscrew C-road from Puebla de Sanabria to Braganza. It's a favourite drive, snaking incessantly over the moorland from Spain to Portugal, and sorts a perfect chassis from a merely good one. The Boxster S never put a wheel out of place, fully laden too, and it is an astonishingly good car. Possibly the best road car Porsche ever made because of its inherently well-balanced chassis and drivetrain; the poor man's Carrera GT,

though infinitely more usable. As if hot-wired to my brain, it instinctively goes where I point it with scarcely a lift-off. Oodles of power instantly on tap from its 3.2 flat-six to accelerate from one turn to the next, turn-in, apexing and exiting absolutely spot on. "Well," my air-cooled pals retort, "you can do much the same in a 911!" Well of course you can, but it's the absolutely assured manner in which the mid-engined Boxster S delivers that. It's currently aided and abetted by its Michelin Pilot Cups, with a set of Falken Azenis all-rounders waiting in the wings once the Mitches are worn away. It was a thoroughly enjoyable trip: Brittany Ferries' Cap Finistère to Santander, thence to Porto and a few days hanging out in our riverside gaff; then travelling back northeast over the Pyrenees to St Jean Pied-de-Port, then Lauzerte to Cherbourg in three easy backroad days.

In the meantime, while we've been Boxsterising with the Silver Bullet on the Iberian peninsular, the Peppermint Pig has languished in a garage, suffering the indignity of a ride-on tractor for company at the mansion we're tasked with caretaking (*it's a tough life for JT. Ed*) till the Glastonbury Festival sees us displaced by Blurasis or Coldpulp or whoever's headlining next year. Most recent outings in Pepsi have been up to Yorkshire to sign copies of my new Carrera book at Specialist Cars' BIG breakfast, then a blat to the Abbeville trackdays and thence to Spa-Francorchamps to cover the Six Hours race. While the Boxster is suave, clean-cut, dapper and au-point, the Peppermint Pig is like my favourite armchair, annexed from the sitting room. Sure, the superb Bilstein and Eibach

combination provides a fairly uncompromising ride, but allied to the 16in ContiSports it's currently running, every bend is thrilling. It's attention-seeking in the handling department as well as visually, and it keeps me on my mettle. Mechanically it seems to get better and better: the 911Motorsport engine rebuild was nearly two years ago now, and we've clocked nigh-on 20,000kms since, so I guess it's just about run-in. Whilst at Abbeville my engine man Mike van Dingenen changed the fuse board, predicting we'd find several fuse niches corroded, a 964 issue I gather, and he was right.

But I haver. Apart from a few extra horses, the Boxster S has other attributes its adored minty sibling can't match. During our stint in Spain, Portugal and France the sun shone daily and it was constant top down, except on the Autovia. The rear 'screen' and side windows up mean you're cocooned to an extent but the proximity to the weather and wafts of farmyard smells augment the driving experience. Style-wise it evokes a halcyon era in Porsche motorsport too, being a 550 Spyder Anniversary model, number 1,602 out of 1,953 built. I doubt it will increase in value to the extent the 964 appears to have done, but it probably won't depreciate that much either. Anyway it's a privilege to have the option of two great Porsches to drive, and they are both regular daily transport (along with a long-suffering Alfa 156), all year round too.

It's a tough call. If obliged to keep one or the other I would now have trouble choosing between the two. Best of both worlds? Very much so. As the great Ry Cooder said, 'How can a poor man stand such times and live?'

JOHNNY
TIPLER964 C2,
BOXSTER S

Occupation:
Freelance writer, author
Previous Porsches:
Carrera 3.2
Current Porsches:
964 C2, Boxster S
Mods/options:
Bilstein/Eibach
suspension,
Ducktail/Standard
Contact:
john.tipler@paston.co.uk
www.johntipler.co.uk
This month:
Becoming a convert to
the water-cooled way of
life, and me an
air-cooled man. Roof
down Boxster motoring
cool, too!



Tipler is enjoying the best of both worlds with air-cooled 964 and now a water-cooled Boxster, which he claims he bought for Mrs T, but we're not so sure

RS-911

Porsche Specialist
Mid Wales
Tel : 01686 440 323
Roselea, Llangurig, Llanidloes, Powys SY18 6QJ



Specialising in all aspects of high quality
Bodywork Restoration, Welding & Fabrication
Work carried out on all models
Insurance work, Early 911's for sale & restoration
Replicas built to order, to any stage at realistic prices
Agent for **PMO** carburettors

www.rs911.com
Email: mark@rs911.com

Scan with your
Smartphone



J.F. Stanley & Co.
car storage professionals since 1971

PermaBag®

18 Years of Excellence




PermaBag is an air-tight reinforced climate controlled storage bag for cars. Special rechargeable moisture absorbing cylinders absorb and remove all traces of moisture inside the bag, creating a rust-free environment of less than 50% rel. humidity, perfect for long term storage. Available for both indoor and outdoor use. Drive on, zip up, that's it, no electricity needed!

A professional digital thermo-hygrometer constantly monitors the humidity inside the bag – a feature exclusive to PermaBag!

Rust is caused by moisture and can not be prevented by simple means of airflow ventilation. Moisture must first be removed.



Tel: 0049-40-35 19 47 - www.permabag.com

THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB

TIPEC

The all model club for enthusiasts; even if you don't own a Porsche

- Discount schemes
- Valuation service
- Busy online forum
- Technical assistance
- Bi-monthly magazine
- Regional & national events
- Family friendly

One year membership £40
Two year membership £50
0845 602 0052
www.tipec.net



Carrera

ENGINEERING & MOTORSPORT

Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ

DEALER QUALITY SERVICE at highly competitive rates

- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification
Work fully guaranteed very competitive rates
Over 35 years experience with manufacturer training

t: 01992 892333
w: carreraengineering.co.uk
e: Tony@carreraengineering.co.uk



At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family run business built on a foundation of three generations of Porsche experience stretching back to the early 1970's.



As of the 1st May our new address will be:
JMG Porsche
98 Cobham Road,
Ferndown Ind Est.
Wimborne
Dorset
BH21 7RE

Tel: 01202 488800 or 07000 996911
Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



Yorkshire Classic Porsche

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on 08434 996 911



<p>'90 PORSCHE 911 3.6 CAB 61,000 MILES. £31,995.</p> 	<p>'13 PORSCHE CAYMAN 3.4 PDK 18,000 MILES. £47,995.</p> 
<p>'90 PORSCHE 911 TURBO 3.3 106,000 MILES. £54,995.</p> 	<p>'05 PORSCHE 911 S 3.8 59,000 MILES. £24,995.</p> 

www.yorkshireclassicporsche.co.uk
Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA

RESTORER'S FROST EQUIPMENT

FROST AUTO RESTORATION TECHNIQUES

BUY ONLINE AT www.FROST.co.uk

FREE DELIVERY On Orders Over £80*

*T&C apply - All prices included VAT

Dinitrol Rust Proof Kit  ONLY £101.62	POR-15 Super Starter Kit - 1 x Rust Preventive Paint (118ml) - 1 x Metal Prep (236ml) - 1 x Cleaner Degreaser (236ml)  ONLY £15.95	
Millers Oils Tank Safe (250ml)  ONLY £8.90	Anti-Freeze Tester  ONLY £9.71	Bluecol Antifreeze (2.5L)  FROM £13.00
Oil/Fluid Extractor  ONLY £48.50	Wheel Skates  FROM £149.50 <i>A quick & simple way to move vehicles</i>	Vent-A-Space Prevents Condensation Mould or Dampness  ONLY £55.00
Battery Savers  FROM £29.50 <i>Maintains the charge without over-charging.</i>	Acid Absorbing Battery Mat  ONLY £6.64	Battery Cut Out Switch  ONLY £8.50







Crawford Street, Rochdale, Lancashire, OL16 5NU
 Just off Junction 21 (M62) | Local Store Opens 8:30 - 17:00 Mon - Fri
 TEL: 01706 658 619 | Email: order@frost.co.uk | FAX: 01706 860 338

STEVE BULL

SPECIALIST CARS

SERVICING & REPAIRS

- New purpose built premises
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche

Tel 01380 725444
 Mobile 07767 324542

www.stevebullspecialistcars.co.uk
PORSCHE SPECIALIST
 An established service in Devizes Wilts

Classic PORSCHE

NOV/DEC ISSUE ON SALE NOW

Buy online at www.classicporschemag.com



Classic PORSCHE 356 • 904 • 911 • 912 • CARRERA ABARTH
 No. 25 NOVEMBER/DECEMBER 2014
356 CABRIO RESTORED
 From rag-tops to riches
BEST OF THE BEST!
 COULD THIS BE THE PERFECT EARLY 911S?
CLASSICS AT THE CASTLE 2014
 THE UK'S PREMIER PORSCHE SHOW!
A CLASSIC COLLECTION
 THE LEMGOER MUSEUM
 CARRERA ABARTH
 LAST OF THE LINE
PLUS: PR SERVICES
 WHERE 356s ALWAYS COME FIRST...
PROJECT 912/6
 ON THE HOMEWARD STRETCH!
904 CARRERA GTS
 THE STORY BEHIND A RACING LEGEND
 www.classicporschemag.com
 £4.95 (GBP) £11.95 (USD)
 0952-1372
 9 780952 1372

TECH: Q&A

E-MAIL US AT PORSCHEMAN1956@YAHOO.CO.UK, AND WE'LL FORWARD YOUR TECHNICAL PROBLEMS TO OUR RESIDENT EXPERTS TO ANSWER



CHRIS HORTON
911 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts try to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

sponsored by



A FLUID SITUATION EXPLAINED

In last month's Q&A I said that you can buy Millers Oils products on-line via the company's own website (www.millersoils.co.uk). In point of fact, that is not strictly correct.

Certainly there is a facility to find your nearest Millers stockist against a UK postcode, and the company's Brighthouse headquarters does, indeed, have a handy walk-in shop for locally based customers. But if you want to obtain goods from the comfort of your laptop or iPad you need to go to www.opieoils.co.uk, which acts as Millers' primary web-based retailer. Opie is currently selling a litre of the Millermatic ATF III WS discussed in that Q&A item for £9.98 including VAT, but excluding carriage.

Opie does not, it appears, sell the Pentosin-branded hydraulic fluids specifically required by certain later Porsches, but I understand from Robin McKenzie at Auto Umbau – currently working on our mammoth 911 Carrera 3.2 restoration project – that he is now a Pentosin stockist, and as a result sells CHF 11S for £16 per litre including VAT, but not carriage. Go to www.classicporscherepairs.co.uk, or call 01525 861182.

Robin also makes the valid point that the Pentosin specification sheet states that you should not mix this product with any other hydraulic oils. 'I would not recommend putting Pentosin in cars that were not filled with it originally,' he says, 'and to stick to Dexron II or III – which is cheaper, anyway. It's always going to be best to keep to the manufacturer's recommendations, even if technology advances, which it will invariably do.'

So, for the benefit of Stewart Reeves (who raised the matter in the first place, in our December issue), it is probably advisable to use only Dexron for your 964's power-steering system, whatever a 1996 Porsche Technical Bulletin might otherwise suggest.

WHO'LL STOP THE RAIN?

Q My 2005 911 Carrera 2 has a water leak into the cabin. Soon after the first heavy rain in the autumn I realised that the carpet in the left-hand rear footwell was soaking wet, and that led me to the naturally worrying discovery that there was a pool of water beneath the rear seat cushion.

I left the car in my garage for a few days, and dried it out as best I could with plenty of absorbent cloth, but I do have to use it quite regularly for work, and so I would like to know where the water might be coming from, and obviously how I can stem the flow. The car does have a sunroof, but the perimeter seal looks fine, and I never open it anyway.

Peter Dickson

A Chris Horton, 911 & Porsche World: Your 997, like any car with one of these frankly rather troublesome sliding steel sunroofs, has a drain hole at each of the four

corners of the aperture within the main roof panel, connected to tubes leading down through the front and rear windscreen pillars. These are required because the sunroof's perimeter seal can never be completely impervious to water landing on the vehicle. Over a period of time, though, the tubes can become blocked with dust and sediment, and the water will back up to the point where it overflows into the cabin.

I think there is probably a more specific cause of the leak in your 997, though. Carefully – and, of course, with spotlessly clean hands or gloves – ease down the rear end of the fabric headlining. At each rear corner of the sunroof aperture you will see the end of a longitudinal metal channel, and at the end of each of those a plastic moulding, connected to the drain tube leading down behind the trim covering the rear pillar. The plastic moulding is secured to the metal channel with just a single hook-style clip.

Quite often the sealant between the channel and the moulding dries out and

contracts, allowing water to drip down through the gap between the two components, rather than passing harmlessly down the tube. If so, you should be able to effect a repair by gently unclipping the moulding and cleaning off all traces of the original sealant (and don't forget the inside of the channel), before replacing it with a smear of some suitable new product such as Sikaflex 221.

If you suspect the problem lies further down the tube – and in the car shown in the accompanying photos it proved to be split, most probably dating from when a tracking device was fitted – it will be necessary to take off the pillar trim for access. That is not overly difficult, as long as you are careful not to damage or mark anything, but will require first removing the trim at the top of the 'B'-post, so you might well wish to entrust that to a competent specialist.

Obviously the penultimate step, before you replace any of the interior trim (and after thoroughly drying it, as necessary), is to test the repair.

With the sunroof and all the doors and windows closed, have an assistant direct a garden hose at the roof while you observe what's happening inside. Better still, perhaps, drive the car for a few wet days – and I'm sure we'll have a few more of those soon enough – to make sure that all is well.

Water leak into your 997 coupé's cabin? Sometimes you will actually see moisture trickling down through the car's headlining, but more often than not it will build up unseen in the rear seat well. Most likely source is the 'collector' clipped into the rear end of each longitudinal drain channel (below): the sealant between the two elements eventually dries out and shrinks, with predictable results. Solution is carefully to unclip the plastic moulding, to clean off all the old sealant, and replace with new – Sikaflex 221 is arguably the best. But don't use too much, or you'll risk creating a blockage. When refitting, make sure that the single hook is properly engaged to prevent the collector falling off again. Check pipe running down through pillar, too, if you suspect a problem: in this car it had been split by careless reassembly after the fitting of a tracking device. Compressed air is an efficient way of dispersing water from carpets





USE IT OR LOSE IT

Q Yesterday I decided to take my 996 for a run, because it had been at least four weeks since it was last used. Unlocking the car after this length of time is by key only, because the electrical system shuts down all the unnecessary items to save the battery, so I dutifully operated the door lock manually, climbed in, and turned on the ignition.

Having let the oil indicator check the level in the sump, I tentatively turned the key, but the engine cranked over very slowly. Thankfully it fired soon enough, but I really thought I was in for a session with the jump-leads.

The battery is nearly new – an upgraded Bosch unit with a five-year guarantee. I replaced this after a number of random alarm activations a few months ago, which as a result have now

ceased. Having run the car for several miles, I have since trickle-charged the battery and all seems OK, but I am now wondering about a better longer-term solution.

I see that Porsche itself offers a battery charger/conditioner that plugs into the internal 12-volt socket, and is intended to be left permanently connected and powered up whenever the car is stored. Are these devices effective, but more importantly is it safe to leave them switched on all the time?

I have also been directed towards the CTEX range of chargers that are slightly cheaper than the Porsche product, but effectively the same unit. I would be interested to know if any of your team or readers use one of these chargers and, if so, what advice can be offered on their effectiveness and safety.

Graham Loncaster

A Robin McKenzie, Auto Umbau: Your battery will naturally discharge,

not only as a natural result of its own internal chemistry, but also because of the alarm system and other control modules that need a constant power supply. Batteries need to 'cycle' in order to have a long life. Cars that are not driven need to have their battery either disconnected or else cycled using an external charger.

The company that you refer to is actually Ctek (www.ctekchargers.co.uk). A number of vehicle manufacturers, including Hyundai and Lamborghini, have chosen Ctek as their supplier for battery chargers. There are different models on the market, but the one that will suit most people is the

MXS5.0. They are commonly available (£63.99 from Amazon including free UK delivery), and will cope with batteries up to 110Ah, so certainly the battery in your 996 should be within its capabilities. There is also an extension lead, known as a 'comfort connect extension cable'. This will enable you to disconnect the charger easily, without undoing the leads from the battery itself.

Obviously the short answer, though – and surely the most enjoyable – is simply to drive your Porsche more often!

By far the best way to preserve your Porsche is to use it – and even the worst winter usually offers the odd day when you can drive it far enough to keep all systems active. But a Ctek charger (above) will safely keep your car's battery charged and in first-class condition, even during prolonged periods of inactivity

A HANDLE ON THE PROBLEM

I read your Q&A story on worn 987 Cayman and Boxster heater control buttons in the November 2014 edition of *911 & Porsche World*.

I have a 2005 987-model Boxster 'S' that had this problem when I bought it last year, and I used the repair kit that you mentioned – with good results. The decals were quite easy to use, and in any case there were two sets in the kit, presumably to allow for minor errors the first time. The tool supplied with the kit is, indeed, a guitar plectrum – as you had suggested – but it does the job well enough.

My car also had a slight problem with the interior door handles, which had lost a lot of their silver paint. But I repainted and relacquered them, and now they look fine.

Kevin Powis

Thank you for your speedy response to my query about 987 heater controls, and the great coverage you gave it in the November issue of *911 & Porsche World*. Funnily enough, I was looking at the buttons while stuck in traffic getting out of Manchester this afternoon. I think I might try painting them a dark grey. I would lose the symbols, of course, but so what? I know which switch does what, and it couldn't possibly make them look any worse than they do at the moment!

Chris Morley



Repair kit for Cayman heater controls worked well, says Kevin Powis, and he was then inspired to refinish his car's interior door handles (above), with similarly pleasing results

I DID NOT KNOW THAT!

Forgive me if I am stating the blindingly obvious here, but I thought that this image (right), of part of a 987 Cayman body, was in its own small way quite revealing. Forgive, too, any technical shortcomings in the photograph: I had to shoot it with my iPhone.

The shell in question was on the Enviro-Strip stand (www.enviro-stripukltd.com) at the Classic Motor Show at the NEC in Birmingham. MD Vaughan Bridgewater, who I had first met about 18 months ago, when helping RPM Technik's Ollie Preston deliver his own 964 body to Enviro-Strip's Tamworth premises for stripping, explained that the bare-metal and subsequently eye-catchingly polished structure was shortly to be built back up again by one of his customers as a race car, and had been stripped purely as a weight-saving measure.

Having a bit of a thing about the intricacies and even the inherent elegance of the way car body shells are put together – yes, I know, I should get out more – I used the opportunity to see just what lies beneath the skin of this deservedly popular Porsche. Whereupon I made the discovery that, as you can see, this one at least, part number 987 502 665 01, was made not in Germany (or even Finland, where for a time complete 986- and 987-model Boxsters were assembled), but in neighbouring Holland. Where, precisely – and why – I have yet to establish (watch this space), but it's an interesting example of the German motor industry's often unseen out-sourcing.



This script may well be readable through the paint layers on any 987-model Cayman, concedes Horton, but the shell's origin – here rendered fully visible by chemical stripping – came as a surprise to him. And maybe to you?

FULL STOP AHEAD FROM JZM CERAMIC BRAKE KIT

I like to call in at JZM in Kings Langley, Hertfordshire, whenever I am passing. Car-sales manager Russ Rosenthal always has a superb selection of Porsches in the showroom – see page 159 of this issue for a *Tried & Tested* story on just one of the current batch – and I know that a chat with co-proprietor Steve McHale will generate some priceless nugget of technical information.

And so it was in early November. Much of our discussion concerned Steve's recent restoration of a Porsche tractor, and his knowledgeable views on cylinder-bore scoring – due to ever-increasing levels of ethanol in petrol, he believes; more on this soon – but he was also keen to show me one of the ceramic brake kits they are now doing for higher-powered 997s.

This, too, is something that I plan to cover in more detail, when we can show what is involved in fitting the hardware to a suitable vehicle, but suffice it to say here

that if you are looking for a cost-effective way of dramatically upgrading your stopping power then this will take some beating.

Designed as a direct and relatively straightforward replacement for the standard steel discs, essentially the kit consists of four ceramic discs, and a complete set of Pagid's RSC1 brake pads. Because the new rotors are 10mm larger in diameter than the old ones, you also get eight spacers and longer mounting bolts to reposition the otherwise completely standard calipers the required extra distance from the axle.

And it is, reckons Steve – no stranger to genuinely quick cars, and the rather particular braking techniques they demand for good lap times – a staggeringly effective combination. 'Naturally I drove a car on track to evaluate the system, and at the end of one long and very fast straight I initially found myself slowing down so quickly that I actually

had to back right off the brakes and accelerate again.'

What's more, Steve adds, the discs seem impervious to the high rates of wear for which Porsche's own PCCB has become notorious, as evidenced by the accompanying photo. That disc – and the three others on the car – has so far done two full-on trackdays, yet still looks exactly as it did when fitted. (And no less crucially, unlike the PCCB discs, they can usually be refaced at least once during their lives.)

The deciding factor is price. The complete JZM kit – discs, pads and caliper brackets – costs £7380 including VAT, plus around £350 including VAT for fitting. A pair of ceramic front discs alone from Porsche is typically priced at £7292.46 plus VAT.

The same rationale can be used to keep an originally PCCB-equipped car running on ceramics, instead of binning the worn-out old stuff and then either paying the proverbial arm and leg



for new Porsche parts, or else fitting a steel-disc conversion kit, which although likely to be effective – if you buy the right bits – is never going to feel quite the same as the real thing, is it?

Full details, including the disc sizes required for the various iterations of these cars, from JZM on 01923 269788, or go to the company's website at www.jzmporsche.com.

IT'S EASY WITH THE RIGHT TOOLS; IMPOSSIBLE WITHOUT

The car fitted with JZM's ceramic brake kit (see above) is – as you might be able to tell from the accompanying photos – a 997 GT3RS 4.0. Very nice. Nicer still – provided you know how to deal with them 100 per cent correctly – are its factory-fit, optional-extra centre-lock wheels.

Porsche provides, with cars thus equipped from new, a special socket safely to grip the serrations on the outside of each wheel's big central securing 'nut'. In order to use it, however, you will need both a 3/4-inch-drive breaker bar and probably a length of strong pipe over the end of that in order to exert

sufficient leverage: the nut should have been tightened to a rather lorry-like 600Nm.

To replace the nut correctly you will need – unsurprisingly – either a torque wrench that reads to at least 650Nm, or else a lower-scale unit and what is known as a torque multiplier. More on all this in another full how-to story soon. (Meanwhile, if you don't know exactly what you are doing with this system we suggest that you leave well alone, and entrust wheel removal and replacement to someone who demonstrably does.)

Suffice it to say here that if you have ceramic discs of any

description – and irrespective of whether you have five-bolt or centre-lock wheels – then you will also need the special tools designed to prevent the heavy wheel/tyre assembly tilting as you remove and/or refit it, and potentially damaging the disc. Even the tiniest chip will in theory render it totally unusable, and so fit only for the rubbish bin.

Cars with standard five-bolt wheels should have in their toolkit two long studs that temporarily screw into a couple of the holes in the hub. With centre-locks, however, you need the single larger-diameter tool that screws – by hand alone –

into the centre of the hub. And that, currently priced at £151.34 plus VAT, will have to come from your local Porsche Centre's parts department. Kerchinnnggg...

No less important, irrespective of whether you have ceramic or steel discs, is to make sure not only that the wheel's securing nut is correctly tightened following the factory-specified procedure (which is slightly more involved than you might think; like I say, more on this soon) but also that, when it finally is, the special locking device inside the hub is correctly positioned.

It is by no means unusual, says Steve McHale, to see

wheels that have been left with one or more of the spring-loaded central sections pushed in rather than pulled out into the locked position, and while there is little danger of the wheel falling off, it can become very slightly loose on its mounting. And that, as you can probably imagine, will not only be rather noisy, but if left unattended could also damage both the wheel and/or the hub.

Even with steel brakes, removing and refitting centre-lock wheels should ideally be done with the aid of this special tool (left and centre). With ceramic discs it is essential. A further tool is needed to lock fixing nut after tightening (below)



EVANS
WATERLESS ENGINE COOLANTS

The Ultimate
Cooling Solution

Tested and Approved
by Porsche Specialists...

Now available from RPM Technik
& Cavendish Porsche

To find your nearest stockist visit
www.evanscoolants.co.uk



SPECIAL OFFER*

13 issues for the price of 12

Just £3.70 per issue (UK)



CHRISTMAS GIFT SUBSCRIPTIONS FROM JUST £26.00

A subscription to *911&Porsche World* is the perfect Christmas gift for someone special – or just treat yourself! Order in time** and we'll send a special gift card for you to give on the day

CALL +44 (0)1883 731150

SUBSCRIBE ONLINE:

WWW.911PORSCHEWORLD.COM

	SIX ISSUES	¹³ / ₁₂ ISSUES
UK	£26.00	£48.00
EUROPE	£36.00	£67.00
REST OF WORLD	£46.00	£85.00

*13 issues for the price of 12 offer closes 31 January 2015

**To receive your gift card in time please ensure we receive your order by 12 December (UK) or 5 December (Overseas)



FIND US ON
FACEBOOK

Chris Turner

PORSCHE Specialists



020 8451 6000

www.christurner.com

Skype: ctporsche



PORSCHE

INSURANCE

Last year thousands of motorists swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

Policy Options Include:

Multi-car policies

Classic Cars

Limited mileage discounts

Car Club discounts

Agreed values

Knowledgeable UK staff

Open 7 days a week

*Subject to underwriting criteria

0844 573 3543

www.performance-direct.co.uk



PERFORMANCE DIRECT.CO.UK

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

27

Pr

Porsche

Our policies are formulated to provide great benefits as standard. We offer **agreed values** (for vehicles over 5 years old). **Limited mileage discounts**; the less you use your car, the less you pay. **Multi-vehicle policies**; we can insure additional cars at an extra discount. **Free club arranged track days**; all other track days are on a referable basis. There is also UK roadside and assistance **breakdown cover** included as standard on all our policies. With an added discount for being a member of The Independent Porsche Enthusiasts Club (TIPEC) or Porsche Club GB.

www.classiclineinsurance.co.uk

01455 639 000



fig 1. 1972 Porsche Carrera 2.7 RS

classicline*
INSURANCE

Scientifically proven.

Authorised and regulated by the Financial Conduct Authority.

TECH: DETAILING

DETAILING SCIENCE: PART FOUR

PAINT PROTECTION

(TIME REQUIRED 3-5HRS EXCLUDING PREPARATION)

In the last article David Whitehouse of Ideal Valeting spent almost a week getting every scratch, swirl, and blemish out of the GT3 we have been detailing over the last three months. This month Ben Evans-Starr of Aspect Valeting in Hampshire has added his own brand of ceramic protection in order to protect David's hard work

sponsored by



Protecting your paint has been very undervalued by car owners, predominantly as a consequence of unscrupulous dealers offering over-priced and poorly applied polymer sealants. Whether your car is brand new or has just been detailed, it really is a worthwhile option to protect your investment and keep your car looking like new. Dealers are now starting to use high quality products and drafting in professional detailers to offer genuine value and protection. Alternatively it has become easy to find decent detailers through networks such as Professional Valeters & Detailers.

Paint protection options can be broadly divided into four categories: wax, polymer sealant, ceramic shield, and vinyl wrap. They all have their relative strengths and weaknesses, shown briefly in the table below, which we will discuss in this and the following article. Needless to say Antony's GT3 will receive the best of both worlds – the protection offered by a ceramic shield and the ultimate gloss of a wax.

Had this GT3 been detailed just three years ago, it would now be receiving a polymer coating. Polymer-based products have been around for over twenty years and only recently have they changed significantly thanks to more brands competing for top honours. Generally speaking these offer better, longer lasting protection than organic waxes, but cannot give the deep lustre characteristic of a quality wax. They contain UV filters which dramatically reduce oxidation, more commonly known as paint fade, which often leads to red cars turning pink.

While polymer coatings do offer varying degrees of chemical protection against the likes of bird lime, their primary weakness is their vulnerability to caustic chemicals used in some automatic and roadside hand car washes. Thus one could spend hours protecting a car, only for an absent-minded owner to whizz it through their local hand-wash a couple weeks later and have the protection removed by over-concentrated traffic film remover (TFR).

Ceramic protection is a relatively new genre of products that use silica dioxide to provide a thin, extremely hard, and chemical resistant layer. These not only offer superior chemical resistance to polymer alternatives, but also protect against swirl marks courtesy of their extreme hardness. Often referred to as 'glass-coat' thanks both to its silica content and its glass-like gloss, ceramic products almost always need professional application. The key to applying it successfully is in the preparation, ensuring the paint is as close to perfect as possible. Equally important is the environment in which it is used – with specific temperature, humidity, and curing times to ensure a perfect finish.

Polymer and ceramic sealants can be topped with wax to add both gloss and visual depth to bodywork. Next month we will be applying some of the very finest Swissvax carnauba wax to this now nearly perfect GT3 before turning our attention to the interior, wheels and brake calipers in the New Year.

Ceramic protection offers the ultimate barrier between paintwork and the elements. Can be applied over wax and can be waxed over too for a deep gloss finish

WE WANT YOUR CAR

We don't just want to make our own cars super-shiny, we want to work on yours too. Drop us a line at porscheworld@chp Ltd.com and let us know why your car would be a detailing candidate

RELATIVE STRENGTHS AND WEAKNESSES OF DIFFERENT PROTECTION TYPES*

	Gloss / Lustre	Durability	Ease of Application	Chemical Resistance	U.V. Resistance	Physical Resistance
Organic Wax	High	Low	Easy	Low	Medium	Low
Polymer Sealant	Medium	Medium	Easy	Medium	High	Low
Ceramic Protection	Medium – High	High	Hard	High	High	High
Vinyl Wrap	Low – Medium	High	Hard	High	High	High

* This is a guide, there are plenty of exceptions such as 'hybrid' wax that offers the durability of a polymer sealant with the gloss of a polymer sealant for example.



PROTECT YOUR PORSCHE

WITH THE WORLDS LEADING CAR CARE PRODUCTS

VISIT US ONLINE AT WWW.SWISSVAX.CO.UK



Who can you trust to detail your car?

pro-detailers.co.uk

THE UK'S LARGEST CAR CARE TRADE ASSOCIATION



PRO-VALETS.CO.UK
DETAILER SHOWCASE



SUSSEX / HAMPSHIRE

aspectvaleting.com

Tel: 07500 769 705

ben@aspectvaleting.com

Aspect Valeting is not just another car valeting service. We take pride in our work, never cut corners and use the best methods and products available.

A conscientious and meticulous approach means your vehicle will get quite simply the best treatment you can buy



PRO-VALETS SUPPORTERS



NOW OVER 160 MEMBERS NATIONWIDE

Do you live the Classic Life?

Owning a classic car is more than just a hobby, it's a way of life.

We've lived the Classic Life for the past 50 years, making Heritage the right choice for your classic insurance.

At Heritage we believe every classic has a story.

Discover these at www.heritage-quote.co.uk/classiclif

Share your story at social@heritage-quote.co.uk



Our Classic Car Insurance can include:

- ✓ Club member discounts
- ✓ Track Day / Hill Climb Cover*
- ✓ Agreed value
- ✓ European Breakdown Cover
- ✓ Free Valuation Certificate
- ✓ Sprints and Speed Rallies



To receive a quote for your vehicle call us on **0121 248 9200**

or visit us at www.heritage-quote.co.uk

“Together we live the classic life”

Cherished by you
Insured by us

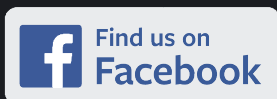


- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation
01277 206 911
www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851



Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

356

9 - Apart
Parts specialists for 356
01706 824 053

Classic Car Insurance
0800 093 2953

ROGER BRAY RESTORATION
Milestone Services, London Road
Whimpe, Exeter, Devon EX5 2QB



CLASSIC PARTS FOR PORSCHE
356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior - we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com
Tel: 01404 822005 Fax: 01404 822007
parts@rogerbrayrestoration.com

www.KARMANN KONNECTION.com
Porsche 356 & Early 911 Specialists

Great selection of Cars and a huge selection of O.E. and Top Quality parts for all 356's and 911's 65-73.

Everything needed to Restore & Maintain an early Porsche.

Please call or see website for more details, price lists & catalogues.

01702 340613
info@karmannkonnektion.com

911

9 - Apart
Parts specialists for 911
01706 824 053

911 Carrera Cabrio

1998, in excellent condition, engine runs like a dream, no rust, completely original car, extensive service history. Tel: 0034 690 399793. Email: bluemacee@yahoo.com (Alicante, Spain).

£25,000 P0115/030

Classic Car Insurance
0800 093 2953



"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY
Hutton, Essex

www.dsdmotorwerks.co.uk

CALL US ON
07002 911 356
OR
07774 854 418

911



1990 964 C2 Cab

In fantastic condition, 84K miles with FPSH, new hood and new retrimmed white leather seats, totally rust free, MoT'd, taxed, new tyres, 4 owners, drives like brand new, UK and worldwide delivery available, best value. Tel: Ciaran Woods, 07908 588962. Email: ciaran98@aol.com (Northern Ireland).

£19,950 P0115/010

1984 911 Carrera

Stunning condition, FPSH, engine and box rebuild, S/S exhaust and mechanically excellent, black leather, fabulous driver, no rust bubbles anywhere, delivery available anywhere UK. Tel: 07908 588962. Email: ciaran98@aol.com (N. Ireland).

£22,500 P0115/031



911 SC 3.0

1978, metallic blue, leather interior, sunroof, 144,000 miles, beautiful condition, mechanically superb, complete history. Tel: 07970 791908. Email: jenny.narbett158@btinternet.com.

£24,000 P0115/009

911



911 T 1969 LHD

Chassis 119120519, 2000cc, first registration USA, 1969, fully restored chassis and engine, original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats, the car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, offers welcomed. Tel: 0039 820 4017. Email: a.compagnoni@nrgeventi.it (Turin, Italy).
£54,500 P0115/021

PETER MORGAN CONSULTING
INDEPENDENT
Porsche
DRIVER'S CONSULTANCY

PRE-PURCHASE INSPECTIONS
Insurance valuations
www.porscheinspections.com
or call +44 (0)1672 514038

TO VIEW MORE PRIVATE ADS VISIT OUR WEBSITE

WWW.911PORSCHEWORLD.COM



We have some beautiful Porsche in stock and more available. We source, purchase & broker Worldwide.

Porsche 993 Coupe. Supercharged lightweight. LHD. US spec. Superb, exciting road /track 993. Well modified. Fabulous.

Porsche 993 Turbo. RHD. Last 98 series. Factory special order Giallo Fly, 27000 miles. Collector quality.

Porsche 993 Coupe Tip S. LHD. Ltd Ed. '96. One owner, 79000km. Exceptional. Speed yellow. RS Style.

Porsche 964 Turbo II 3.3. RHD. Great driving 911, low production numbers, 69000 miles. Great fun, good future.

Porsche 911 2.7 S Coupe. LHD. 1977. Silver with chrome. Exceptionally nice, original and pretty 'narrow' 911.

Porsche 911 Carrera 3.2 Coupe. LHD. 1988. Silver with black leather and air conditioning. 51000 km.

Porsche 911 Carrera 3.2 Backdated to 2.4 S style. RHD 1984. Ivory white. Very sweet, entirely useable.

Porsche 911 Carrera 3.2 Cabriolet. RHD. 1987. GP white, G50. A great weekend or daily driver example.

Porsche 911 Carrera 3.2 Cabriolet. RHD. 1989. Black with cream leather.G50. Good driver quality example.

Porsche 930 CS Lightweight. RHD. 1985. 450 hp. Continental Orange. Brembo, BBS, IROC style. Completion soon.

Porsche 964 Turbo II 3.4. LHD 1991. 470 Hp. Guards red. Very special, ultra quick, sorted and totally immaculate.

Porsche 964 C2 Coupe. LHD. Black. 1991. Heading in the direction of an RS. Very good.

WILLIAMS CRAWFORD
Passion for Porsche

www.williams Crawford.co.uk
01752 840307

info@williams Crawford.co.uk
07768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation

www.Porsche911Hire.co.uk

— the affordable way to experience the world's greatest sports cars —

IT'S A KNOCKOUT

Porsche's second generation Boxster (designated 987) built on the good work of the original – that is to say that it's one of the most accomplished mid-engined sports cars at any price. Fortunately, though, the price you'll have to pay is eminently reasonable secondhand



WHAT TO PAY:

Whatever you feel about Porsche churning out too many cars, you have to concede the ubiquity keeps the secondhand market competitive. Having said that, and having not looked especially closely at 987 gen 1 Boxster prices for a little while, we were both surprised and encouraged to see that used prices are holding up pretty well. The glut of sub £10k cars we were expecting isn't really there.

Put simply, if you want to get yourself into a 987 Boxster then you need to be spending mid teens. You will find sub £10k cars out there and they will be private sales with all the usual caveats, no warranty, no comeback etc. We'd be inclined to spend that bit more...

When Porsche's Boxster was first launched all the way back in 1996, it created a lot of excitement. The first mid-engined road-going Porsche since the VW-Porsche 914 of two decades earlier, the new roadster was to be the company's new 'entry-level' model. It was also the car that saved Porsche from almost certain extinction...

The first generation cars – known by the factory code 986 – were powered by a new 2.5-litre, water-cooled flat-six, producing 204bhp. But from the outset it was clear the chassis could handle more power and in 2000 the basic Boxster got an upgrade to 2.7-litres and 217bhp, while a 3.2-litre, 249bhp Boxster 'S' was also added to the line-up.

In 2004, at the Paris motor show, a second-generation Boxster was shown for the first time. To the casual observer, the new model – internal code 987 – looked little different to its predecessor, but there were many differences. The most obvious was the redesigned front end, with more aggressive styling, reminiscent, some say, of the Carrera GT, Porsche's range-topping supercar.

The headlights certainly looked far better – gone was the 'fried egg' design of old, replaced by a simpler ovaloid shape, with turn signals relocated in the tops of the front air intakes.

Porsche claimed that the new car shared only 20 per cent of its components with the outgoing model, yet the major redesign was handled in such a way that the older Boxsters weren't rendered obsolete overnight.

There was more to come, though, with the launch of a 'Generation II' 987 in 2009. Like all 987s, it was well-built, refined – but better. It could quite justifiably be regarded as the perfect everyday Porsche.

PRODUCTION AND MODELS

Assembled at the Valmet factory in Finland up until May 2011, and then at Stuttgart, the 987 was first on sale in the 2005 model year. The original 987 continued until the 2009 model year, when it was superseded by the face-lifted Generation II model. This was replaced by the new current 981 model, introduced in 2012.

The 987 line-up began with the 236bhp 2.7-litre Boxster and 276bhp 3.2-litre Boxster S, launched together in 2005. In 2007, the basic Boxster received a power boost of just 6bhp, while the 'S' was offered with a 3.4-litre engine boasting an extra 15bhp. Both six-speed manual and five-speed Tiptronic were available.

The Generation II version, offered for the 2009 model year, came with a 2.9-litre, 251bhp engine in basic form, or 3.4-litres and 306bhp in

'S' specification. Both models were available with a six-speed manual gearbox or Porsche's seven-speed PDK transmission.

Watch, too, for the lightweight (by 80kg compared to the regular 'S') Boxster Spyder. Destined to be a collectible in years to come, it was introduced in February 2010.

INTERIOR

Three overlapping dials in a curved dashpod – it's all typical of a modern Porsche, regardless of model. The chunky steering wheel sits in front of the central tachometer. There's a large digital read-out of speed – useful as the difficult to read analogue speedometer is relegated to second fiddle, in typical Porsche fashion.

The standard seats are comfy and supportive, if not exciting. However, overall it's the fit and finish that impress most of all. Layout is still a little haphazard but that's probably true of every Porsche ever built...

Porsche's well-spec'd communication system offers sat-nav and hands-free phone facilities.

STYLING AND BODYWORK

A Boxster is a Boxster is a Boxster, right? Wrong! The second-generation cars are different fish altogether to the original 986-



series models.

It's easy to spot a 987 Boxster from afar, thanks to the all-new front bodywork. Gone is the wide-mouthed styling of old, replaced by a more aggressive design with two large grilles either side of the centrally-located number plate. The 'S' features a third grille below the plate.

A small lip spoiler completes the look, but the biggest change at the sharp end was the introduction of new headlamp units, similar to those used on the Carrera GT.

Moving around the car, the door handles are new, as are the side vents. The rear-end styling is heavier, its design following through the line of the front lip spoiler and sill panels.

Build quality is right up there with the best Porsche has to offer. It may still have been the entry level model, but no corners were cut in its production.

ENGINE

The 987 Boxsters started life with a choice of 242bhp 2.7-litre or 306bhp 3.2-litre water-cooled flat-sixes according to model. They benefited

from revised inlet and exhaust systems compared to earlier units, Porsche's VarioCam Plus system and a free-flowing auspuff helping to increase both power and torque compared to their predecessors.

The 2.7-litre unit had a bore and stroke of 85.5mm x 78mm to give a true capacity of 2687cc, while the 'S' gained its extra capacity from a larger cylinder bore of 96mm.

Of the Generation II 987s, The base model came with an all-new 2.9-litre engine (89mm x 77.5mm – 2893cc) rated at 251bhp and 214lb ft of torque, while the 'S' had a 3.4-litre flat-six producing 306bhp and 266lb ft of torque, thanks to a bore and stroke of 97mm x 77.5mm (3387cc). All the VarioCam Plus engines produced their maximum torque over a wide rpm spread, roughly 4500-6000rpm – part of the reason these cars are such a pleasure to drive...

TRANSMISSION

The 987s all came with the option of a six-speed manual gearbox and it's a real joy to use.

Like the 997, the second generation Boxster had a much improved interior, particularly in terms of materials, with most buyers specifying some optional extras, with sat nav being the most desirable even though you'll curse its inability to take a full post code

SPECIFICATION

Porsche Boxster 3.2S
 Engine: 3179cc flat-six
 Transmission: Six-speed manual
 Max power: 276bhp at 6200rpm
 Max torque: 236lb ft at 4700rpm
 Brakes: Vented discs. 298mm/299mm front and rear
 Wheels & Tyres: 8x19in (f), 11x19in (r). 235/35x19 (f), 265/35x19 (r)
 Weight: 1345kg
 0-60mph: 6.2 secs
 Top speed: 166 mph

WHAT THE PRESS SAID

"Note to any manufacturer either currently in the roadster market or looking to join: get hold of the new Porsche Boxster. Drive it, take it to pieces, and examine in minute detail. Ask: "Can we compete on any level?" Shuffle off with tail between legs"

Pistonheads

"It's easy to drive the Boxster quickly and sensibly and underlines why so many drivers have chosen the Boxster for their first Porsche experience"

911 & Porsche World

"The Boxster wins group tests for the same reason that the 911 does; for its brilliantly honed dynamics and handling compromise"

EVO

PARTS PRICES

(Prices supplied by www.grouptyre.co.uk and www.carparts911.co.uk)
 Tyres (each) £144.00 front, £252.00 rear (Michelin)
 Front pads (set): £49.80
 Front discs: £61.20 (each)
 Ignition coil: £28.00 (each)
 Exhaust rear box: £858.00
 Front damper: £226.00
 Rear damper: £222.00
 Clutch: £199.00

SERVICING

(Prices supplied by Northway Porsche, www.northwayporscheuk.co.uk)
 12,000-mile service: £175.00
 Brake fluid change: £50.00

Yes it's a strict two seater, but the Boxster has very useful luggage space at the front and the rear. Hood is electrically operated and be sure to give a good check over and open and close it a few times too



TECH: BUYERS' GUIDE

If it isn't, then start to ask questions. Early cars were available with the five-speed Tiptronic semi-auto – great for everyday use and not to be regarded as second best.

Generation II models came with a six-speed manual or Porsche's blisteringly-fast seven-speed PDK. It's been said many times before, but you can't shift a manual 'box as fast as this. It may not appeal to everyone, but it's damned impressive!

WHEELS

The first 987 Boxster came with 17in rims measuring 6.6J at the front, 8J at the rear. These were shod with 205/55 and 235/50 Z-rated tyres. The Boxster S was equipped with 18in wheels, 8J front and 9J rear, shod with 235/40 and 265/40 ZR tyres respectively.

Generation II models wore 7J and 8.5J x 17in rims with 205/55 and 235/50 rubber, while the 'S' models came with 8J and 9J x 19in wheels, covered by 235/35 and 265/35 tyres.

SUSPENSION AND BRAKES

All 987s use struts and coils, front and rear, mounted to lightweight aluminium subframes. Hub carriers are identical, front and rear, too. The track, front and rear, is wider on the 987 compared to its predecessors, which is why the front and rear wheel arches are more bulbous.

Braking is by servo-assisted discs all round. The rears are 299mm diameter on all models, but the fronts vary according to spec: 318mm on the 'S', 298mm on others. Porsche's PASM (Porsche Active Suspension Management) system was an option.

WHAT TO LOOK OUT FOR

The first topic of conversation always seems to relate to IMS bearings. Well, we're happy to say that, by and large, that is a thing of the past as far as the 987 is concerned. By and large, but not totally... The first generation 987 models can suffer from this problem (look for telltale oil drips) but, as is the case with contemporary 911s, the chances are that most examples would have been fixed by now, either under warranty or by an independent. Check the service history for evidence one way or the other. The '06 model year cars came fitted with a larger-diameter IMS bearing, which appeared to cure the weakness once and for all.

The majority of posts placed on on-line forums regarding 987 reliability issues relate to the electrically-operated roof. It's certainly a complex design, but probably no more so than any other similar set-up. But all it takes is one failing micro-switch...

Listen out for excessive wind noise and what many describe as a 'cracking' sound from the hood mechanism. In some cases this has been cured with the application of lubricant, in others it warranted a trip back to the OPC. An annoyance rather than something serious.

Damp carpets can be a problem – this is usually attributable to blocked drain tubes around the rear of the roof. It could also be caused by a badly installed screen following replacement. One owner reports that a simple roof leak resulted in a bill of over £300.

On the whole Boxsters are pretty robust. Look for obvious signs of accident damage – misaligned panels, etc, and ask for proof of regular servicing at an OPC or a recognised independent. **PW**

Some accuse the Boxster of being bland, but remember its roots. Its styling is based on the 550 Spyder. Whatever, it's certainly not offensive and has certainly stood the test of time

IN THE CLASSIFIEDS

2005 Boxster S 3.2
69,000 miles, Arctic Silver, black interior, FSH
www.adwautomotive.co.uk
£12,495

2006 Boxster 2.7
43,459 miles, Seal Grey, black interior, FSH
www.pctears.co.uk
£13,987

2005 Boxster S 3.2
23,250 miles, Arctic Silver, black interior, FSH
www.kerridges.co.uk
£15,995

USEFUL CONTACTS

Car Parts 911
www.carparts911.co.uk
O/E and good quality pattern parts at great prices

Porscheshop
www.porscheshop.com
A great range of O/E and quality pattern parts, plus good value 968 tuning parts under Porscheshop's EuroCupGT range

9-Apart
www.9-apart.co.uk
New and second hand parts

Design 911
www.design911.co.uk
Servicing and tuning parts from a comprehensive stock list, plus Design 911's own Designtek tuning parts range

Paragon
www.paragongb.com
A good selection of Boxsters always on sale at Paragon Porsche

“ On the whole Boxsters are pretty robust but ask for proof of regular specialist servicing ”



SPONSORED BY

911SPORT.CO.UK

FOR EVERYTHING PORSCHE

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

JTS THOMAS J. SCHMITZ JTS



964 RS/L, 24K km, like new
964 RS/L, 12K km, like new

WE BUY LHD PORSCHE
964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS,
993 CUP, 993 TURBO, 993 GT 2

WWW.GERMANSPORTSCARS.NET


911



911 Targa 2004
Real head turner!! Originally green with professionally applied Metalflake orange wrap, new custom made stainless steel exhaust system, brand new Kahn 20" alloys with tyres, MoT Aug 2015, 69,000 miles, immaculate tan leather interior, private plate included in sale, fantastic car to drive, sad to see go, car located in Elgin. Tel: 07986 591712. Email: therabster@hotmail.com (Moray).
£16,500

P0115/022

911



911S 2.4 1973 Sportomatic sunroof Coupe
LHD, original light yellow colour, exceptional example, last of the early production 911Ss with a powerful 2.4 litre engine (190bhp), only 1430 1973 911S Coupes built, 95% finished project, all matching numbers, very solid and rust free, perfect floor pans and front suspension pan still on original sills and kidney bowls, no signs of rust, just had total respray as paint had faded, 69,000km, stored since 1980, engine needs recommissioning but turns over freely. The car was special order, options included factory Recaro Sport seats, electric sliding sunroof, also 7x15 Fuchs alloys all round and plastic fuel tank. All parts for the car are available to finish, I have all the original papers, came into the UK from Germany, still registered in Germany. Truly a rare 911, only getting harder to find and increasing in value, inspection welcome. Tel: 01686 440323. Email: mark@rs911.com.
POA

P0115/041

911



911 Carrera Sport Cabriolet Celebration model
To commemorate 25 years of the 911 in 1987/88 a limited edition Celebration model was released, 300 cars were built world-wide with 30 right-hand drive versions sold in the UK, the Celebration model is distinguished by its unique colour (Diamond Blue), colour coded wheels, silver-blue full leather interior and the signature 'F Porsche' sewn into the headrests. 1 of only 30 RHD cars made for the UK market, 109,000 miles, FPSH, every MoT from new and a folder of receipts kept over the years, owned for the last 9 years, dry use only, garaged and SORNED in winter, MoT till June 2015, selling due to lack of use and requiring a little tlc. Tel: 07787 405986. Email: jdnoble@live.co.uk (Aberdeenshire).
£24,500 ovno

P0115/040

911 SC 3.0
1978, metallic blue, leather interior, sunroof, 144,000 miles, beautiful condition, mechanically superb, complete history. Tel: 07970 791908. Email: jenny.narbett158@btinternet.com.
£24,000

P0115/053

911virgin.com



Porsches wanted
Payment
Call
Speak to

urgently immediate today
Dan or Tom

Porsches bought & sold

01895 255222
info@911virgin.com

PORSCHESHOP.CO.UK Tel: 0121 585 6088

Choose By Model > Classics 911 930 964 993 996 997 928 & GTS 924 944 968 Boxster Cayman Cayenne

INDEPENDENT SPECIALIST RETAIL CENTRE


EXHAUSTS


ACCESSORIES


CAR SALES


WHEELS


SERVICING


PERFORMANCE


PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM



Independent Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: info@octanegarage.co.uk
www.octanegarage.co.uk
 Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

911



Immaculate Carrera 4S
 In Basalt Black with Porsche red interior, fully loaded, ie Euro sat nav, rev sensors, Porsche phone + hands free, memory seats, heated seats, cruise control, sunroof etc, full Porsche service history, well maintained, always garaged, low mileage 76,300, feel free to call for more info. Tel: Mel, 07825 301243. Email: burgin71@gmail.com (Skegness).
£16,950 P0115/026



911 Turbo manual 997 3.6
 58 registration but 2009 model spec, Basalt Black, skirts, Sport chrono, cruise, sunroof, 39,000 miles, lovely condition with FPMDSH, further photos available on request. Tel: 07973 578130. Email: lewis.alistair@talktalk.net (Beds).
£49,995 P0115/044

993 Carrera 4 Coupe
 1996. Tel: 07970 105495. Email: steve-g@raw50.freeserve.co.uk (Surrey).
£39,000 P0115/032

944

9-Apart
 Parts specialists for 944
01706 824 053

944S2
 '91 model year, MoT till May 2015, full service history, Janspeed rear silencer box, won PCGB SW regional concours, electric sunroof, Sport seats, full Linen leather. Tel: 07754 450822. Email: jenksryd@btinternet.com (Devon).
£4000 P0115/033

944



1987 944 2.5 Lux
 In Guards Red, this car is in brilliant condition as can be seen from the photographs, it has only 87,500 miles on the clock, it is taxed and tested until end of May 2015, it has been lovingly cared for whilst in my ownership, it has been garage stored, garage maintained and garage serviced, it has 4 virtually new Pirelli P-Zero tyres fitted with 4 totally refurbished alloy wheels, the first person to see, view and then drive this Porsche will buy it, it can be viewed any time to suit interested parties, reason for sale is the recent purchase of a convertible vehicle. Tel: 07867 558440. Email: t.a.metcalfe@ntlworld.com (Middlesbrough).
£5495 P0115/043

BOXSTER



Boxster 981 PDK 2012
 Very high spec, a stunning example of the 981 Boxster 2.7 with 7 speed PDK gearbox, in Aqua Blue metallic with 19" Boxster S wheels and Agate Grey full leather interior, it also has mesh wind deflector, top tint windscreen, rear Park Assist, power fold mirrors, Porsche coloured wheel crests and floor mats, heated seats, interior light design package, Sport Design steering wheel (with paddles), sound pack upgrade, telephone module, PCM module (sat nav and iPod connectivity), cruise control, 3rd year Porsche warranty and Porsche Assist, this car also comes with a full set of Porsche winter wheels and tyres, retail value £1800. Tel: 07774 705173 or 01440 730947. Email: jeffthommusic@talktalk.net (Suffolk).
£33,950 P0115/045

BOXSTER

Classic Car Insurance
 CAROLE NASH
 The care it deserves
0800 093 2953



Boxster 3.2 S (2005)
 Mint condition, convertible, unmarked alloys, drives beautifully, full Porsche service history, metallic black with black leather, Chrono Sport option, heated seats, a/c, sat nav, electric windows, Bose sound system, 43,300 miles, taxed till October, MoT till October. Tel: 07836 564030 or 01423 359690. Email: steve@work-haus.co.uk (N.Yorks).
£14,250 P0115/029

Stunning Boxster 986 2.7
 12 months' MoT, 6 months' tax, 59K, FSH, blue with grey heated electric leather, Chrono Sport option, heated seats, a/c, sat nav, electric windows, Bose sound system, 43,300 miles, taxed till October, MoT till October. Tel: 07970 656570. Email: ken.e.young@btinternet.com (Weston Super Mare).
£7250 P0115/034



2007 Boxster 3.4S
 One private owner, mint condition, £20,000 extras including £2000 special paint, 21,000m, warranty and Porsche SH, serviced/MoT to 8/15, classic insurance possible. Tel: 07855 861680. Email: lynbrookins@btinternet.com (Lancs).
£19,950 P0115/046

CAYENNE



Cayenne
 In Basalt Black metallic, 3.2cc with Tip-S, 43,000 miles from new, 1 lady owner, grey ruffled leather interior, detachable tow bar, history with Porsche Chester and Ninemeister Warrington, new discs and pads recently fitted front and rear, unused Porsche space saver, 20" wheels fitted, also the original wheels are included, all original documents and tools go with the car, looking for a 987 Boxster 2009 2.9cc under 50,000 miles, £13,950. Tel: 07748 968805. Email: robertjroberts@aol.com (Gwynedd, North Wales).
£13,950 P0115/042

OTHER MAKES



Volkswagen SplitScreen Camper Van
 1966, LHD, 13 window Deluxe, easy project, UK registered, MoT'd and taxed, folder full of receipts for all purchases, all the welding has been done except the cargo door bottoms, new inner and outer repair panels come with the van, all original Deluxe trims and accessories, brakes and electrics overhauled, 4 new tyres, all door locks and wiper motor stripped, cleaned and rebuilt, rebuilt 1600 engine with many new parts, new battery, coil, leads, distributor parts, cleaned out fuel tank, fuel lines, fuel sender, bodywork rust protected all over and primed inside and out, electrics all modified to the UK RHD spec, see website for full details/pics. Tel: 07793 024535. Email: richard_vintage356@sky.com (Essex).
£20,000 P0115/024

REGISTRATIONS

GT03 GPT

'GT 03 GPT'
 Available for transfer, perfect plate for your GT3. Tel: 07711 182888.
£800 P0115/028

JJI 9115

'JJI 9115'
 Number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P0115/047



TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

911 CARRERA 'S' (991) 2012/62 6320 MILES £68,995

It is often difficult – if not always overly relevant, of course – to know precisely how much any given Porsche might have cost its fortunate first owner, even after just a couple of years, without sight of the relevant paperwork. And in this case to know why, having driven the car for such a short distance, he or she elected to sell it, and thereby effectively lose a bundle of cash. Of one thing you can here be absolutely certain, though. This so far one-keeper, 991-model Carrera 'S' – the first of the current 911 range that we have featured in this hands-on section of the magazine – would have been a great deal more costly than the £69,000 at which it is on offer today. Our best guess, in view of its general specification and options list, would be somewhere around the low to mid-£80K mark. That is quite some cashback deal.

As ever in these situations, of course, you won't be the first to park your backside in the black-leather Sports driving seat. But with only 6000 miles on the clock, and with the overall condition you might expect of an effectively nearly-new Porsche of this nature from this deservedly well-known vendor, that is something that surely only the very fussiest among us – and the most affluent – could genuinely afford to worry too much about.

Let's take that specification first. The colour scheme, as you can see, and also as I have suggested, is the classic – and invariably hugely appealing – Guards Red with black leather upholstery and a black Alcantara headlining. That's a suede-like material, for those of you new to Porsche-speak. There is no sunroof (good!) or rear wiper (not quite so good, perhaps, but no disaster, either). The engine is the punchy and potentially frugal 3.8-litre, 400bhp and 440Nm iteration of the latest flat-six (and now seemingly devoid of the 997's and 996's maladies), and it drives – the rear wheels alone; this is a Carrera 2, albeit not badged as such – through the similarly acclaimed two-pedal, seven-speed PDK transmission.

You also get the (switchable) automatic stop-start system which I believe is now standard across the Porsche range in the drive for ever-greener energy credentials, and an adjustable steering column. Wheels are optional-extra 20-inch Sport Design IIs, brakes the usual steel discs. Other standard equipment includes Porsche Active Suspension Management (aka PASM) and traction control, Bi-Xenon headlights and LED daytime running lights, air-con, touch-screen sat-nav (plus all the other stuff that comes as part of the PCM package), and not least the usual on-board computer.

Options, meanwhile, run to those (heated) Sports seats I hinted at earlier – with embossed Porsche-crested headrests, and electrically operated up-and-down adjustment – a Bose sound system (with USB and iPod connectivity), Sport Chrono with Sport Plus, a switchable exhaust, front and rear Park Assist, cruise-control, electrically folding door mirrors, and Bluetooth phone preparation. So, not exactly lacking in any significant respect, is it?



The car's condition, too, is exemplary. Such is the poor state of our roads that even after just 6000 miles there are some microscopic stone-chips on the front apron, but that apart the paint is like polished glass from stem to stern, and from top to bottom. No less importantly there are no marks *under* the front apron (I almost felt guilty even looking for any, to be honest), no sign of any scrapes beneath the floorpan, and at the blunt end both the engine and transmission are bone-dry. All four wheels are perfect – likewise the discs, calipers and pads; I doubt this lovely car has ever been driven anywhere near its full performance potential – and by definition the tyres are only 6000 miles into their working life. Inside, the front seats (and everything else subject to wear and tear) are unmarked, and at the rear I could see no more than a few faint scuffs where the left-hand seat back has been folded forward, and thereby lightly rubbed against the adjacent side trim. Blame Porsche for that, not the owner.

Unsurprisingly, the car is as sublime to drive as it is to look at. (And it was useful to have the chance to try a 991 on the road; the only other time I have briefly been in one was at our test-track two years ago.) Performance – bearing in mind the roads were soaking wet, and covered with autumn leaves – is unfailingly brisk, but it wasn't long before I was experimenting with the Sport and Sport Plus buttons. They merely quicken the response times of the engine, transmission and chassis, rather than boosting performance, as such, but immediately this supremely accomplished urban pussycat turns into a ravenous jungle tiger. Whether, if you buy the car, you would use them – or the similarly entertaining but ultimately rather juvenile switchable exhaust – I can't say, but personally I have a feeling not. Anyway, the long and the short of it is this: the car is as effectively brand-new in this respect as every other, and it does exactly what it says on the tin.

The icing on the cake is the car's 'history'; like, there isn't any. The first service isn't due until 20,000 miles, but Paragon will do one regardless before it is sold. And such are the company's rigorously high standards that any tyres shown to have less than 4mm tread depth will be renewed as a matter of course. There's no road tax (see also page 35), but you can blame only the government for that. **PW**

A few months beyond its second 'birthday', and this lovely Guards Red C2 still has only 6320 miles recorded. And our man Horton did probably 50 of those, driving from Paragon's Five Ashes premises towards Goudhurst in Kent for his previously chosen photo location. And back, of course. Although it would have been all too easy to borrow the car for a great deal longer and put many more miles on the clock. Performance is superb, and even on 20-inch wheels the chassis is pliant and refined. Utterly magnificent

CHECKLIST

BACKGROUND

A barely more than two-year-old 991 C2, but so little used by its so far one owner that it still has 14,000 miles to run before the first service is due (but see end of main text). PDK transmission, and a good range of other options, including 20-inch wheels, Sport Plus, and a switchable exhaust system

WHERE IS IT?

Paragon Porsche is based at Five Ashes, East Sussex TN20 6HY; tel: 01825 830424; www.paragonpb.com. The sales department is open seven days a week (from 10am to 4pm on Sundays), and the company also has a busy and enthusiastic workshop able to handle all kinds of maintenance, plus mechanical and body repairs

FOR

Classic Porsche colour scheme, a great specification (who *really* needs more than 400bhp in a road car?), a predictably sublime driving experience, and not least its provenance: Paragon are great people to do business with, and naturally offer all the usual warranty safeguards. And that price ought to be pretty difficult to resist, too

AGAINST

Given the choice, we probably wouldn't have opted for that frankly slightly silly switchable exhaust system, but if it doesn't float your boat don't use it. Other than that what's not to like? Precisely!

VERDICT

It's easy to be perhaps overly enthusiastic about a bright-red, 400bhp 911 with barely more than 6000 miles on the clock and a full tank of fuel, but it took quite some resolve to head back to Five Ashes with this gem, rather than to head for the Highlands. It won't be on the forecourt for very long

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS



An ideal plate

To suit any Porsche RS model registered after 1st Aug 1997, also suits RS models from Audi, Jaguar, Ford, Renault and soon to be Range Rover, so could be considered an investment rather than an expense, currently on retention certificate. Tel: 01636 830582. Email: pcutthbert250@btinternet.com. **£4750** P0115/048

ARH 91IS

Registration number 'ARH 911S'

Available, on retention, offers over £3000. Tel: 07767 703615. Email: andrew@rjh.co.uk. **£3000** P0115/049

KEL IB

Cherished number plate 'KEL 1B'

Super name plate that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 0480862. Email: porschehb@aol.com. **£3995** P0115/003

HI BXT

'H1 BXT', Hi Boxster!

Great friendly non-dating plate for any age Boxster, no illegal spacing required, on retention cert for quick transfer, bargain at £725 ono. Tel: Ian, 01463 831668. Email: iantjones@outlook.com. **£725 ono** P0115/014

P4WKE

'P4WKE'

On retention, will look great on 911, 944, 993, priced to sell. Tel: 07791 747980 or 0151 526 2857. **£600** P0115/007



'A911 WMP'

Plate for sale, Volvo 360GLE included for free, location Romford, Essex. Tel: Dennis, 01708 726499. **£1000** P0115/025

REGISTRATIONS



'5 TXD'

Cherished registration, dateless plate for any vehicle, on retention certificate for easy transfer, please leave a message if I can't answer the phone. Tel: 07733 268700. **£1950** P0115/018



'JAZ 4911'

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com. **£1000** P0115/051

PAZ 930

'PAZ 930'

Registration for sale, private plate on retention. Tel: 07590 079291. Email: info@migfa.com. **£2500** P0115/050



'9 SXT' cherished registration

Dateless cherished registration for any car, on retention certificate for easy transfer, please leave a message if I can't answer the phone. Tel: 07733 268700. Email: sgarters@gmail.com. **£1950** P0115/008



Registration number 'A911 TEW',

available on retention. Tel: 01531 631286. Email: richard@uplandsorchard.co.uk. **£1100 ovno** P0115/002

REGISTRATIONS



'P918 SPY'

The perfect registration number for the 918 Porsche Spyder model, please email or call. Tel: 07773 078074. Email: pcutthbert250@btinternet.com. **£10,000** P0115/001

PARTS



Porsche 968 Coupe

Timing belt deflector/guide pulley idler bearing, bought for 968 but not used, make sure of vehicle compatibility before purchasing, postage £2.27 2nd class or free collection, information on box reads: 300 33 0390; Bin: CU58H *C 225962; 532 0048 10; T.Roller 944s/944s2/968; INA Spannroller Tensioners. Tel: 01582 609131. Email: stu.mac@bookproductions.co.uk (Beds). **£20** P0115/017

Winter wheels and tyres

For Carrera 997 Gen 1&2, in excellent condition, less than a season old with no marks and deep tread. Set of four, best offer secures. Cost well over £2000. Tel: 07825 117821. Email: julianwynter@btinternet.com (West Sussex). **£1250** P0115/023

Used but vgc

Pair Michelin Pilot 205/50x17 N rated, Bridgestone Potenza 255/40x17 N4 rated, Bridgestone SO2 255/40x17 N3 rated, £40 each or £120 the lot. Tel: 07790 276313. Email: gmlee1@hotmail.co.uk (Chelmsford, Essex). **£120** P0115/035



Sadly breaking

My Boxster 2.7 986, 2001 with passenger side damage, 65,000 miles, good engine, smart suede/leather interior, good hood, all bits available. Tel: 07967 884809. Email: r8svv@live.co.uk (Worcs). **£1100 ovno** P0115/004

PARTS



Great stereo for 911

Taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com. **£200** P0115/012



Tyres to suit 911 rear

2 Falken Sport tyres, 275x40x17, cost £329 each new, as new, bargain £200 the pair; also 215x60x14 and 85x60x15, good condition, offers. Tel: 07903 802601 (London). **£200** P0115/006



Porsche 911 space saver

Spare wheel from 911 Carrera, never used. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com. **£60** P0115/011



964/993 matching pistons and barrels

for 3 litre 964 or pre-VarioRam 993, came from low mileage 993 which was converted to VRam, needs rings for one piston but very easy to run these in. Tel: 01276 471457 or 07917 726117. Email: clive.bailey@erauk.net (Surrey). **£900** P0115/019

TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

911 CARRERA 3.2 (IROC TRIBUTE) 1989/'F' 144,046 MILES £74,900

By and large I am no more a fan of so-called tribute cars – or replicas, as they rather confusingly used to be known – than I am of the tribute rock band. For me, it has to be the real thing or nothing. (Although quite by chance I did once see a small-town Slade tribute act who were extraordinarily convincing.) So I wasn't expecting either to approve of or certainly to enjoy driving this IROC-inspired 911 Carrera 3.2, good though it undoubtedly looks at first glance. Suffice it to say that I was entirely wrong on both of those counts.

A recently completed project by London-based enthusiast Josh King, and now for sale on his behalf at JZM Porsche in Kings Langley, Hertfordshire, the car is based on a standard 3.2 Super Sport coupé – the wide, Turbo-bodied job, in other words – first registered in January 1989, and thus blessed with the G50 five-speed gearbox. The V5 registration document shows no fewer than 12 owners before the present incumbent – which isn't entirely surprising over that very long period of time – but with 15 good, reputable stamps in the service book, literally every annual MOT certificate since as long ago as 1993, and supporting invoices almost beyond number, it is safe to assume that it has been pretty well looked after from day one.

It has plainly wanted for nothing since Josh acquired it, in March 2012. (Indeed, the majority of the aforementioned bills are for the huge amount of money he must have spent restoring and converting it to its current specification.) An early assessment from Oxfordshire-based specialist Tuthill Porsche suggests that by then the car had some corrosion in most of the usual places – primarily the front wings and the so-called kidney bowl at the base of each inner 'B'-post; frankly, it would be more surprising if it hadn't – and that company subsequently attended to both areas, expertly fitting two brand-new genuine Porsche wings.

Whether or not that was the stimulus for Josh King to take the IROC route we don't know, but either way the car has subsequently had a full windows-out, bare-metal repaint in classic solid black, with all new rubbers and seals where required, and the addition of lightweight front and rear bumpers and that iconic 'ducktail' engine cover. Tuthills also undertook a roughly £6000 engine rebuild, the unit later being refitted by another well-known independent, Nine Excellence in Surrey. Two of the latter's bills – including much other work, and many other parts – come to a total of nearly £25,000.

What you might call the IROCification process continued with a pair of massive, 10-inch-wide, Fuchs-style rear wheels from Braid to match the car's original-equipment Fuchs front rims – those are the usual eight inches wide – and, as you can see, Michelin TB tyres. (All four wheels have recently been refurbished, we are told.) Up front, there is a double strut brace (one link between the two strut tops, and another from the left-hand turret down to the load-space floor). Also fitted was a pair of 1974-specification RS door mirrors; lightweight door cards with simple pull-straps;



a period-look Momo steering wheel; lightweight carpets and original-equipment front seats – all of those, not surprisingly, from Southbound in Hampshire – and not least a pair of lightweight (allegedly just 350 grams apiece) rear lamp clusters from EB Motorsport in South Yorkshire.

Removed were the 3.2's lower centre console and rear seats, the latter leaving just a nicely carpeted luggage space (commendably, for a car of this nature, there is no roll-cage to get in the way), and – for reasons that are not entirely clear – the left-hand rear seat-belt. Further additions included a period-look but ultra-modern Porsche Classic radio (with sat-nav, and Bluetooth and iPod connectivity), a circa £10,000 amplifier and speaker set-up, and not unreasonably a Tracker monitoring system. The car has also recently had a new fuel tank and pump, together with new hoses and clips.

Its condition, then, both cosmetically and mechanically, is impeccable. The paint – and few colours are as unforgiving as solid black – is superb, and the interior both feels and smells like new. Even the headlining – which must be original – is among the best I have seen in a 3.2. There are a few tiny scrapes beneath the middle of the low-slung front intake, and the left-hand door seal is parting company from its 'U'-section moulding at the rear end of the sill kickplate, but those details apart it's all pretty well faultless. No leaks beneath the power unit (nice to see what look like SSI heat-exchangers and a stainless-steel exhaust system), and predictably no scrapes under the floorpan.

It's lovely to drive, too – almost certainly far better in real-world terms than a genuine IROC race car. The 3.2 underpinnings – and not least the G50 gearbox – offer the usual beguiling mix of performance and refinement, and the progressive clutch and throttle allow confident progress through traffic, with a satisfyingly hard edge to both the acceleration and soundtrack when you finally get the chance to open it up. The steering is on the heavy side, and the ride a bit choppy, but overall I genuinely loved it.

I think I would find the noise of stones being flung against the wheelarches a bit worrying – and wearing after a while – but it shouldn't be impossible to put back some of the presumably removed sound-deadening material. Or just to put a classic Slade album into the sound system and crank the volume up to 11. **PW**

IROC – International Race of Champions – was a US-based race series devised by Roger Penske in the early 1970s to pit the best drivers from around the world against each other in identical 911s. He chose Porsches on the advice of Mark Donohue, who as a race driver himself knew that they were strong and would last the distance. Mechanically and cosmetically the cars fell somewhere between the 1973 2.8 RSR and the 1974 3.0 RS, with the latter's engine. Today a genuine IROC car might be worth £500,000 – or more with the right history – but this pleasing tribute, built by an enthusiast for his own pleasure rather than to deceive or make money – is on offer for just £75K. And if nothing else is also one of the nicest Carrera 3.2s you'll find

CHECKLIST

BACKGROUND

Started life as a standard 911 Carrera 3.2 Super Sport. Thirteen owners to date, the last of whom has spent many thousands of pounds creating a tribute to the IROC cars of the early 1970s, while at the same time preserving the later 3.2's essential driveability. MOT to October 2015

WHERE IS IT?

JZM Limited is at Unit 1, Langley Wharf, Railway Terrace, Kings Langley, Hertfordshire WD4 8JE; tel: 01923 269788; www.jzmporsche.com. In addition to all of the usual sales-related activities the company offers servicing and repairs, overhauls and restorations, and high-end performance upgrades. Since September 2014 it has also had a Middle East branch in Abu Dhabi (www.jzmgulf.ae)

FOR

Whatever your opinion of tribute cars, it's hard not to fall in love with this one, if only because it's basically a beautifully presented and surprisingly practicable Carrera 3.2 with the vastly improved G50 gearbox

AGAINST

Very little, apart from the specialised and so in some respects appeal-limiting backdating to 1970s trim. Price, too – although it must have cost far more than that to build. And the real thing would set you back hundreds of thousands – if you could ever find one

VERDICT

One man's tribute is inevitably another's tasteless 'bitsa'. And there is no doubt that with a sunroof, electric windows, and a £10K sound system this one isn't really anything like a genuine IROC car. But so what? Just enjoy it for what it is, not what fashion dictates to be desirable

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM



cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.
An independent business, est. 1997, that provides a personalised service with labour rates from only £49.99/hr.

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.
These change on a daily basis.
Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com
Hortonwood 66, Telford TF1 7GB

PARTS



For sale Toyo Proxes T1R
2x 205x55 R15, 2x 225x50 R15, would suit early 911 on sixes and sevens, in great condition with plenty of tread. Tel: 07881 788616. Email: ridgewellfarm@btinternet.com.
Offers P0115/020

Porsche 914 parts

Very good dash and lower dash, \$150; valance, \$125; brain, \$25; doors right, \$35, left, \$35; brakes, shocks with spring, rear light misc, all cheap. Tel: 802-349-7375. Email: greenamyre@myfairpoint.net (USA). P0115/036

Two 235/35 ZR 19

Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25).
£180 P0115/027

997 Turbo led-lights

Gen 2 look, top quality, easy to install, no faults, no warnings and no new bumper, full exterior set: DRLs, rear/nplate/fog and sidelights, looks fantastic, as new, save £700, only £1000. Tel: 07785 333129. Email: lars.olsson@stenaline.com.
£1000 P0115/037

MISCELLANEOUS



Two new and unused limited edition Porsche mugs from Isringhausen Porsche dealership in Springfield, Illinois, USA, 400ml (3/4 pint capacity), heavy items (over 1.25 kilos) hence postage will cost £11 for special delivery, collection welcome. Tel: 01582 609131. Email: stu.mac@bookproductions.co.uk (Beds).
£30 P0115/016



Ruspa Carrera GT Cognac
Leather suit bag, genuine Porsche Carrera GT suit bag/garment bag supplied as part of a luggage set specifically for the Carrera GT, if you are reading this you will know that they retail for about £5000 for the 7 piece set, yes, you read that right, postage within UK free of charge. Tel: 07841 464135. Email: dickhutton3@hotmail.com (Yorks).
£350 P0115/005

MISCELLANEOUS



Porsche repro garage wall sign
2ft repro garage wall sign for display on your garage or showroom wall, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics).
£50 P0115/052



A black J. H. Benecke PVC sunroof bag for 968, 944 or 924 models in excellent condition, odd mark here or there on inside but no damage, zip in good working order. Tel: 01582 609131. Email: stu.mac@bookproductions.co.uk (Beds).
£70 P0115/015

WANTED

Want to buy

993 TT engine or front damaged car without papers. Tel: +45 2280 8529. Email: lars.knudsen@privat.tele.dk (Denmark). P0115/038

Wanted Classic Porsche

Issue no.1 Summer 2010, and 911 & Porsche World no.220 July 2012 and no.236 November 2013. Email: johnsamsonnz@yahoo.co.nz. P0115/039

TRADE

BRIAN MILLER MOTORS

SPECIALIST IN PORSCHE AND GERMAN MARQUES

- SERVICE • TUNING • FUEL INJECTION
- ELECTRICS • PRE-PURCHASE INSPECTIONS
- 46 YEARS EXPERIENCE
- OPEN MONDAY TO SATURDAY

0131 443 7806

2 LANARK ROAD EDINBURGH EH14 1TQ

Probably the largest independent Porsche inspectors in the UK

We provide a bespoke, individual Pre-Purchase Inspection service on any Porsche, nationwide, including Cat C, D and repair inspections. We'll thoroughly check all aspects of the car, inside, outside, underneath and by road test. Avoid lemons, get faults fixed for free and reduce asking prices!

Our fee is £295 inc. VAT and travel

01780 749449

www.carinspections.co.uk

Car Covers

From www.cover-systems.co.uk/pors



PROTECT YOUR PORSCHE

In-Garage: Dust-proofed silky soft nylon textile. Breathable. Elasticated both ends. Washable.

Outdoor: Polyester woven textile with anti-UV treatment. Lightweight and smooth. High water resistance. Breathable. Full size has elasticated all-round hem and underbody straps.

PRICE EXAMPLES BELOW - please phone for the price of a cover for your car.

- All prices include VAT. FREE DELIVERY and HOLDALL.
- All our full size covers have 2 protected front zips

	Outdoor		In-Garage	Outdoor		In-Garage
	£144	£53	£93	£148	N/A	£95
356 & 914						
924, 944, 968	£148	£44	£95	£154	N/A	£93
Boxster	£148	£54	£95	Panamera	£154	N/A
928	£151	N/A	£96	Cayenne	£151	£51
						£166

01933 410851

Mon to Fri: 9.00 - 5.30
Sat: 9.00 - 12.30



Car Cover Shop

To protect and preserve

Custom made Porsche covers, from stock:

- Indoor Breathable (red, black, navy/royal/sky blue, charcoal, green, orange) from £145
- Outdoor 100% Waterproof (black, red, green, navy, charcoal) from £295
- Boxster, Cayman, Macan, Cayenne, all 911, 944, 968, 928



NEW

Online database for the perfect cover at
www.carcovershop.co.uk Tel 01780 749449

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT:

www.911porscheworld.com

OR YOU CAN EMAIL: classifieds@chpltd.com

ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 30 WORDS OF TEXT (thereafter it's 30p per word). Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, with remittance if applicable, to: 911&PW Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom. Don't forget your contact details!
Deadline for inclusion in the March issue is 15th January (April issue deadline 12th February).

New & exclusive schemes available now!

PORSCHE motorInsurance



911 Carrera

Driver Age: 42 / No Claims Bonus - 5+

£565.00*

Value: £70K / xs£700



911 Boxster

Driver Age: 40 / No Claims Bonus - 5+

£425.00*

Value: £40K / xs£500



911 Cayenne Turbo

Driver Age: 43 / No Claims Bonus - 5+

£605.00*

Value: £75K / xs£750



Panamera

Driver Age: 50 / No Claims Bonus - 5+

£505.00*

Value: £70K / xs£700



Macan

Driver Age: 40 / No Claims Bonus - 5+

£450.00*

Value: £50K / xs£500



911 Turbo

Driver Age: 45 / No Claims Bonus - 5+

£890.00*

Value: £100K / xs£1,000

mayfaironline
insurance & mortgage consultants

COVER INCLUDED: May be subject to charge & terms.
Up to Four Named Drivers | Porsche Approved Repairer
Genuine Porsche Parts | Track Days (Available)
Agreed Value (Available) Please call for more details!

mayfaironline.co.uk

Performance
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

Tel: 08444 935 713

* Subject to Terms & Conditions. Calls may be monitored for training purposes.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

ULTRA RARE 964 TURBOS

LIGHTWEIGHT 3.3-LITRE TURBO S MEETS
3.6-LITRE TURBO S SLANT NOSE



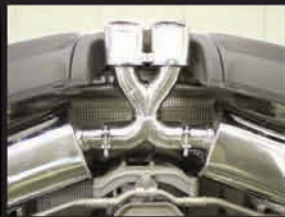
ALSO: THE VAN THAT PORSCHE BUILT – FACTORY
BUILT VW LT VAN WITH PORSCHE POWER

PLUS: OUR CARS, YOU AND YOURS, HOW TO, Q&A, TRIED AND TESTED AND LOADS OF PORSCHEs AND PARTS FOR SALE
FEBRUARY 2015 ISSUE OUT: JANUARY 2

ADVERT INDEX

CLIENT	Page	Finlay Gorham	129	Pie Performance	123	Specialist Components	74
9Apart	114	Frost Restoration Equipment	141	PMO	133	Sports and Classic	124
Addspeed	32	FVD	2	Porsche Cars GB Aftersales	9	Sportwagen Eckert	31
Akrapovic / Design 911	85	Gemballa GmbH	4	Porsche Cars GB Aftersales (Winter Wheels)	13	Steve Bull Specialist Cars	142
Augment Automotive	92	Guard Transmission	20	Porsche Cars GB PDS Campaign	27	Stoddard Parts	99
August Porsche Addiction	93	H&R Suspension (Euro Car Parts)	43	Porsche Club GB	135	Strasse	19, 137
Auto Umbau	122	Hartech Automotive	94	Porsche Torque	123	Tech Art / Tech9	164
Autofarm	104	Hendon Way Motors	75	Porschechampi Coachbuilders	139	The Wheel Restorer	133
Autostrasse	137	Hexagon Modern Classics	15	Porschemode	37	Tipec	141
Autowerke Porsche Specialist	133	Hillcrest Specialist Cars	137	Porscheshop	21	TuneRS Motorsports	59
Bilstein UK	33	Historika	105	Porscheshop (Euro Cup GT)	124	TWG Motorsport	137
Braunton Garage	32	HP Motorsport	104	Porschtek	73	Twinspark Racing & Engineering	139
Brey-Krause Manufacturing	8	Jasmine Porschalink	84	Portiacraft	139	Van Zweeden	39
CAR-ART EU	133	Jaz Siat Porsche	69	Precision Porsche	20	Yorkshire Classic Porsche	141
Cargraphic	163	JF Stanley & Co.	135, 139, 141	Prepfab	115		
Carrera Engineering & Motorsport	141	JMG Porsche	141	Professional Valeters & Detailers	149		
Cavendish Porsche	114	JZM	8	Promax Motorsport	135, 139, 140, 142	Classifieds	151, 155, 156, 158, 160
Chris Turner	147	LA Dismantler	74	Ramus Porscha	84	Brian Miller Motors	
Classic Car Win	92	LN Engineering / Fast Forward	44	Rennline	6	Car Cover Shop	
Classiline Insurance	147	Mayfair Performance Insurance	161	Restoration Design	107	Car Covers	
Clewett Engineering	137	Millers Oils	79	RGA	116	Car Inspections	
Club Autosport	135	Nine Excellence	44	RH Specialist Insurance	150	CMS Porsche	
Covercraft / Carband	106	Ninemeister	36	RM Auctions	83	DSD Motorworks	
Design 911	45, 139	No5 Garage	137	RPM Specialist Cars	104	Karmann Konnection	
Douglas Valley Breakers	123	Northway	44	RPM Technik	116	Octane Garage	
EBC Brakes	94	Norton Insurance	149	RS 911	141	Peter Morgan Media	
Eibach UK	57	Numeric Racing	36	RSJ Sportscars	32	Porsche 911 hire.co.uk	
Elephant Racing	95	Ohlins (Design 911)	25	Silver Tune Cars	139	Prestige & Performance Cars	
Elite Garages	29	Paragon GB	49	South Coast Classic Car Storage	139	Roger Bray Restoration	
Elite Motor Tune	122	Patrick Motorsports	133	Specialised Covers	92	TJS Sportscars	
Engine Builders Supply	53	Paul Stephens	122	Specialist Cars of Malton	106, 129	Williams Crawford	
Fabspeed	65	Performance Direct Insurance	147				

TUNING // SERVICING // MOTORSPORT // STYLING // SALES // RESTORATION



THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

PARR

Specialists In Porsche

5 The Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX
United Kingdom

CARGRAPHIC THOMAS SCHNARR

Tuning Programs For Prestige And Sportscars

Wieslauterstraße 20,
D-76829 Landau, Germany

With nearly 30 years experience, **Parr** is the UK's leading Porsche specialist. As the official importer of **Cargraphic** tuning products we offer a wide range of parts for your Porsche and other marques.

From simple tuning and upgrades to bespoke modifications, performance engineering with style is as much a part of our DNA as our passion for all things Porsche.



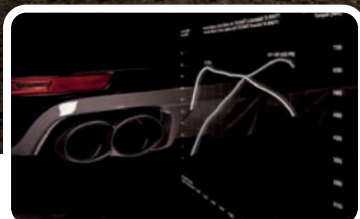
+44 (0) 1293 537 911 // PARR-UK.COM

+49 63 41 968 911-0 // CARGRAPHICTS.COM



Focused on the essential: You.

TECHART for the Porsche Macan.



TECHART sport exhaust systems and powerkits



TECHART bespoke interiors and steering wheels



TECHART exterior styling and carbon fibre parts

The new TECHART refinement options for the Macan are fully concentrated on the essential: You. Offering any freedom for individualisation, you can individually upgrade your Macan's exterior, interior, wheels, driving dynamics and soundscape.

Intensity? Just as you like it. Adventurous and emotional? Of course. – But when it comes to quality, trouble-free fitting, unrestricted service capability and warranty, peace of mind is what you can expect. Just like you know it from TECHART.

Experience concentrated freedom. TECHART for your Porsche Macan.

www.techart.de/macan



TECHART in the United Kingdom:

Tech 9 Motorsport Ltd
Hale Garage, Hale Road, Hale, Liverpool L24 5RB
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>

