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UP FRONT

Bennett – shaken and occasionally stirred – considers the enduring appeal of the Martini/Porsche connection



What's better than a 930 Turbo? A 930 Turbo rocking the Martini look, that's what. Iconic is an overused word, but in this instance, there is no other to describe the marketing and design nous that created the blue and red livery that injected glamour into some of the greatest race and rally cars of the '70s, '80s, '90s and even into the 2010s. Think Porsche 917, through to 935/936, the F1 Brabhams, rallying Lancias and latterly F1 Williams. Even today, Porsche still uses the livery, with no financial incentive from Martini. It's got to be one of the greatest and most enduring deals ever done. That and, of course, the James Bond connection. Shaken not

“ Porsche still uses the livery, with no financial incentive from Martini ”

stirred etc. That's why there's a Martini striped Turbo on the front cover of this issue, not that we really need an excuse.

Check out the story of this resto. Also check out Keith Seume's Usual Suspects column in this issue, for more Martini 930 memories.

Anything else to report? Well, talking of iconic, Porsche's 904 road racer definitely falls into the

icon category, and we welcome the Aestec GTS in this issue, a Boxster-based homage to one of Porsche's greatest hits.

STEVE BENNETT

911PORSCHEWORLD.ED@KELSEY.CO.UK

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Kelsey Media

The Granary
Downs Court
Yalding Hill
Yalding
Maidstone
Kent
ME18 6AL

EDITORIAL

Editor: Steve Bennett

Deputy Editor: Brett Fraser

Features Editor: Keith Seume

Consultant Editor: Chris Horton

North American Correspondent:

Matt Stone

Email:

911porscheworld.ed@kelsey.co.uk

Contributors: Christoph Borries, Kieron Fennelly, Andrew Frankel, Antony Fraser, Jan Horn, Jeremy Laird, David Sutherland, Johnny Tipler, Andy Tipping

Art Editor: Peter Simpson

ADVERTISEMENT SALES & PRODUCTION

Ad Sales: James Stainer

Ad Sales Tell: 01883 731152

Ad Sales Email:

james.stainer@kelsey.co.uk

MANAGEMENT

Chief Executive: Steve Wright

Chief Operating Officer: Phil Weeden

Managing Director: Kevin McCormick

Subscription Marketing Director:

Gill Lambert

Retail Director: Steve Brown

Print Production Manager:

Georgina Harris

Print Production Controllers: Kelly

Orriss and Anne Meader

Subs Marketing Exec: Dave Sage

Affiliate Marketing: Kate Chamberland

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THIS MONTH



p66

FEATURES

YOU AND YOURS

Ingrid Fraser-Williams and her 996 GT Clubsport and Macan duo **32**

AESTEC GTS

First look at and drive in Boxster 986 based 904 homage **36**

THE RIGHT ONE

Porsche's wide-bodied 930 Turbo was outrageous enough, but add the Martini livery and a mad interior and it became wilder still. We drive a restored original **42**

REVISITING SOLITUDE

We load up a Cayman T and head to the Solitude road racing circuit, just a stone's throw from Stuttgart and scene of Porsche racing success in the '50s and '60s **54**

GOLDEN WONDER

Narrow body 1975 911 receives a 3.0-litre boost in the tail, plus KW's new G-Series Variant 3 adjustable suspension kit **66**

SPECIALIST: ESPOSITO

Paying John Esposito Porsche Repairs in Hollywood a visit **76**

HOW TO: BOXSTER DRIVE SHAFTS

The driveshafts on our Boxster project were making all sorts of horrible noises. Cue a repair, plus some lateral thinking **82**



p18



p10



p36



p42



p54

REGULARS

PORSCHE NEWS
All the latest Porsche news... **10**

PORSCHE PRODUCTS
...and all the latest must have stuff **18**

THE USUAL SUSPECTS
Keith Seume returns to the track **24**

FRANKEL
The world of Porsche according to our man Andrew Frankel **28**

PORSCHE PROJECTS
More project car shenanigans, with Keith's 914, Chris's Boxster and Matt Stone's Carrera 3.2 **88**

PORSCHE TECHNICAL TOPICS
Technical problems solved **96**

BUYERS' GUIDE: BOXSTER **986**
Everything you need to know **100**

MARKET PLACE
Tried & tested, dealer and auction talk, Classifieds **103**

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TURN TO PAGE

87

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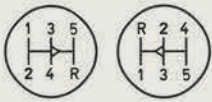
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Porsche updates the Panamera and smashes 'Ring record * PDK for Cayman/Boxster 4-litre * Downloadable monthly tech for Taycan * Porsche talks up synthetic fuels * \$1m 914



PORSCHE UPDATES THE PANAMERA

Sub three seconds to 60 in a large limo

Hard to believe the Porsche Panamera is a decade old. But perhaps even harder to compute that the second generation model is already being facelifted. We give you the new, but not quite all-new, Panamera.

Heading up the revised range for now is the new Panamera Turbo S. Porsche has upped the ante of the Panamera's top combustion model by 80 metric ponies for a grand total of 630hp from the revised 4.0-litre V8 twin-turbocharged engine. That's enough to

dispatch the sprint to 62mph in 3.1 seconds. Given Porsche's usually conservative performance metrics, you're therefore likely looking at a limo that can hit 60mph in under three seconds.

Porsche says the Turbo S is also now good for 196mph. For further proof of performance cred, around the Nürburgring Nordschleife the Turbo S clocked 7:29.81 and a new record for an "executive" class car. What a time to be alive. Combined WLTP fuel consumption

for the Panamera Turbo S models, if you're bothered, is 21.2 to 22.1 mpg, equivalent to 302 to 289g/km CO2.

Next up is the new GTS. That's also V8 twin-turbocharged, but up 20hp over the outgoing GTS to 480hp. Porsche says the added power comes at the top of the rev range with the power delivery tuned to increase with revs in the style of a naturally aspirated motor. The GTS's traditional V8 sound characteristics are said to be even more prominent than before thanks to the new standard

Porsche's Panamera is now as near as makes no odds a 200mph machine thanks to 630bhp from its twin-turbo V8. Needless to say it's smashed another Nürburgring record



sports exhaust system, now featuring asymmetrically positioned rear silencers. At the bottom of the new pure-combustion range are the Panamera 4 models with unchanged performance from the 2.9-litre 330hp V6 engine.

Meanwhile, on the plug-in hybrid side of the equation there's the new Panamera 4S E-Hybrid. The intelligent combination of a 136hp electric motor integrated into the eight-speed dual-clutch PDK transmission with the 2.9-litre V6 twin-turbocharged 440hp combustion engine generates a combined system output of 560hp. The net result? A sprint to 62mph in just 3.7 seconds and a top speed of 185mph. Just as important, the Panamera 4S E-Hybrid's 17.9 kWh battery delivers an electric range of up to 34 miles, plus combined WLTP fuel consumption of between 94.2 and 128.4

mpg, depending on specification. CO2 output is pegged at 67 to 51g/km, again spec dependent.

Styling wise, the previously optional Sport Design nose, distinguished by its distinctive air intake grilles, large side cooling openings and a single-bar front light module, is now standard on all models. Bar the Turbo S, that is. That model gains a completely new nose differentiated by larger side air intakes and newly-designed elements in body colour. The light modules of the dual Turbo front lights are now also set much further apart.

Prices start at £72,890 for the Panamera 4 and scale all the way to £137,760 for the Turbo S Sport Turismo. On that note, all Panamera models are available in both standard body and Sport Turismo formats.

'RING RECORD One ludicrous limo...

Remember ye olde Carrera GT? You know, the 612hp supercar from the early 2000s? It logged a Nürburgring lap time of around seven minutes and 28 seconds. That's the context, of sorts, for the ludicrous lap time achieved by the new Panamera Turbo S.

A lightly camouflaged version of the series production Turbo S pedalled by test driver Lars Kern completed a full lap of the full Nürburgring Nordschleife over a distance of 20.832 kilometres in exactly 7:29.81 minutes. In the official ranking tabulated by Nürburgring GmbH, and certified by a public notary, the Panamera Turbo S is thus the record holder in the "executive cars" category.

The record-breaking Panamera was equipped with a racing seat and a safety cage as protection for the driver, but was otherwise a stock road car. It also rolled on Michelin Pilot Sport Cup 2 tyres developed especially for the new Panamera. The very same boots are now optionally available for the Turbo S. You'll need a set if you fancy replicating that ludicrous lap time.



PDK PLUS 4.0 GOES INTO 718

Mid-engine flat-six models get Porsche's paddle shifter, but it will cost ya

All of Porsche's mid-engine, two-seat Porsche 718 models with 4.0-litre six-cylinder boxer engines can now be had with the PDK robotised transmission. That means both the Cayman and Boxster 718 GTS 4.0 variants, as well as the motorsport-inspired 718 Spyder and 718 Cayman GT4 models, are now available with the Porsche-developed automatic 'box.

Compared to 718 models featuring the standard manual transmission, the 420hp 718 Spyder and 718 Cayman GT4 now accelerate to 62mph in 3.9 seconds. That's half a second faster than the manual shifter. 125mph arrives in 13.4 seconds (0.4 secs faster).

As for the 718 Cayman GTS 4.0 and 718 Boxster GTS 4.0 powered by the slightly detuned 400hp version of the 4.0-litre flat six, they also improve by half a second to 62mph, reducing the time to four seconds flat. 125mph is achieved from rest in 13.7 secs, which is again 0.4 seconds quicker than the manual car.

Of course, one of the conspicuous benefits of the PDK 'box is that it combines both superior performance courtesy of uninterrupted acceleration during gearshifts with increased

efficiency. The WLTP combined fuel consumption for the 718 Cayman GTS 4.0 with PDK and 718 Boxster GTS 4.0 with PDK is 28mpg, equivalent to 230g/km CO₂, which ain't half bad for a 400hp sports car with a 4.0-litre lump. When specified with the PDK meanwhile, the WLTP combined consumption for the 718 Cayman GT4 and 718 Spyder is 26.4mpg or 242g/km CO₂.

For the GTS models, Porsche says the standard Sport Chrono package adapts the gear shift characteristics of the PDK according to the four different driving modes – Normal, Sport, Sport Plus and Individual – with increasingly faster gear changes, earlier downshifts and more theatrical throttle blips as you advance through the modes.

Launch Control is also integrated within Sport Plus, activating maximum attack launches from rest. The Sport Response button, meanwhile, allows the driver to activate maximum engine and transmission performance for 20 seconds, irrespective of the current driving mode. Porsche reckons this 'motorsport-inspired' function helps with spontaneous overtaking manoeuvres.

As for the 718 Spyder and 718 Cayman GT4 models, the programming

is said to be typical of GT variants from the Porsche Motorsport department. Max performance is toggled directly via the PDK Sport button. The gear selector lever likewise echoes the design of the GT3's. Seventh gear in all 4.0-litre derivatives with PDK has also been made slightly shorter.

In a final tweak, the mechanical-locking rear limited slip differential has been made more aggressive for the PDK-equipped cars. In traction and over-run modes, the diff achieves locking values of 30 and 37 per cent compared with 22 and 27 per cent for the manual transmission.

Unlike the latest 911 Carrera S, intriguingly, where PDK or manual are essentially no-cost options, Porsche is charging a premium for PDK on these six-pot Caysters. On the 718 GTS 4.0 models it's yours for £2303, while the PDK premium for the 718 Spyder and 718 Cayman GT4 is £2000. If that seems like an odd approach given it's exactly the same gearbox fitted to largely the same car when comparing GTS to GT4 and Spyder, well, Porsche's option pricing is often rather esoteric, to put it charitably. So, no change there.

Previously manual only, 4-litre, flat-six Caymans and Boxsters can now be specced with PDK transmission

OUR TAKE

OVER-THE-AIR UPGRADES

You can read elsewhere in News this month about detailed revisions to the Taycan. But the big change is the addition of so-called over-the-air upgrades. Put simply, you will be able to add functionality to a Taycan by purchasing features from Porsche Connect Store just as you might buy an app on a smartphone. There's no need to visit a dealer.

This is neither a novel idea nor strictly news for Porsche. Tesla has been offering this kind of service for years and Porsche signalled its intention to offer over-the-air upgrades some time ago. But now it's a reality and it may leave some owners scratching their heads.

For the service to work, the car must obviously already have all the required hardware installed. That implies customers are paying for hardware which isn't fully utilised as standard. For now, the upgrades aren't earth shattering and involve things like improved cruise control and steering tweaks. What's more, if those features are largely software based, then there's an argument that it makes sense to charge money for access.

However, the eventual end game may include added performance or battery range. If that happens, some noses may be put out of joint. Why should you have to pay to access the inherent performance of the car you already bought? Or perhaps not. Maybe consumers are so used to adding apps and functionality with purchases on various devices that unlocking performance or range on an electric Porsche won't bat a single eyelid.



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TAYCAN TWEAKS INCLUDE OVER-THE-AIR UPGRADES

Snazzier and just a little bit quicker

More extensive personalisation options and technology upgrades are among a range of new options for Porsche's all-electric Taycan. Exactly a year since the Taycan went on sale, the range of revisions includes everything from new colours to extra performance and improved charging. Some of the new options are available as over-the-air upgrades.

Mahogany Metallic, Frozenberry Metallic, Cherry Metallic, Coffee Beige Metallic, Chalk, Neptune Blue and Ice Grey Metallic are the new exterior colour additions. These are completed by a broader interior colour palette including Blackberry and new two-tone options for the leather and leather-free upholstery choices. Porsche's Exclusive Manufaktur and custom tailoring options have been extended to include contrasting leather seat centres and contrast stitching.

Of course, the Taycan is a tech masterclass and it is tweaks in this area that are arguably more intriguing. The daddy of Taycans is the Turbo S, a car so quick you'd scarcely believe it could go any faster. But thanks to battery optimisations, the Turbo S can now sprint to 125mph in just 9.6 seconds, shaving 0.2 seconds off the car's original specification. The quarter-mile is covered in 10.7 seconds, down from 10.8 seconds.

Charging while preserving the overall longevity of the battery is a further new function. Using all 270kW of the charging speed causes battery wear, so owners can now choose to restrict peak charging to 200kW at suitable charging points (e.g. Ionity high-power 800 volt charging stations). Drivers can select the desired charging mode on the central display.

On the chassis side, a new Smartlift function is installed now as standard where adaptive air suspension is specified. This enables the Taycan to automatically increase its ground

clearance in certain recurring road conditions, such as speed bumps or garage driveways.

Inside, meanwhile, a head-up display in colour is now available as an option. This projects information directly into the driver's field of vision.

The display has been divided into three sections, including primary driver's instruments, a status section and one to show temporary content, such as calls or voice control commands. A navigation display, power meter and a user-defined view can also be selected as pre-sets.

Finally, there's the new Functions on Demand (FoD) service through which Taycan owners can purchase various convenience and assist functions as over-the-air updates without the need to visit a Porsche Centre workshop. Upgrades include Active Lane Keep Assist, which keeps the vehicle in the centre of the lane with continuous steering intervention. InnoDrive individually adapts the vehicle speed to the conditions ahead, taking note of speed limits, bends, roundabouts, and situations where you have to give way or stop. Both functions are available for a monthly fee of £18.00 or £759.00 each as an outright purchase option.

Another available upgrade is Power Steering Plus, which operates on the basis of vehicle speed. It provides greater steering assistance for low speed manoeuvres, and reacts directly and accurately at high speeds. This Function on Demand is available for a lifetime fee of £299.00, but not as a monthly option. After registration and selecting the desired function(s) in the Porsche Connect Store, and provided a connection can be established, a data package is sent to the Taycan via the mobile phone network. Drivers are notified by the Porsche Communication Management (PCM), and activation takes just a few minutes.

The Taycan now comes with FoD (Functions on Demand) tech, meaning that you can subscribe to various features – like Active Lane Assist – on a monthly basis. Wonders will never cease

PORSCHE RESEARCHES SYNTHETIC FUELS

Just when you thought it was electric or bust...

"With electricity alone, you can't move forward fast enough." So says Michael Steiner, head of R&D at Porsche. Given Porsche's huge push toward an electric future, including spending billions upon billions euros, that is a somewhat surprising statement.

What Steiner is hinting at is Porsche's newfound interest in synthetic fuels. "This technology is particularly important because the combustion engine will continue to dominate the automotive world for many years to come," says Steiner.

"If you want to operate the existing fleet in a sustainable manner, eFuels are a fundamental component. We have a team that is looking for suitable partners who want to build pilot plants with us and prove that the entire process chain works and can be industrialised," he explains.

The problem, it seems, is the disappointing pace of battery-electric adoption. "Electric mobility is an exciting and convincing technology but, taken on its own, it is taking us towards our sustainability targets at a slower pace than we would like," Steiner reveals.

The idea behind synthetic fuel is simple enough. If you use sustainable energy, say solar, to scrub carbon from the

atmosphere and combine it with equally sustainably sourced hydrogen, you can make a combustion fuel that is entirely carbon neutral. It only puts into the atmosphere the carbon that was scrubbed from it to create the fuel.

The really clever bit is that it turns any existing combustion car into a carbon neutral car. However, Porsche is not the first manufacturer to moot synthetic fuels and there is little sign that the technology is gaining significant traction. Thus far, the high cost of producing synthetic fuel has made the notion seem uneconomic.



Are synthetic fuels the future? Possibly according to Porsche, particularly since the combustion engine isn't just going to disappear

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THE MILLION DOLLAR 916

'70s mid-engine slot car comes of age

The 914's sometime reputation as the ginger stepchild of the Porsche back catalogue never really made sense. Now it has surely been blown out of the water, past next Tuesday and out of sight forever. Because in August this six-pot 914 derivative, the 916, sold for just under \$1 million – or \$957,000 (including fees), to be precise – at an RM Sotheby's auction in Monterey, California.

While the 916 in any form is a rare beast with just 10 produced, this particular 916 was rarer still, thanks to its first owner. Chassis number 914.233.0011, it was the first of the 1972 series and according to its Kardex it was also a Privatwagen constructed for the personal use of Louise Piëch. Who she, you cry? None other than Ferdinand Piëch's sister, of course. Piëch, we need hardly point out, was Ferdinand Porsche's grandson.

Anyway, Frau Piëch took delivery on July 23, 1971 and held on to the 916 until 1973, when the car was sold to Erna Götten, a Porsche engineer. Photographs of '0011' during Götten's tenure show the car on-track with her behind the wheel. In March 1978, the car was offered for sale in *Auto Motor und Sport* magazine for 35,000 DM. But Götten eventually managed to unload the 916 to Los Angeles Times Publisher Otis Chandler for \$30,000 on July 3, 1979. Serious money, back then. In today's money that's well over \$100,000.

The car next appeared in Japan, the prize of exotic car and art collector Yoshiho Matsuda. Matsuda began liquidating his museum collection just before the turn of the millennium and so the 916 returned to the US. Californian Kerry Morse snagged the car in 1999 and sold it in 2008 to Dr. Thomas Gruber, who has held the car ever since. In 2009 Dr. Georg Konradshiem assisted Gruber in undertaking a comprehensive mechanical and cosmetic restoration.

The shell was primed and painted the original colour of Light Yellow. The engine, which had never been disassembled, was rebuilt, ditto the transaxle, suspension, brakes and electrics. New leather was applied throughout the interior, though the original fabric seat inserts were retained. As an indication of how thorough the restoration was, Konradshiem and Gruber carefully documented the project in a detailed, limited-edition book published in 2019, a copy of which accompanies this car.

That work was completed in 2011 and the car has been driven a mere 800km since. It now rests on precisely 56,412km. Fair, then, to say, this 916 is a teensy weensy bit of a garage queen. As one of the later built 916s, it sports a 210hp 2.7 flat six. Yep, just like the iconic 911 2.7 RS. Add in the fact that the 916 was around 80kg lighter than a contemporary 911S and you can begin to understand why this 914-based beast commanded such a huge price.

SUPER SAFARI 911 PLANNED FOR 2020

A modern take on a classic theme

Safari-spec 911s are all the rage. But they usually involve air-cooled oldies. So, get a load of this up-to-the-second alternative based on the very latest Type-992 911. For now it's a theoretical machine. These images are merely renders, not a real car. But a build is said to be scheduled for next year.

The work of German tuners Delta4x4, apparently 'Bavaria's one-stop off-road specialist,' design inspiration is said to have been taken from Porsche's Dakar and Pharaohs rally triumphs in the 1980s. The base car is the latest 911 in suitably all-wheel drive Carrera 4S specification.

Delta4x4 received the commission from a local German entrepreneur who fancied turning his box-fresh 911 Carrera 4S into something fit to be driven from Germany all the way to Dakar. Delta4x4 claims total ground clearance will be fully 9.8 inches. Impressive, but not quite on a par with the reported 11 inches of late 1970s Safari Rally 911s. Other details include a reinforced chassis, specially-designed spotlights and a custom roof rack.

It was, of course, a Rothmans-liveried Porsche 953 that took overall honours in the gruelling 1984 Paris-Dakar Rally. In fact, Porsche entered three 953s back in '85, with René Metge and co-driver Dominique Lemoyne coming out victorious, while another 953 piloted by the great Jacky Ickx came in sixth place. The final 953 placed 26th.

More recently, a slew of so-called Dakar or Safari-inspired specials have popped up, from home brew efforts to examples from some of the best known tuners in the game, the latter including the RUF Rodeo and the Gemballa Avalanche 4x4. Delta4x4 is a little less well known, but says its CV includes completing the Paris-Dakar in 1982 with a modified 80-horsepower Suzuki LJ80. Not quite a 400hp 2020s 911, but somewhere to start from. Watch, as they say, this space. Or keep a weather eye on delta4x4.com.





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ESSENTIALS

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FULLY ARMED

Powerflex's range of upgraded suspension bushes are well known to car enthusiasts of all colours, not just Porsche aficionados. But they do present a conundrum. Should you fit them to used arms with worn joints? Or buy new arms and chuck out good bushes? Now Powerflex has come up with a really neat solution, namely ready-to-fit track control arms complete with Powerflex uprated bushes. Available for a wide range of models, including 996, 997, 991 911s and 986, 987, 981 and 982 Caysters, the arms are produced in partnership with Chassis Technology Europe, a suspension component specialist, with both Road Series or track-biased Black Series bushes. Prices for the kits comprising a pair of arms start at £490.90 and you can find out more from powerflex.co.uk



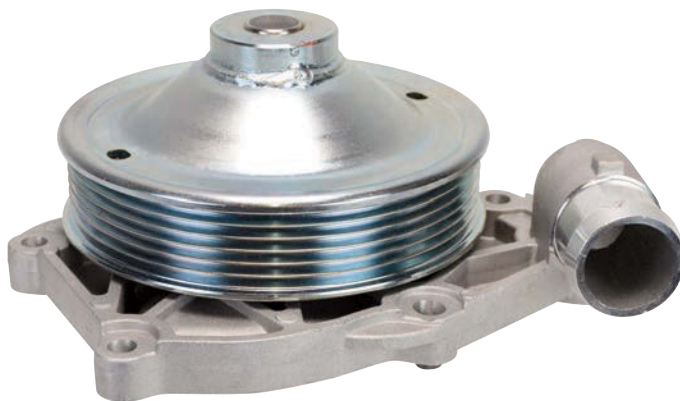
MANTHEY'S KW KITS

Since 2004, Manthey Racing and KW have worked together on suspension tuning for competition cars. Now the two storied performance specialists have teamed up to create coilover kits specially tuned for both road and regular trackday use and engineered for the 991.2 series of 911s. Based on the renowned KW Clubsport kit, the front struts are KW's inverted monotube design, built to withstand the high damper forces of the 991.2. At the rear, it's KW's TwinTube with Solid Piston tech. Both axes offer adjustment of compression and rebound damping and are compatible with Porsche's front axle lift system. The net result when applied to the Porsche 911 GT2 RS MR was the fastest 'Ring time ever achieved by a road-legal Porsche. To find out more, including pricing, head for kwsuspensions.net



PUMP IT

Fit right, fit once, goes the adage. When it comes to critical components like water pumps, that's doubly true. The failure of a cheap pattern part could cost far more than the price of a new pump. Of course, official Porsche parts pricing can be prohibitive. Which is where this new water pump from Heritage Parts Centre comes in. It's part of the Meyle 'HD' range, which aims to not just match OEM quality, but actually exceed it. In this case, silicon carbide bearing seals are more resistant to the abrasive dirt found in engine coolant, while the secondary seal is made from peroxide-cured HNBR, which has a higher temperature and wear threshold. All HD products come with a four year, 100,000-mile warranty. The pump is yours for £134.95, including delivery, from heritagepartscentre.com



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CARBON CARDS

Add lightness they say. Less is more, they cry. To be fair, whoever 'they' are, they probably have a point. Reducing weight benefits pretty much everything. Acceleration. Handling. Braking. The works. And not only is it often cheap compared to, say, engine mods. Sometimes it's actually free. Ripping out redundant parts just costs a bit of time. These carbon fibre door cards, of course, aren't actually free. But priced from £495 plus VAT but including shipping, they're less expensive than you might expect. Sold in pairs, they're suitable for all 911 models from 1965 through to 1989. For more information and further fitment options, plus a huge array of choice parts and upgrades for all manner of Pork, head for stuttgart-classica.co.uk



TITANIUM TITILLATION

Speaking of adding lightness, how much weight do you think is available to save from the wheel hub studs on 911, 944, 928, 964 and 993 models? Not much, you wager? Well, we have the answer, right down to the decimal point. More specifically, our chums at Porsche parts and modification specialists Stuttgart Classica have the answer. The standard steel studs weigh in at 82g a pop. These titanium alternatives nearly cut that in half at precisely 45.8g. That extrapolates out to a saving of nearly three quarters of a kilo for all 20 studs. Nice. Flush fitting and with rolled threads, the studs are made from grade five titanium and also black PVD coated. Also available with bullet noses, they're sold as a set of 20 for £499 plus VAT but including shipping from stuttgart-classica.co.uk



READY TO RUN

Our friends at CSF have announced what's described as the industry's first ever OEM+ Performance Oil Cooler for the 911/930 Turbo. Its innovative design features a high-performance core built to OEM spec, but with CSF's own square fin design, making for 10% better performance, all from a straight swap product, which involves no mods to install.

A full list of features and benefits packed with 2020 tech come included with the new cooler: Two M30x1.5 'widemouth' high-flow fittings, with 50% greater flow capacity. The M22x1.5 inlet and outlets have been optimised for maximum flow and to also accept AN-16 fittings for race car applications. There are three fittings for the temp sender boss, to accommodate all types of cooling fan. Slotted mounting holes ensure easy installation for all 911s, not just Turbos. The CSF cooler is available now, worldwide through CSF's distribution network at an introductory price of \$899, a useful saving over the OEM cooler at \$1300. For more info go to: CSFace.com





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THE GTS EFFECT

Porsche's modern day GTS models usually make for conspicuous value. At least, that's true when ordering a Porsche new. However, the 997 Carrera GTS in particular has turned out to be such an appealing package, it now commands a hefty premium compared to the plain 997 Carrera on the used market. Still, you get a 408hp atmo' flat six, hydraulic steering and a factory widebody in what many regard as the last vaguely analogue 911 before things like digital force feedback steering became a reality in the 991 models. So, maybe it's worth the premium over the standard 997 Carrera and Carrera S models, after all. Anyway, why not grab this 1:18 scale GT Spirit model to help you ponder the value proposition? It's yours for 99.95 euros or around £90 from our friends at selectionrs.com



WATCH THIS

Limited to just 1911 units, the Premium Classic automatic watch from Porsche is actually a multi-piece box set consisting of the watch itself, a leather strap made of high-quality cowhide, a three-part interchangeable strap made of stainless steel, Porsche 911 sculpture, limited edition badge and polishing cloth. Details include a metal dial with black base colour, Porsche crest and sunburst pattern, an engraving on the rear movement cover with a unique serial number, anti-reflective sapphire glass, a screw-down crown with engraved Porsche crest, watertight casing (to five ATM) and a strap changing tool. The Swiss-made case measures 42mm. Normally priced at £1300, it's on special offer for 999 euros or roughly £900 at selectionrs.com



WINTER IS COMING

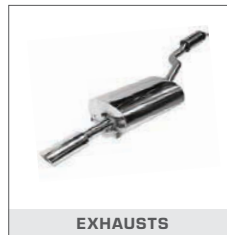
A subtle, sophisticated take on the current logo trend. So says Porsche of the official Porsche Design Quilted PD Icon Vest. Instead of a straightforward printed logo, the quilted vest jacket features a stitched pattern repeat on the front and back, accentuated by side panels made of horizontal nylon. The recycled Italian fabric has a carbon-free finish for claimed lower emissions during production, while the vest's infill is made of patented sustainable Freudenberg Comfortemp fibres, ensuring warm comfort and an added feel-good factor. Oh, and for the record, the zipper pulls are made of Porsche seatbelt material, adding a technical twist. Nice. Yours for a piffling £415 from porsche.com or via your friendly neighbourhood Porsche Centre.





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THE USUAL SUSPECTS



KEITH SEUME
Editor, *Classic Porsche*

After many years of drag racing, Seume decides it's time to try a new motorsport discipline. It came as something of a shock to discover that there are tracks with 'curves' and 'bends' which need to be negotiated at speed. His 914 took it all in its stride, even if the driver didn't always follow the set course...

GOING CLEAN ROUND THE BEND

Considering Porsche has such a long history in racing and rallying, and how events like Le Mans (both modern and classic) grab everyone's attention, I always find it interesting that so few owners have a crack at some form of motorsport or another. Yet, on the other hand, there never seems to be any shortage of people doing track days, some driving half way across Europe to take in a few terrifying laps of the Nürburgring...

Now I'm no track star by any means – I've never done a circuit race in my life, and to be honest I'm not sure I have the spacial awareness to cope with being in the middle of a pack of cars piling into the first corner. I've driven on various circuits at different times in my journalistic career, including Brands Hatch, Donington, Silverstone, Castle Combe, Lydden Hill, Vallenga, Bugatti (Le Mans) and others I've long since forgotten, but I have to be honest virtually all of my motorsport experience has been gained in a straight line, a quarter mile at a time, in drag racing.

I know that some people look down their noses at drag racing, seeing it as a peculiarly American sport which requires little or no real skill. The truth is something very different: timing is to the 1000th of a second, meaning the tiniest lapse in driver skill or car set-up can make the difference between a win or loss. There is no margin for error, no opportunity to make up for lost time if you screw up.

However, since moving to Cornwall some two decades ago, I began taking more of an interest in two very different motorsport disciplines: sprinting and hillclimbing, both of which are popular 'down west'. I have attended several regional hillclimb events, notably those at Wiscombe near Exeter, where Porsches are a regular sight. I love the atmosphere, the camaraderie – the sheer friendliness – of it all, but I've never taken part, partly for fear of embarrassing myself in front of my peers and partly because I kept coming up with excuses. As for sprints, I did try one many years ago at Brands Hatch in my Carrera 2.7, but made a bit of a pig's ear of it and went back to drag racing instead!

So that was that, until recently when Adrian Crawford, one

half of marque specialists Williams-Crawford, kept dropping less than subtle hints that I ought to have a go at a sprint in my 914. I couldn't really think of any genuine reason why not so set about joining the local club (I already had a competition licence 'just in case') and checked my helmet and race suit. Helmet was just fine, and in-date, as I bought it fairly recently to use in the USA. But my perfect two-layer AWS race suit was, umm, 25 years out of date! Oh dear, more expense. As it turned out, Demon Tweaks' eBay store had a sale on and I was able to pick up an OMP suit at 1/3 off retail.

Mods to the car were minimal: tow points front and rear (factory at the front and a webbing loop at the rear), markings to show how to shut off the ignition and yellow tape round the battery ground cable. I also added a black sunstrip across the top of the screen – and that was it.

My first event was the Truro and District Motor Club's sprint at Perranporth airfield (aka Spitfire Raceway), a simple figure of eight course with four straights, two cross-overs and a tightening hairpin at the far end, all marked out with cones. Entered in the Series Production Cars class, my 'opposition' comprised everything from Audi TT and S3 to a Vauxhall Firenza. Mazda MX-5s appear to be the inexpensive weapon of choice...

The first thing that struck me was how welcoming everybody was, with a number of people coming up to have a chat about the car, some commenting that they didn't know how I could bring my self to compete in such a 'classic'. The response to that was 'it's what they were made for'...

The first practice run was a bit messy as I tried to get my head round the course, but the car felt good, its 130bhp being perfectly adequate (for now) – the worst feature were the brakes which, being bone stock, lacked bite. But I didn't hit any cones, or go off course, and I felt quite happy to have broken my 914's sprinting virginity.

Second run, the first against the clock in competition, went better still, with an improvement in time of almost three seconds. I was pretty happy with that, and looked forward to the



Left: Mods to the car were minimal, the timing strut on the front bumper being the most obvious. Sprinting really is a low-budget motorsport, but great fun

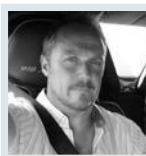
Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



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next timed run. I then made the classic rookie mistake of 'over driving', trying too hard and getting my braking points all wrong. Lose two seconds and do not pass go... Third timed run, it began to rain, so was pleased when I only lost two seconds to my previous best dry time. Right, one more run. This is going to be it, right?

Of course, I screwed up. I completely misjudged the second to last corner and turned in far too early. The moment I realised my mistake, I yelled an expletive at myself and cruised back to the pit area with my tail firmly between my legs. Even the commentator muttered something about 'hanging his head in

shame' as I drove past...

And that was it for the day. I'd loved every minute. The 914 had behaved itself (arguably better than the driver did) and I can't wait to make some changes to the car (a new more supportive seat, full harness belts and better brakes) and then I'll be set for the next time – whenever that may be.

As Adrian Crawford said as we were about to leave, 'Lots of people do track days and pretend they're racing, but this is real competition. Even if you don't win, you get far more satisfaction from competing in a proper event than you ever will from a track day'. Do you know what? I think he's right.



Far left: Lining up ahead of the start – Mazda MX-5s seem to be a popular choice. No surprise that mine was the only 914 there... Left: What have I done? Too late to back out now

MARTINI? MAKE MINE A DOUBLE

It's been a fun-filled month – a few weeks ago I was up on Dartmoor in the sunshine driving the Martini Turbo featured in this issue. It's only the second Grand Prix White 930 Turbo I've ever driven (most have been silver) and, incredibly, the first was another Martini Turbo with full red, white and blue Fuhrmann interior! Belonging to friend Geoff Thomas, it was only the second Turbo I ever drove, the first being Porsche Cars GB's silver press car back in 1978. Geoff thinks it may

have met its maker a couple of years after he sold it, which would be a shame if it's true.

My memories of the car are the sledgehammer performance and seeing a set of flat-spotted Pirelli P7s sitting behind the workshop, the result of Geoff having to do an emergency stop in the Turbo after cresting a humpback bridge to discover a stationary car in the road... I gather he bought a fresh pair of trousers later that day, along with a fresh set of P7s, of course.



Left: Considering there were only four 3.0-litre Martini Turbos built, including the Motor Show display car, there can't be very many people who've driven two of them...

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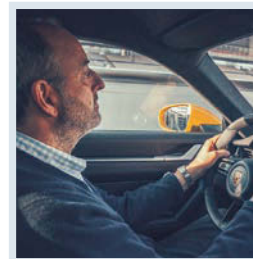


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FRANKEL

Some folk get all the luck. A stashed away 205 GTI leads to an online sale and some lappery in a Manthey modded 991 GT3 RS, with the promise of more to come. Michelin's grippy Cup 2R tyre enhanced the whole experience. In other news, Porter Press's 'Works Porsche 956' tome should be on everyone's Xmas list, and the Cayman GT4 pips the GTS, but only just



ANDREW FRANKEL
The Porscheophile

MANTHEY ON TRACK

Sometimes you just luck in. I had a car to sell and chose to auction it on the Collecting Cars website. It was a nice, clean Peugeot 205 GTI I'd owned for years but rarely used. Anyway the car sold well and within 24 hours the owner had paid up. It was as painless a way of getting rid of a car I've ever experienced.

It turns out its new owner is a bloke who loves cars in general, Porsches in particular and, most specifically, very fast 911s. So when he told me about a track day he was doing at Silverstone and suggested I drop the Peugeot to him there and had a quick trot around the track in his new GT3 RS I near enough removed his arm at the elbow.

Because I'm jammy enough to get more than enough track time through racing and testing, it's been years since I last did a track day and they seem to have become very serious indeed. Or at least this RMA day was. It was all McLaren's, Ferraris, Radicals and so on, many being race cars on slicks. It all looked rather senior, even by GT3 RS standards. But this one was different, as the GT3 RS MR decals down the side made very clear.

I'm sure many of you know Manthey Racing, the world's most successful Porsche racing team and legendary Porsche tuners, which is now majority owned by the factory itself. Well now Manthey has hooked up with the renown Porsche specialists RPM Technik to provide somewhere in the UK that's factory approved and where people can go for anything from a set of Manthey braided brake hoses to a full Manthey upgrade kit, involving uprated brakes, a new aero pack, upgraded coilover suspension and magnesium wheels. And the car I was about to drive had the lot.

It's quite something to hand over such a machine on such a day to someone you've never met and say 'just go and enjoy yourself' before sending him out on the full Silverstone Grand Prix circuit, but my Peugeot's new owner is that kind of person. I didn't even have to have the awkward conversation whereby I tell him I can't pay for anything even if I turn left instead of right at Copse and you need a dustpan and brush to sweep up what's left of his Porsche. 'You're in the car as my guest and therefore at my risk' he said before I'd even been able to broach the subject.

The car is extraordinary. I drove a 991.2 GT3 RS at Silverstone about a year ago and loved it but it is a car that, shall we say, keeps you on your toes when you're absolutely on the limit. I have no particular problem with that because I think such cars should challenge their drivers to some extent and it's not as if it's gratuitously twitchy. It just needs minding a bit. So because I knew the Manthey car would be going quite a bit quicker, I wondered whether it might not need commensurately more management.

On the contrary as it turns out. The extraordinary thing about the Manthey mods is that one of the reasons you go quicker is not just because of its additional mechanical and aerodynamic grip, but because the car feels even more composed. The mods turn one of my favourite road and track cars into a devastating weapon, reducing most other cars out there to mere obstacles that needed steering around.

I'll save the exact details of what the modifications cost and comprise for another time because I've been promised a go on the public road alongside with a similarly modified 997 GT3 RS from the same stable. But suffice to say I thought they'd likely improve the car, but had no idea by how much.



Our man, Frankel, was captivated by this Manthey Racing modded 991 GT3 RS. That's not him at the wheel, though, but ex-BRM F1 pilot, Mike Wilds

MICHELIN MAGIC

While I'm on the subject, I drove the Manthey-modded GT3 RS on two types of tyres, a Michelin Cup 2R and its opposite number from Pirelli, the Trofeo R. And all I can say is that Michelin have clearly figured out witchcraft. The Cup 2Rs were already pretty shot when I got to them having just done an entire track day at Donington, yet they still provided unfeasible levels of adhesion, super-progressive breakaway characteristics and a lovely neutral balance. By contrast the Trofeos were a mere five laps old but even when that fresh could not hold a candle to the Michelins. But I don't think they

delivered the same apex speed as the worn out Cup 2Rs and I know the car understeered more and triggered its ABS earlier under braking from high speed.

It adds to my gathering suspicion that, tyre-wise, Michelin are on a different planet right now. At a more accessible part of the market there's a thing called a Pilot Sport 4S which is the best all purpose sports tyre I know. I've tried them on plenty of cars and always been impressed by how well they grip in wet or dry conditions while remaining both quiet and comfortable. By now you'll be thinking I'm getting backhanders from Michelin for saying this stuff but I'm not. They just make bloody good boots. Expensive, but worth it.



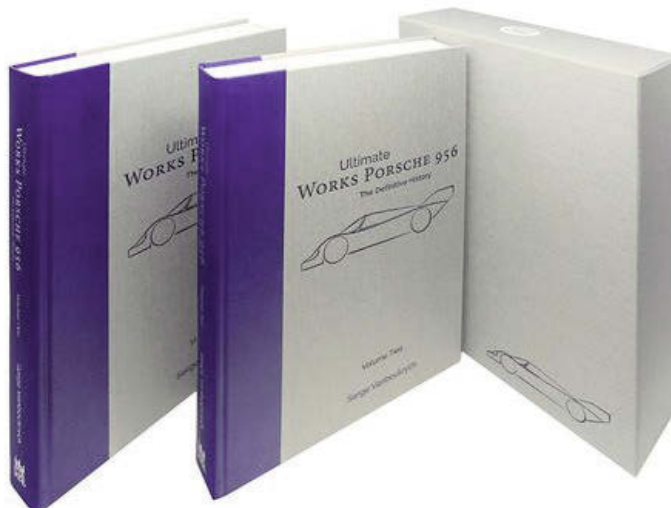
When it comes to road-legal track day tyres, Michelin are the masters of the art, or indeed on a 'different planet' compared to the opposition

ESSENTIAL READING

Thinking of Christmas gifts for a fan of Porsche racing? Feeling rich? Can I commend 'Works Porsche 956' by Serge Vanbockryck, available from Porter Press for a trifling £450? So many books describe themselves as labours of love these days, but I know one when I see one and, my goodness, this is the real deal. It is 800 pages spread across two volumes and if any of you is thinking 'hang on, I didn't think they made many 956s' you're absolutely correct. At its core the book is about just 12 chassis, but with the whole history of Porsche prototype racing that led up to it and, of course, the car's development up to and throughout its racing history.

Nor is it one of those glossy picture books a certain sort of person has on display but either never intends to read or is not worth reading because it's just glossy photographs with a bit of supporting text. This book is the result of decades of research and such pictures as are used are almost all taken in period and there to inform and advance the narrative. You might not have any interest in learning about the first factory Porsche Group C car, but if you do it would be hard indeed to imagine a single fact about it that does not appear somewhere on its pages. And the good news is his book about the 962s is next...

A bit pricey, perhaps, but if you crave the full 956 story then this impressive work by Serge Vanbockryck, from Porter Press, is essential reading



CAYMAN GT4 BESTS GTS – JUST

Ever since I drove the latest Cayman GTS with its 4-litre motor, I have found myself wondering whether it could be the first mainstream Porsche in over 20 years to actually be preferable to a Motorsport department car, those with fabled 'GT' letters in their name. Compared to the Cayman GT4 the GTS was only a fraction less powerful, a tenth or so slower and actually a little bit lighter. And to drive it was hard to imagine how it could be materially improved. It's also £11,000 cheaper.

Add to that my feeling when I drove the GT4 that it lacked a certain sense of occasion until you were driving like someone had just set fire to your underwear and you can see why I was keen to get the two together on the open road. Which, with the help of our friends in Reading, I was able to do a couple of weeks ago.

There isn't the space here to go into all the relative merits of one versus the other but it was an incredibly close run

thing. I liked the fact the GTS is visually a little more discreet than the GT4 and I liked even more that its less extreme tyre specification gave it an all-season dimension that made it far more of a daily driver proposition than the more recreational GT4. In fact for most of the day I spent my time composing my sign off paragraph announcing that, for the first time, the factory had actually outdone its in house tuning division.

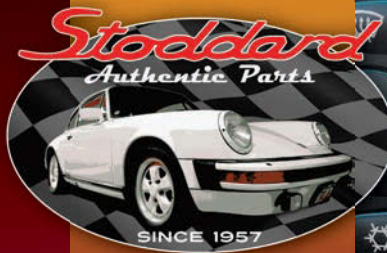
But no. The GT4 does have something else: a fluency and a response that, just as a thing to drive, lift it clear of the GTS. Both get better the faster you go, which is as it should be in any Porsche sports car, but angle of the GT4's rate of improvement is steeper. On a good road it is just that little bit more adept, and on a track I'd imagine considerably more so. In cold, hard terms you could easily argue the GTS remained the better bet because it is cheaper and more usable and therefore the better buy, and I'd not argue with you. But simply as a thing to drive, the GT4 just has the edge. The forthcoming GT4 RS should be something else.

The Cayman GT4 just pips the GTS, but at £11k more it's not an overwhelming victory...



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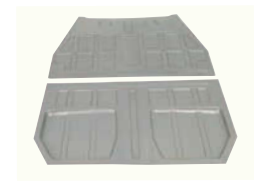
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BLACK MAGIC DUO

Aussie GT2 owners? Well there's Mark Webber and then there's Ingrid Fraser-Williams, one the 'lantern-jawed' racing driver stereotype, the other, well, not. That's the thing about stereotypes, there's always someone to defy them. Thank goodness!

Words: Brett Fraser Photography: Antony Fraser

I guess there isn't really a 'typical' 996 GT2 buyer, but if there were then five-foot-five Ingrid Fraser-Williams probably wouldn't match most folks' vision of what that buyer might look like. The car, after all, has earned the reputation of the 'widow maker', one of Porsche's scariest road-goers, and the petite care home management consultant – and I hope she'll forgive me for saying this – is the antithesis of the lantern-jawed and towering racing driver type that stereotyping dictates should be behind the wheel of the 456bhp twin-turbo rear-drive GT2. But what sets Ingrid apart from some other GT2 owners is that she adores her car, a super-rare Clubsport model – she admits that the investment potential was an element of her original purchasing decision, but that she frequently can be found standing in her garage just staring at it.

'I realise that some people can be coy about their Porsche ownership, but I'm completely the opposite,' confesses Ingrid. 'I'm in no way modest about my

GT2 because I'm so excited to own it: if I'm in a room with other car freaks then I'll bring out pictures of it on my phone at the slightest excuse. I've recently been appointed to a commission for women in motorsport here in Australia, and when we all met for the first time and had to explain our personal passion for cars and for racing, I referred to my GT2 as my baby. Another woman on the commission who also doesn't have kids thought it demonstrated how passionate I am about cars that I used such an affectionate term for my Porsche.

'A while ago Porsche Doncaster in eastern Melbourne – the place where I bought the GT2 three years ago – hosted a "911 Appreciation Day" in its showroom with a display of key examples. They asked if they could borrow the GT2 for the day and it was my absolute pleasure to oblige. I was really proud that it's a car of such interest within a line-up boasting the heritage of the 911.'

The 996 GT2 is a rarity, full-stop –

Porsche made just 1287 examples between 2001 and 2004. A mere 29 of them made it to Australia, (like the UK, a right-hand drive market) and according to Ingrid's research just eight were delivered in Clubsport specification – carbonfibre trim, removable half-cage, extinguisher, hard-shelled race-style seats, harnesses and a battery cut-out. Hers is one of the original eight, but how many by now may have been exported or turned into race cars, she doesn't know. (For reference, 129 996 GT2s were sold in the UK, of which 16 were Clubsport spec.)

Ingrid's automotive backstory starts somewhat less glamorously than shifting straight into Porsches, but the same is true for most of us. 'My first car was a Mini Cooper which I bought to learn to drive in back in 1983 when I was 17, living in England,' she reveals. 'That car cost me £700 and the reason I was able to afford it was because my mum and I were involved in a serious accident years before in Sydney: there

Black magic duo. Ingrid with her 'baby' 996 GT2 Clubsport and in the background, her daily Macan



was a compensation payout and my parents put a portion of it in trust for a purpose such as a car.

'The Mini was a fabulously entertaining car to drive, even if it wasn't that quick. I got my first taste of a Porsche while I was a teenager living in London, when I persuaded my boyfriend to let me drive his 944. That was a pretty exciting experience that helped shape my future ambition to have a Porsche of my own. My mum always talked about Porsches, too, which was also a strong influence, and my dad was a fighter pilot so I suppose speed is in my blood.'

A ride in a Lancia Stratos cemented Ingrid's suspicion that she was a fast car lover, but when she moved back to Australia in 1991 she had to adjust her expectations a little. 'I was thankful to have wheels but I was initially running around in a 1965 Austin Lancer, which was produced under licence in Australia. It was an old-fashioned thing that I had to sit on a cushion to drive, but I still managed to rack up a couple of speeding tickets in it during my first

Right: Three wheels on my wagon. Macan is capable of proper off-road shenanigans. Below: Black GT2 looking sinister



Above: It may be an SUV, but Ingrid still rates the Macan as a proper Porsche. Typically well appointed interior is a fine place to be. Important for a daily driver

“ While I was a teenager in London I persuaded my boyfriend to let me drive his Porsche 944 ”

month driving around Melbourne – I got a bit confused between mph and km/h... And thirty years on I still get frustrated at how low the Australian speed limits are and how zealously they're enforced, especially when I'm out in the GT2.'

Having worked her way through a series of boring cars, another Mini, and a BMW, in 2008 Ingrid finally got round to buying her first Porsche, a brand new 987 Boxster. 'For five years I had some really good times in that car, but in 2013 I had to sell it to help fund an age care business. But I'd been bitten by the Porsche bug and I made a promise to myself that my next Porsche would be a 911, a gift to myself.'

In sub-conscious preparation for that eventuality Ingrid went through a series of other high performance cars including an E39 BMW M5, a BMW Z3 M Coupe, a Holden Maloo HSV pick-up, and even a Peugeot 205 GTI. She twice participated in the Dutton Rally – a sort of mash-up of grassroots motorsports events – undertook a few mini track events and trackdays, and was also invited to a Porsche Driving Experience Day at Phillip Island Circuit, about an



hour and a half south of Melbourne. 'That was a great day out,' Ingrid enthuses. 'We got to drive the GT-series 911s on our own while following an instructor around the track. I'd never driven Phillip Island before and hadn't been behind the wheel of anything quite so violently fast, and by the end of the day I had learnt a healthy respect for the top tier 911s.'

Business success eventually brought Ingrid to the point where her 911 fantasy could become reality. And she had been dreaming big. And bad. In fact, the baddest. GT2. She put in a lot of research hours: 'Obviously I looked at pricing, the investment potential, and I wanted it to be an extraordinary experience whenever I drove it. Despite there being so few GT2s in Australia, I found one here in Melbourne, at Porsche Doncaster, which I think is the smallest of the Porsche dealers in the city.'

'The car had only had one previous owner, had just 20,000km on the clock, and had been garaged all its life. I took it for a test drive and holy f**k it was fast, it felt like it was going to kill me. So I had to have it.'

'I have to confess that it's a struggle with Australian speed limits to enjoy the GT2 to its full potential. But there are occasions... Friends have suggested that I just take it out on track, but I can't afford to crash it. Even so, I love this car. During the horrific bushfires in Australia we all had to devise emergency plans in case we had to leave home in a hurry – mine was to jump into the GT2 and drive away as fast as possible; I was prepared to sleep in the car if I had to!'

Ingrid has recently taken possession of a second Porsche, the GT2 not being particularly appropriate for commuting through Melbourne traffic. 'I had previously bought a Mini Cooper S John Cooper Works as a fun runaround, but when I took on a new contract which meant more miles on the highway and in the city, some of the pleasure of ownership disappeared. So I traded it in against a Macan S. Although it was five years-old it was in immaculate condition and was exactly what I wanted – it was quick, comfortable and practical. I am aware, though, that I've gone from one extreme of the Porsche stable to the

other. But at speed the engine sound is amazing, deep and gravelly when you floor it, and although it's an SUV the Macan still has a Porsche sports car feel to it.'

'The other day the Macan had to be recovered on the back of a truck because it suffered a serious leak from the coolant tank, which was replaced under warranty. But here's the power of brand loyalty – because of my experiences with the GT2 and because the Macan is so good to drive, it doesn't matter that I've had a bad experience, it hasn't put me off.'

So would Ingrid entertain the notion of buying another Porsche? 'Oh absolutely, if I was able to afford one. When I was researching the GT2 I did momentarily consider a much older 911, but I decided I wanted something newer that didn't involve the sacrifices you so often have to make with a classic car. A few months back, though, I did have a go in a 991 Turbo and it was stupendously quick, as well as convenient and practical: I could see myself in one of those, as long as I got to keep the GT2.' **PW**

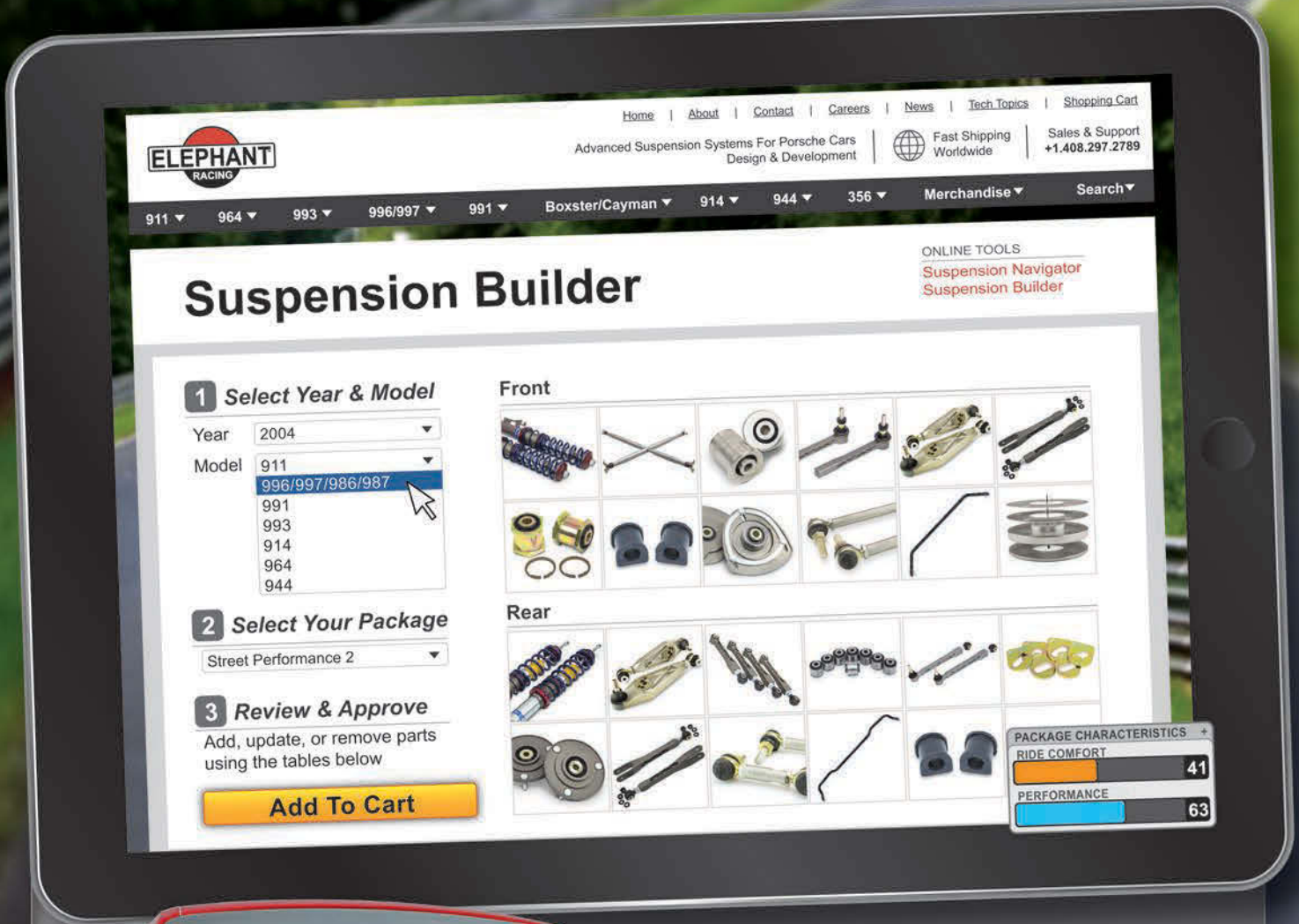
'I took it for a test drive and holy fk it was fast, it felt like it was going to kill me. So I had to have it.' You can't argue with that!**

Left: With her first 'new' Porsche, a 987 Boxster bought in 2008. Below: Ingrid is part of commission for women in motorsport in Australia



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AN ICON REBORN

The Boxster 986 is the perfect base for a 904 inspired homage. Now thanks to Aestec and its GTS, the homage is a reality

Words: Jan Horn Photography: Christoph Borries



It grabs your attention, literally. Not that the Aestec GTS should be handled excessively carefully, and that something could easily break. Quite the opposite, in fact. It's edgy, robust and robust with all the elegance of form and with all the organic flow of its beguiling retro shape. But getting physical will have to wait, we'll stick with the finger tips form now.

If you stroke the paint on the roof of the GTS, the finger tips report fine thread structures. This is carbon fibre, which stands out as a filigree woven layer, through the thin layer of lacquer. Given that the '60s 904 was a study in glassfibre, then this modern interpretation is appropriate.

Inside a fine grain to the leather on the steering wheel flatters the ball of the hand. The rigid bucket seats

embrace hips, back and backside.

The ignition switch is on the left, where else? Turn the key and it rumbles, vibrates in that time-honoured flat-six style, but with an ECU controlled modernity that belies its shape. The Aestec GTS is one of those rare cars that is already fascinating, without even driving a metre. Old form meets modern function. That's the name

Looks familiar? It should do. The 904 is one of the greatest shapes of the Porsche back catalogue





of a sensual recipe.

So, to break it down to its component parts. The look and style is Porsche's mid-engined '60s 904 Carrera GTS road racer. The underpinnings, though, are modern Boxster, notably the 986 iteration of 1996–2004. High class material and skilful manual work then bring the whole aesthetic into shape. That responsibility lies with Aestec, a small

It looks even better on the move. Lighter, stiffer and with 300+bhp, the Aestec GTS is a rapid road racer

engineering co in the German town of Werl, in Westphalia. Aestec founder, Alex Schaferhoff takes the rolling stock of a Boxster – chassis, engine/gearbox and interior and substitutes a much lighter body, styled in homage to the 904, but in truth more of a GT than a stripped-out racer. Instead of the original roll bar of the Boxster, a welded in cage takes on protective – and supportive – duties, a spaceframe

if you like.

In short this is a lighter, stiffer, more direct Boxster. Albeit one that doesn't look like a Boxster, and with Boxster prices and availability where they are, to create this sort of retro Porsche homage seems like a no-brainer. Having said that, this is no kit car. It's not a bodyshell plonked onto a chassis, but a careful, hand-built construct of bonded panels and





sensibly retaining the Boxster's windscreen and doors. Helped by all new components in the chassis, to make the most of the Boxster's complex array of struts and control arms, plus one the best modern steering set ups around and, of course, that flat-six, with its low centre of gravity... So as such, you won't be

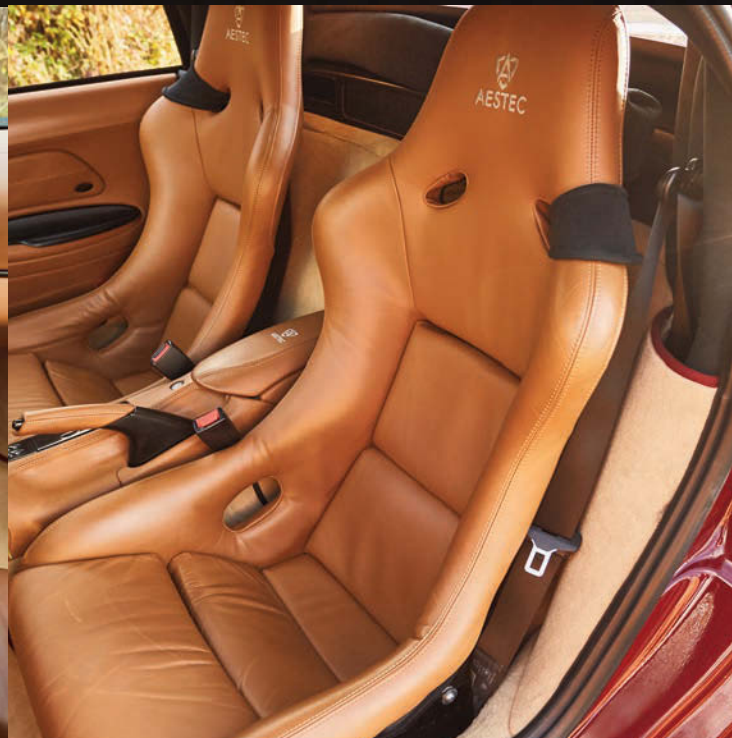
quite so surprised to learn, that a turn key Aestec GTS could set you back 120,000 Euros.

That's the sum of the parts. We've stroked the paintwork, looked at the history, waxed lyrical. Now to take a firm hand and really drive it. It's an accurate steer. The underpinnings are not only new, but uprated, too. Firmer

springs support the body, stiffer bushes and bearings pack the suspension arms and more. Brakes are strong and stronger still with less weight to arrest.

Back in the '60s, the 904 came with a variety of engine configurations and power outputs, from flat-four, flat-six and flat-eight, with 155bhp to 240bhp.

While the original 904 was somewhat spartan, the Aestec is well trimmed and nicely appointed





CONTACT:
Aestec
Automobiletech-
nik
Industriestrasse 7,
59457 Werl
Germany
info@aestec-design
aestec.de

In the modern world, the same could apply with Boxster power, 2.5-litres, 2.7-litres, 3.2-litres. Having said that, Aestec has fitted a worked on 3.4-litre motor here, with 300bhp, which with just 1260kg to motivate makes for compelling performance. Other options are 3.2-litres and 250bhp, 3.6-litres and 325bhp and, for maximum

propulsion, 3.8-litres and 355bhp. We could look at it all day, its rich burgundy bodywork, complemented by Fuchs wheel, what else, but to drive it is to really experience the Aestec GTS concept. And how does it drive? Well it would be easy to say 'like a Boxster of course.' And there's no shame in that. After all it's one of the best mid-

engined chassis around, at any price. Indeed, it's kind of the point really. But the 986 Boxster never came with 300bhp, and the stiffened and sharper chassis creates its own dynamic, to complement the retro homage. Congratulations to Alex Schaferoff and his team, for this reimagining of Porsche's '60s icon. **PW**



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SHAKEN AND STIRRED

Having languished unloved in a garden for many years, this 3.0-litre Martini Turbo is one of just three such cars sold, following the trend set by the star of Porsche's stand at the 1976 London Motor Show. After following its restoration over the last two years, Keith Seume gets behind the wheel of this amazing example of 1970s design and engineering excess

Words: Keith Seume

Photography: Andy Tipping





If ever there's been a moniker that has resulted in a degree of confusion and the spread of misinformation throughout the UK Porsche scene, it's 'Martini Turbo'. Over the years, the term has been applied to everything from the first factory-built 1976 London Motor Show car, to the later 1978 limited edition 'Martini Championship Edition' (based on the then recently introduced 3.3-litre 930 Turbo) and just about any regular 930 bearing the distinctive red and blue racing stripes of the Italian drinks company.

The problem is that option M42 (originally referenced M432) allowed the application of the famous livery to any new 911, coupé or Targa, from humble SC to mighty Turbo. All such cars have become branded 'Martini' models, giving the impression that there are many more examples of the rare breed in existence than there are in reality. We have no way of knowing how many 911s had the stripes applied, as they were a dealer-fitted option, mostly on Grand Prix White examples, but available whatever the original hue.

It wasn't until the 1978 model year, and the arrival of the second-generation 930 with its larger engine and big 917-



sourced brakes, that the term was applied to an official model, the aforementioned 'Martini Championship Edition', which bore the distinctive stripes, along with an interior that echoed that of the original 1976 show car – but we'll come to that in detail in a minute... With reputedly just nine examples built, each bearing an engraved plaque above the gear lever, those limited edition Turbos from 1978 are among the rarest of all. But they're not actually *the* rarest, as we shall see.

Let's take a step back in time. To September 1976, when chassis number 9307700097 came into this world. It was spec'd with build code Z-468. The letter 'Z' shows that it was a special build, in this case to the tastes of Porsche's marketing department itself at

the behest of Porsche Cars GB, rather than a private customer under the *Sonderwunsch* 'special wishes' programme that allowed customers to choose any colour and trim combination they liked – at a cost. #0097 was a right-hand drive 3.0-litre Turbo in Grand Prix White, but one which was trimmed like no other before.

Aside from the distinctive Martini striping along its flanks (at the time referred to as option M432, confusingly the same code that had previously been used to denote the bold 'safety stripes' available for use on impact-bumper 911s), 0051 featured the most outrageous interior yet seen on any Porsche. The stock 'tombstone' seats were replaced with orthopaedically-designed seats, allegedly designed by

Dr Ernst Fuhrmann (and henceforth known as 'Fuhrmann seats') that featured blocks of cushioning designed to add support to the back and thighs.

In the London Motor Show display car – for that is what chassis 0097 was destined to be – these blocks were trimmed alternately in red and blue fine-grained leather, with the sides and back trimmed in white leather. The dashboard top, centre console and rear parcel shelf were also trimmed in blue leather, while the floor was covered with a heavy brushed red carpet. Door panels were also trimmed in red, white and blue to match.

When it appeared on the Porsche stand at Earls Court in London on 20th October 1976 (alongside a similarly-trimmed 924), unsurprisingly the car

Period-correct Pirelli P7 tyres don't look particularly fat by today's standards, but the lack of power steering calls for plenty of effort at parking speeds!

Make mine a Martini! The M432 optional striping kit was applied to many 911s in the 1970s, but it takes more than a splash of red and blue vinyl to make a true Martini Turbo



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drew plenty of attention. It went on to join Porsche Cars GB's press fleet, appearing in several road test features and adverts before being sold privately, still bearing the registration RLL 630R. Sadly that number no longer shows up on the DVLA website, so its current whereabouts are unknown – if, indeed, it still exists.

Such was the interest this car attracted that no fewer than three similar 'Martini' Turbos were built to special customer order – the build code Z-504 being applied to what Porsche regarded as 'London Motor Show specification'. This included options M432 (Martini racing stripes in 3M vinyl), M422 (Blaupunkt Bamberg radio), M650 (electric sunroof) and paint code 908, GP White. The three cars would have set the owners back £21,162 compared to the price of a standard 930 Turbo at £19,499. Today, these figures equate to £146,000 and

£141,300, respectively.

The chassis numbers of these three cars, along with their build dates, were #0551 (March 1977), 0557 (also March 1977) and 0633 (May 1977). Of the latter two we have no record although one will have borne the registration number TEL 27R, which is believed to have been written off (see *Usual Suspects* on page 25 of this issue). The first of the three cars – #0551 – is the one featured here. According to DVLA, it was first registered on 17th August 1977 and then sold to its second owner in January 1980. It changed hands again in December 1988, by which time it had racked up around 57,000 miles.

The story of how or why this rare Turbo wound up languishing unloved in a garden isn't entirely clear but allegedly the owner went abroad, leaving the car in his garage, the mileage now just 62,622. At some point it appears it was moved outside to

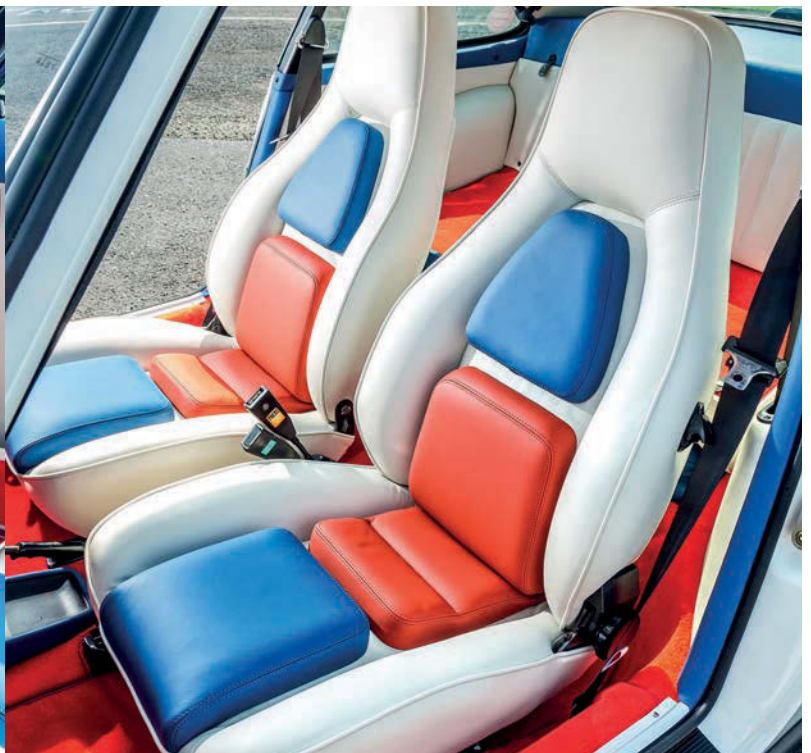
make space for motorcycles(!) and left to sit exposed to the elements, much to the horror of its returning owner.

The poor Turbo was sold at auction in 2015, but nothing came of the proposed restoration at a dealer and so it was a year or two later that we picked up on the story when the sorry-looking 930 was delivered to Williams-Crawford in Saltash. There it was stripped down for a full assessment of work needed ahead of a complete restoration. The Porsche proved to be something of a Curate's Egg. It was, as the saying goes, good in parts...

In the more than capable hands of W-C's restoration guru Graham Kidd, the once proud Turbo was soon reduced to a pile of parts, some good, some rusty and some very rusty indeed. What did immediately become obvious, though, was that the car had never been the subject of past restoration work, meaning there were no badly

Imagine waking up to that every morning, especially after a night on the tiles. Sourcing the original leather from Germany proved to be a major breakthrough in the restoration of the interior

Blue leather dashboard was a unique feature of these cars. 'Space-age' Fuhrmann seats are designed to reduce fatigue on long journeys but aren't as comfortable as one might think...





Clockwise from top left: As found, after almost two decades of languishing in a garden, the Turbo looked a sorry sight, with flat tyres, locked brakes and rust around the edges; years of standing on damp grass had done the original brakes no good at all – check the condition of the original 'S' style aluminium calipers and front hubs; the interior was all there and largely intact, but damp had done its worst, meaning there was no option but to carry out a full restoration. Fortunately, enough of the original material remained to allow a perfect match. The real breakthrough was locating a supply of the exact same leather in red, white and blue; as reassembly took place, you could almost hear the neglected Turbo sigh with relief at the promise of a new life with a caring owner; incredibly, bearing in mind how the car had sat on grass for so long, the floorpan proved to be remarkably sound. Considering this is a sunroof model, it's surprising that the interior hadn't filled with rain water over the years; every body panel is original to the car, with only localised rust repairs necessary; the dashboard 'as found', with the odometer showing the low mileage of 62,622; the original engine and drivetrain survived, but was in a sorry state...

1977 'MARTINI' 930 TURBO

Engine:	Turbocharged six cylinder Type 930/50
Capacity:	2994cc
Bore x stroke:	95mm x 70.4mm
Compression ratio:	6.5:1
Power output:	260bhp @ 5500rpm
Torque:	343Nm @ 4000rpm
Transmission:	Four-speed manual Type 930/30
Wheels:	6J x 15 (front); 7J x 15 (rear)
Tyres:	Pirelli P7 205/55VR15 (front); 225/50VR15 (rear)
Weight:	1140kg
Price new:	£21,162



applied patch panels as is so often the case with older Porsches which have passed through several owners, some of whom cared, others set on running Stuttgart's finest on a shoestring. It was also clear that the car had escaped accident damage, a rare situation for a car with a 'widow-making' reputation.

This isn't to say that the bodyshell had escaped scot-free. Certainly the common rust zones, such as the floors,

doors. But compared to many other 911s of a similar age, it was remarkably sound and none of the major body panels such as the wings, doors, bonnet, etc, required replacement. The engine lid, with its trademark whale-tail spoiler, did require work. The lid is a glassfibre moulding, bonded to a steel frame. Unfortunately, the frame had rusted badly and begun to separate from the outer skin, meaning that

back as its own. Needless to say, taking into consideration the rarity and potential value of the car, it was agreed that it was important to retain as many of the original parts as possible.

The drivetrain was torn down in its entirety and rebuilt back to factory standards – despite the years of neglect, it was still possible to reuse the original heating and exhaust systems. Mind you, Graham does recall with amusement the first time they went to start the engine, as it spat out what appeared to be a bird's nest from the silencer. After trying to source a genuine factory replacement (silencer, not bird's nest), Graham decided to cut open the exhaust box, remove any obstructions, then weld it back up and refinish it as per original.

Rebuilding the entire suspension and braking systems was, of course, a huge task, especially when one considers the condition of items like brake calipers after all this time. But the majority of replacement parts are still available if you know where to look. Importantly, though, what could be saved was refurbished and reused for the sake of

Undoubtedly the most flattering view of the Turbo, with the width of the rear arches highlighted by the distinctive Martini striping kit

“ A rare situation for a car with a 'widow-making' reputation... ”

rear seat pans and kidney bowls had survived largely intact – the floors remarkably so – but there was still rot to be found on the front inner wing panels around the bumper mounts, the rear crossmember and the scuttle at the base of the windscreen pillars. There was also perforation along the bottom edges of the front and rear wings, and

Graham had to carefully cut away what was left and bond in a replacement.

Mechanically, the car was once again something of a Curate's Egg. Yes, the whole drive train was there, original numbers and all, as were the entire suspension and braking systems, but having sat outside for close to two decades, nature had tried to claim it

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originality. But the interior presented a whole new problem.

The unique tri-coloured trim was all there, as were the gauges, switch gear and radio (including a period dictation machine in the centre console!). Refreshing the gauges was a relatively straightforward case of sending them to

biggest headache. After all, as Adrian Crawford says, it's the interior which gives the 'real' Martini Turbos their soul.

While the original leather was largely intact, it had suffered from years of neglect and it was obvious that no amount of regular cleaning would restore the interior to its former glory.

number of trimmers, Williams-Crawford called on the expertise of Lang and Potter, a Plymouth-based concern with an enviable reputation in the boating world for producing extremely high-quality trim work.

Fortunately, it was possible to rescue some unfaded, unsullied samples of the original red, white and blue leather so that a perfect match could be sought. However, after some extensive research, Lang and Potter managed to go one better than simply 'matching' the original: they managed to source sufficient of the genuine item from the original suppliers to be able to retrim the Turbo! Then several trials were carried out so that they could precisely match the stitching used by the factory. Things were looking good. But there remained the matter of the carpet.

The bright red carpeting used in the Martini cars was very different to materials commonly used today. Although it was possible to match the

Engine is the original to the car, pumping out 260bhp at 5500rpm. Power delivery is best described as 'unsubtle', but not quite as 'on-off' as the very first Turbos to come off the line

Use of space-saver spare doesn't take into account the problem of what to do with the original wheel and tyre following a puncture! Porsche was very proud of the Turbo, and happy to let the world know it...

“ Seeking a suitable replacement created a major headache... ”

North Hollywood Speedometer in the USA, with the specific request that the mileage not be reset on the odometer. The switchgear and other dash accoutrements required fastidious attention to detail to remove all traces of a life spent in the great outdoors, but it was the upholstery which created the

Had the car been trimmed in more conventional Porsche-favoured materials (and hues), then there wouldn't have been a problem, but the unique colour and texture of the leather meant that seeking a suitable replacement created a major headache. After discussing the problem with a





Other than brief test runs, our man Seume was the first person to drive the car for two decades, bringing back memories of his first drive of Porsche's own press car back in 1978...

CONTACT

Williams-Crawford
Tel: 01752 840307
williamscrawford.
co.uk

The classic wide-hipped look of a 1970s Turbo was the stuff of schoolboy dreams – that and a poster of Farrah Fawcett...

colour, replicating the depth of the pile caused another headache. The answer came by way of giving the new carpet a going over by hand with a wire brush! The end result is hard to tell apart from the few pieces of original carpet that remained intact.

Having watched the progress of this restoration for two years or more, it is still difficult to get across what a *magnum opus* it represents. From a rusting, lichen and web-covered piece of, well, garden art to a factory-fresh ready to drive anywhere 1970s icon, this is an impressive turnaround by any standards. But looks are one thing: driving is another.

I can clearly recall the occasion when, as a 24-year old writer on *Hot Car* magazine, I was handed the keys of Porsche Cars GB's silver Turbo press demonstrator back in 1978. With legendary Porsche PR Michael Cotton in the passenger seat, this wet behind the ears journo experienced 930 Turbo performance for the very first time. It was an occasion I'll never forget.

But how would a restored car match up? Over the years I've driven several 930s, both 3.0-litre and 3.3-litre

versions. I have to say I prefer the original best of all, despite being underbraked (they shared the same brake calipers as the regular 911S models) and with turbo lag as a matter of course. Four-speed gearbox? That's just fine when you have such torque at your beck and call. There's a rawness about the original Turbo that echoes that of its track-ready sibling, the 934, a trait that gradually became watered down as time passed by.

Drive an early Turbo today and I bet the very first thing you'll notice is how heavy the steering is. Without power assistance, those meaty Pirelli P7s (the *only* tyre for an early Turbo!) do all in their power to resist turning effort at low speed. The gear change is as you'd expect: like a 915 on steroids. Heavy, precise and as far from a rifle-action as you can get. But it feels bulletproof and generally is.

Out on the road, the fat Pirellis want to follow their own course at times, picking up every undulation and demanding that you pay attention even when travelling in a straight line. And if you put your foot down, you'd better be ready to pay attention. Nothing much

happens if you try it at 1500 or 2000rpm. The engine note deepens, sure, but not a lot else as the tacho needle lazily climbs round the dial. 3000rpm? Yeah, OK, so what's all the fuss about? 4000rpm and...Holy Moses! Hold on tight! The tiny boost gauge hits 0.8 bar (roughly 11psi) and the outside world becomes a blur as you're pinned back in your seat. All too soon, it's time to grab another gear and repeat the experience again and again. It's intoxicating – but then drink too many Martinis and you, too, would be intoxicated.


Today, a power output of 'just' 260bhp, a top speed of 'just' 153mph and a zero-to-sixty time of 'just' 6.1 seconds seem like nothing to write home about. But if you could transport yourself back to 1977, you'd have a very different outlook. This was the stuff of schoolboy dreams and the precursor of an era in history when Porsche Turbos dominated the circuits and autobahns.

If you're used to more modern supercars, driving a 930 Turbo today may not necessarily leave you feeling shaken but I can guarantee the experience will leave your emotions well and truly stirred. **PW**




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This 1967 Porsche 912 Sunroof Coupe is available in red with a sand beige interior. It comes equipped with a 5-speed manual transmission, dual EMPI carburetors, sunroof, 4-wheel disc brakes, Fuchs wheels, and jack. Also included with this vehicle are receipts totaling over \$1,000. A very presentable 912 Coupe which is mechanically sound.

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This gorgeous 1970 Porsche 914-6 featured here with matching numbers (Certificate of Authenticity included) is available in Metallic Red with a beautiful black leatherette interior. It comes equipped with a 5-speed manual transmission, Weber carburetors, 4-wheel disc brakes, and Fuchs wheels. Also included is a recent service totaling over \$3,000. The most sought-after model of 914 variants that are climbing in value. A very presentable example which is mechanically sound.

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1976 Porsche 912E Sunroof Coupe Stock #12260

The 1976 Porsche 912E Sunroof Coupe featured here with matching numbers is available in red with a sand beige interior. It comes equipped with a 5-speed manual transmission, sunroof, 4-wheel disc brakes, and Fuchs wheels. An excellent original California car which is mechanically sound.

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1979 Porsche 930 Turbo Coupe Stock #12510

This extremely sought after 1979 Porsche 930 Turbo Coupe featured here with matching numbers (Porsche Production Specifications Certificate is included) is available in its factory color Mocha Black with a beautiful cork leather interior. It comes equipped with a manual transmission, air conditioning, power windows, power sunroof, 4-wheel disc brakes, and Fuchs wheels. An excellent original 930 Turbo which is mechanically sound.

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1977 Porsche 930 Turbo Coupe Stock #12556

This exciting 1977 Porsche 930 Turbo Coupe featured here with matching numbers (#460 out of 727 produced in 1977) is available in Guards Red with a black interior. It comes equipped with a 4-speed manual transmission, air conditioning, power windows, sunroof, 4-wheel disc brakes, and 5-spoke wheels. An excellent original sought after 930 Turbo which is mechanically sound.

For \$76,500



1981 Porsche 911SC Targa Stock #12526

The 1981 Porsche 911SC Targa featured here with matching numbers is available in its factory color code #523 Bamboo Beige with a brown interior. It comes equipped with a manual transmission, 3.0-liter engine, air conditioning, MOMO steering wheel, power windows, 4-wheel disc brakes, tool kit, and Fuchs wheels. Also included with this vehicle are receipts from 2001 to 2020 totaling over \$22,000. A well-priced 911SC with a beautiful color combination which is mechanically sound.

For \$29,950



1985 Porsche Carrera Coupe Stock #12573

The 1985 Porsche Carrera Coupe featured here with matching numbers and 95,990 miles on the odometer is available in its factory color code #027 India Red with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, cruise control, power windows, 4-wheel disc brakes, sunroof, tool kit, and Fuchs wheels. A great well-priced Carrera Coupe which is mechanically sound.

For \$46,500



1986 Porsche Carrera Coupe Stock #12555

The 1986 Porsche Carrera Coupe featured here with matching numbers and 88,050 miles on the odometer is available in its factory color code #33P Iris Blue Metallic with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, sunroof, jack, air compressor, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle are receipts totaling over \$12,000. A marvelous sports car which is mechanically sound.

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1990 Porsche 964 Targa Stock #12583

This original paint 1990 Porsche 964 Targa featured here with 62,073 miles on the odometer is available in its factory color code #908 Grand Prix White with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, dual airbags, power windows, power steering, 4-wheel disc brakes, jack, and 5-spoke wheels. The vehicle was recently serviced in April 2020 at a total cost of \$10,120.80. Also included with this vehicle are service records and receipts totaling over \$27,000. An extremely gorgeous 964 Targa which is mechanically sound.

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GAME OF SOLITAIRE

For a decade, Solitude Circuit was the setting for some of Porsche's greatest successes with the 718 sports cars and F2 models. We revive the halcyon days in a new 718 Cayman T

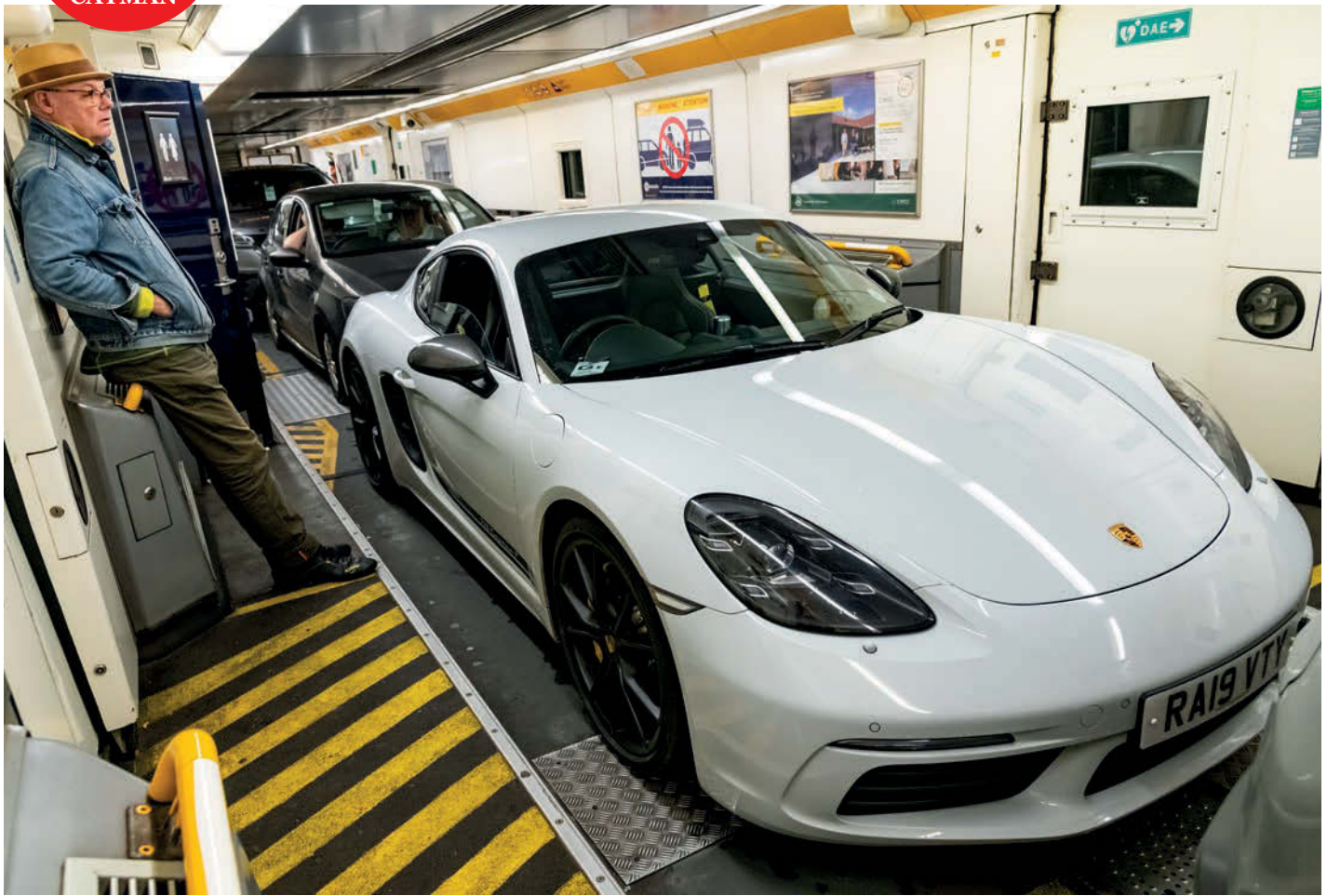
Words: Johnny Tipler
Photos: Antony Fraser





‘You’re on your own now,’ declares my colleague. Well, he’s not wrong there as, fittingly, I am about to drive the Solitude Ring in a solo capacity, helming our snarling Cayman 718 T in homage to some of our heroes from the circuit’s heydays. We’re also celebrating some of Porsche’s biggest achievements of the ‘50s and ‘60s, as the marque consolidated its reputation as the maker of competitive racing cars – from 550 Spyder to 718 RSK and 718/2. They didn’t have far to come; Solitude, named after the 18th century Schloss Solitude – a flamboyant Rococo palace – is barely 20km from Stuttgart-Zuffenhausen. Like a home game, then.

In use from 1935 to 1965, the 11.4km (7.1 mile) long racetrack consisted of an irregular triangle of closed-off public roads, passing through the wooded countryside to the west of Stuttgart. It was – still is – an engaging mixture of steep ups and downs, with hairpins, twisty sections and a few undulating straights: something to test all talents. Solitude’s history as a competition venue actually goes back to 1903 when a hillclimb ran up to the Castle. The circuit dates from 1925, when it was a 23km loop starting and finishing at the Castle, and the heyday of the layout that we’re interested in, when it hosted events that Porsche participated in, was the late ‘50s and early ‘60s. The roads comprising the circuit were



resurfaced in 1952 as a joint venture between the State of Baden-Württemberg, the State Capital Stuttgart, the County of Leonberg and the Automobil Club of ADAC-Gau Württemberg, to serve as a test- and racetrack for local manufacturers – to wit, Porsche, Mercedes-Benz and NSU. In July 1956, 550 Spyders driven by Hans Herrmann and Richard von Frankenburg duelled with contemporary rivals Borgwards and East German EMWs, Herrmann outshining them all. It was also a handy setting for Porsche to take customers collecting their cars from the factory to show them what their new 356s were capable of, tutored by works aces like Herrmann, Jo Bonnier and Edgar Barth.

Even the top guns considered the circuit an awesome challenge. In a *Motor Sport* interview, Dan Gurney – a winner at Solitude for Porsche in 1962 – commented: ‘You had to be right on the money there. You didn’t have the luxury of breathing space anywhere on the track, as you do at some places. It took a lot of concentration, and it was easy to make a serious mistake. It wasn’t as simple as it might look when you’re driving around it in two-way traffic.’ Dan’s fellow Le Mans winner Richard Attwood told me recently, ‘I did one race at Solitude in a Formula Junior in ’63. It was a typical road circuit, fraught with danger – as they all were – with lots of obstacles to hit. There was a great series of corners, one after

another, going to the right then left, then right then left, then right and left again, all taken at around 100mph. It was a great challenge, with a wary eye on a margin should you require it.’ No sense of isolation here: the Solitude crowd was regularly estimated at an astonishing 350,000, spread around the circuit which, being public roads, was free to access.

Porsche’s biggest win at Solitude was, indisputably, Dan Gurney’s victory in the non-title Formula 2 Grand Prix of 1962. Preferring to concentrate on endurance racing and hillclimbs, Porsche spent just two seasons competing in Formula 1 with the 1.5-litre flat-four 718/2 and 1.5-litre flat-eight-powered 804, and if you count entries

What, no mask? Yep, this is a pre Covid production. A distant memory of free travel movement...

Seehaus building and Glemseck Tavern are Solitude trackside landmarks



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of the 718 in 1959's aerodynamic single-seater sports car guise, then they also spent five years participating in Formula 2 racing. The veteran tubular spaceframe 718/2 was a winner in F2, but its successor, the 804, was reckoned to be twice as expensive to produce as the rival 'garagistes' offerings from Lotus, Lola and Cooper, and this proved a financial disincentive to continuing with Formula 1, when, at the same time, Porsche was also gearing up for the volume production of the 911.

Nevertheless, the 718 RSK was appreciated by those who raced it. Graham Hill, who has the distinction of winning the F1 title (twice) as well as Le Mans and Indianapolis, also had considerable success with 718 RSKs between 1960 and '62. Writing about his experiences with RS60s and RS61s in his 1969 autobiography *Life at the Limit*, Hill states, 'it (the 718) was

entirely different from the normal run of British cars such as Lotus or BRM, and it felt a lot different. It had a super engine, very smooth and reliable, which fairly purred along. I am not sure that the roadholding was as good as the British cars, but the car felt solid and always seemed as though it was one unit and not a collection of parts.' Another thing in its favour: it was more reliable than the opposition.

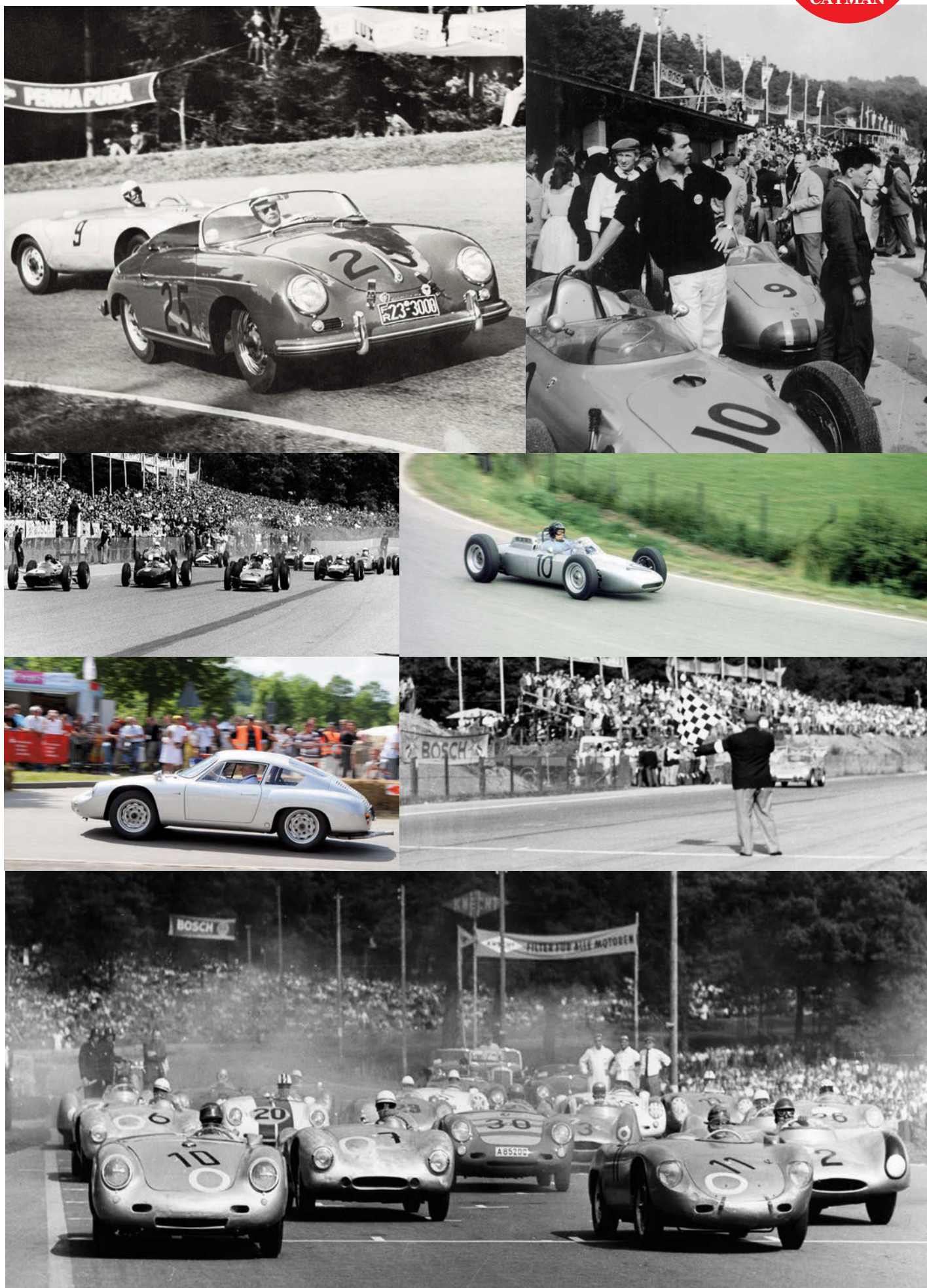
The change in F1 regulations for 1961, from 2.5-litre F2 engines to 1.5-litres, levelled the Grand Prix playing-field, and the combination of small-capacity, rear-mounted engines suited Porsche perfectly. The 718/2 was already up and running, while rival teams were obliged to start from scratch or adapt Formula Junior models. Ahead of the 1961 Solitude Grand Prix, Jo Bonnier drove a Porsche tractor to the startline, towing a trailer with the rest of the F1 drivers on board, while Stirling

Moss flirted outrageously with Ursel von Hanstein, wife of the Porsche Competitions Manager over fondue supper at the Glemstal Hotel. Apparently, Frau von Hanstein's house parties surrounding events at Solitude were legendary, with oodles of Swabian delicacies on offer. So, five Porsche 718/2s were entered for the '61 race, making up the 20-strong grid alongside all the Grand Prix regulars – apart from Ferrari. Jo Bonnier, Dan Gurney and Hans Herrmann drove the existing cars, while Edgar Barth handled a new model sporting disc brakes and the horizontal cooling fan atop the engine for the first time. Gurney's 718/2 was Graham Hill's car from 1960. The fifth 718/2 was that of perennial Dutch privateer Count Carel Godin de Beaufort, the ex-Stirling Moss Rob Walker car. The Porsches were evenly matched with the Lotuses of Innes Ireland, Moss and Clark, and the Coopers of Bruce McLaren and

The hardstanding of the former pits, looking down the fast, downhill approach to the Glemseck corner

The Cayman T is the perfect partner for Solitude's sweeping bends





Top, left to right: Solitude 1956: Wolfgang von Trips lines up his Porsche 550 Spyder to overtake Harold von Saucken's 356 Spyder. Joe Bonnier with Porsche 787 F1 car in Solitude pits, 1961. Front of the grid: Dan Gurney in the flat-8 804 won at Solitude in 1962. Gurney again flying in 1962. John Surtees reunited with Carrera Abarth at Solitude revival. Taking the flag in front of a packed grandstand. Spectators could number up to 350,000 round the public road track. Bottom: Solitude 1956, Hans Herrmann leads off the line in 550 Spyder



Jack Brabham, and after a race-long (25 laps) scrap, Ireland beat Bonnier and Gurney by literally 3 metres, described by *Motor Sport* pundit Denis Jenkinson as, 'one of the best motor races for many years.' Dan Gurney set the lap record at 172.2kph (107mph) in

British GPs, there were still two significant top drivers running against them in the shape of Jim Clark and Trevor Taylor. It turned out to be a straight contest between Porsche and Lotus, with Gurney making it two wins in successive weekends, and after both

Zeltweg were becoming more fashionable. Solitude was relatively long, half the length of the Nürburgring Nordschleife, and, like much of the old Spa-Francorchamps, there was no runoff area, and in pre-Armco days (which doesn't do errant motorcyclists any good anyway), the venue fell victim to safety considerations. Solitude's last F1 race was staged in 1964, when Jim Clark's Lotus 33 beat John Surtees' dominant Ferrari 158 on a drying surface, with a fastest lap of 3m 49.6s, averaging 111.62mph. Competition activities were wound up in 1965, and action shifted to the permanent Hockenheimring site, where early races were called the Solitude GP. But we are here to re-live the glory days, when 718s led the field.

Cayman T looks good in white, with contrasting black wheels and detailing

“ Like the Targa Florio, Solitude's days were numbered ”

his 718/2.

The following year Porsche made it stick. Now, Gurney, fresh from his Rouen F1 victory, and Bonnier had the new flat-eight powered 804s with disc brakes at their disposal. Though there were fewer entries because Solitude's non-championship race was sandwiched between the French and

Lotuses spun off and were damaged, the Porsche pair took a relatively straightforward 1-2 victory.

Like other road configurations, such as the Targa Florio, Solitude's days were numbered. Maybe all such circuits were seen as transitory – though Monaco remains the outstanding exception – and airfield circuits such as

Appropriately enough, our press car is the newish° Cayman 718 T, what Porsche describes as the “stripped down version of the standard car”, with suspension lowered by 20mm, a



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911 Turbo (997 GEN II)

Jet Black • Black Leather Seats • PDK Gearbox with Paddles • Bose Sound Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Headlights 34,027 miles • 2012 (12)

£67,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • Manual Gearbox • Air Conditioning • 285 BHP VarioRam Engine • 17" Cup Wheels • Dark Blue Power Hood • 61,259 miles • 1997 (P)

£59,995



911 Carrera 4 (993)

Polar Silver • Marble Grey Leather Sports Seats • 285 BHP VarioRam Engine • Air Conditioning • 17" Cup Wheels • Electric Sunroof • Cruise Control • 61,913 miles • 1996 (N)

£59,995



911 Carrera 2 GTS (997)

Carrera White • Black Leather Adaptive Sports Seats • PDK Gearbox 19" GTS Centre Lock Wheels Sport Chrono • Bose Sound • Cruise Control • 17,227 miles • 2011 (11)

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911 Turbo (997)

Meteor Grey • Black Leather Adaptive Sports Seats • 19" Turbo Wheels Sport Chrono • Bose Sound Previously Sold & Serviced by Paragon 57,642 miles • 2008 (08)

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Boxster 718

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Jet Black • Black Leather Sports Seats PDK Gearbox with Paddles • 19" Black Boxster Spyder Wheels • Sport Chrono Full Leather Interior • 14,528 miles 2011 (11)

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mechanical differential and Sport Chrono package, plus Sport-Tex seats and fabric door pulls. It's powered by the turbocharged 2.0-litre flat-four, which develops 300bhp and sprints from 0 to 62mph in 4.7s. On the Autobahn we travelled in excess of 130mph for a good while on the

However, it is up at those sorts of high speeds that Porsches develop a second wind and feel truly invincible. You'd argue that the downside must be soaring fuel consumption at these velocities, but to be fair I wouldn't say that I noticed the gauge going down particularly quickly. For our return

refreshments and snacks these days. But I digress.

Let's go for a lap, then. Er..., hold on; spoiler alert: being public roads, intersections are controlled by traffic lights, making a fluent lap not legally possible. Nevertheless, I will give it my best shot. The Cayman is now in Sport mode – it would be rude to traverse a racetrack and not emit the most appropriate soundtrack. It's also tauter, the steering more acute and turn-in sharper. Just what we want.

The start-finish straight at Mahdental has the oval Bosch control tower to the left, with a former collecting area now given over to the ADAC Verkehrsübungsplatz for young people's driver training. This Bosch and Mercedes-Benz logo'd building – the Zeitnehmerhaus – is certainly the most obvious legacy of the former circuit. On the right of the 'track' is the hard standing where the pits used to be, with the former paddock suffocated by

The Cayman T, with its flat-four, gets a bad rap, but we rather like its gutsy, if slightly crude demeanour

“ At high speeds, Porsches develop a second wind ”

unrestricted A8 between Cologne and Karlsruhe on our way south, and were never blocked by traffic because slower vehicles dutifully pull over to the inside lanes, though Stuttgart is inevitably clogged (gridlocked?), and ongoing roadworks that bedevil much of the Autobahn network don't help either.

journey we elected to pick up the French Autoroutes near Verdun, enabling a steady 85mph with cruise control on smooth, uncrowded blacktop, and consumption was about the same. I do think, though, that when it comes to motorway service areas, the Germans have the French licked for quality of





Destination Solitude. Well worth a visit, if Porsche history is your thing, and just down the road from Stuttgart too

inadvertent re-wilding. Unusually, the pits were angled in such a way as to provide all teams with a long view of the track their cars were about to rejoin after servicing. There were also sizeable grandstands flanking the track, packed to the gunwales with enthusiastic race fans. Now there's a short straight, blasting past the Seehaus building, and immediately pitching cars (and bikes) sharp left into Glemseck corner, completely compromised these days by traffic lights and a long island that bisects the road. Over to the right is the Glemseck tavern, another iconic trackside edifice. That's quickly followed by a left-hander and a 250m uphill gradient, hurling competitors into the rising righthanded off-camber Hadersbach hairpin. The asphalt is broad enough to allow me to drive it with scant lift-off, and such is the Cayman's adherence that the whole thing is accomplished with total efficiency – while quite possibly it was a daunting, difficult corner back in the

day. The gradient levels out into a left sweep called Elend, climbing again around a fast right-hander to the top of the hill at Hedersbachebene. A straight stretch allows a spurt of speed, into a long, fast left-hander cresting Frauenkreuz, plunging down into Lettenlöcher, another fast, right-hand curve, and drops down after a sharp brow into a tight-ish left-hand corner in dense forest. There's absolutely no doubting the Cayman's abilities, and on some of these corners I'm foot to the floor and it's just going around as if on rails, which I doubt you'd feel so comfortable doing in a 911. The PDK does all the work if left to its own devices, and it's invariably in the right gear, blipping the throttle to get the revs right for the downshift, all the time accompanied by the guttural flat-four exhaust note. As the road levels out fairly suddenly at this point, there's the sense of the car bottoming out – it doesn't of course, but the impression is there. There's then the long

Lettenlöcher straight, which would have been flat out in a race, but is now compromised by desultory urban vehicles and traffic signals. Passing the Steinbachsee lake and Büsnau village, the straight culminates in a right-hand hairpin, Schatten, casting contestants into a broad, downhill left-hand sweep. Serendipitously, we'd spent the previous night here at the Relexa Hotel, overlooking Schatten Kurve, though there is no evidence bedecking the hotel's walls of its local racing history in terms of archive photos, in what is otherwise a perfectly decent hostelry, and which must have been a prominent resort establishment in days gone by.

At the bottom of the hill descending from Schatten is a roundabout where the circuit veers sharp left and tracks through Mahdental valley alongside Glems creek. From here to the start-finish line, the road wriggles entertainingly through ten left-handers and eight right-handers, for an ecstatic 3.5km along the valley floor – the bit





The Bosch and Mercedes-Benz logo'd building – the Zeitnehmerhaus – is the most obvious legacy of the former circuit

Richard Attwood enthused about. It's flanked by forest and a high bank on the right, now resplendent in gorgeous autumnal hues, gold, orange and yellow. I motor the Cayman as fast as reasonably possible, mostly sticking to the correct side, and it is one of the most exhilarating sections on the course as there's no intersection to worry about till the beginning of the start-finish straight at Krumbachtal Kurve. And that's about it; blast onto the start-finish straight and go round again. But, don't hold your breath: whereas Dan Gurney's best lap in 1962 was 3m 55.6s, we've taken a quarter of an hour!

Stats-wise, there are 26 left-handers and 19 right-handers, 45 turns in total. The longest straight is 550m between Steinbachsee and Büsnau, and the highest elevation reaches 200m beyond Frauenkreuz, 3km into the lap, at 506m, while the lowest point is at Glems Bridge in the Mahdental valley at 383m, giving an elevation difference of 123.33m. Steepest rise is 15% from Glemseck to Hedersbachebene, with an 11% drop from Frauenkreuz down to Dreispitz. In 1998, an original section of track between Frauenkreuz and Dreispitz was re-planted by way of ecological mitigation for trees felled during construction of the nearby Autobahn service area at Sindelfinger Wald. A half-mile diversion bypasses this bit, re-joining the old circuit at Dreispitz. As at Northern Ireland's similar Dundrod circuit – where bikes still reach 150mph in races – bleak memorials to fallen riders are poignant reminders of how tricky country road circuits have always been.

We have been here before. Eight

years ago, Antony and I attended the Solitude Revival, a thriving event with much of the bonhomie of Goodwood, but way less commercial; in fact, it was almost like being at a 1960s race meeting. Having said that, Dan Gurney reported that, back in 1961, the German car accessory companies turned out in such numbers that the paddock resembled an engineering exhibition. At Solitude's Revival, they didn't use much more of the circuit than the start-finish straight and the first couple of kilometres, so it's actually more like a hillclimb. But it was still a cool event, and we interviewed several aces

(Relexa) Hotel is. It was prodigiously quick, with a 100mph average lap. I missed a gear during practice and put it in the ditch coming out of Glemseck.' To be fair, the guy who would soon be World Champion on two and four wheels had, earlier in the day, already won a motorcycle race on an MV Agusta. To complete that story, sixteen laps into the race, Big John's 718/2 had gear selector issues, and he ran wide on a corner, trying to take it in a high gear to save the recalcitrant gear selectors, but spun on gravel and stalled. Though von Trips' Ferrari took the win by just 4sec, Porsche 718/2s

“ Our own “lap” in the Cayman 718 T had its moments ”

including Sir John Surtees, Hans Herrmann and Herbert Linge. Later on, we attended Hans Herrmann's 80th birthday party – he lives nearby at Magstadt. During the Revival they made demonstration runs in a Porsche 550 Spyder, 356B 1600GS Carrera GTL Abarth, and Mercedes-Benz W196. Reminiscing about his Porsche outings, 356 Carrera owner John Surtees recalled driving Rob Walker's 718/2 at the 1960 Solitude Grand Prix (as Stirling Moss was not available): 'Solitude was like a fast-flowing Nürburgring with trees all around, climbing up and swooping up and down at the back, and diving down through the hairpins where the Schatten

filled the next four places – Herrmann, Bonnier, Graham Hill and Gurney beating the Lotus of Jim Clark, Trevor Taylor and Innes Ireland and Phil Hill's Ferrari. Yep, Solitude certainly saw plenty of Porsche action and not a few successes in its day.

Our own “lap” in the Cayman 718 T had its moments, but was far from spectacular. Given today's traffic volumes, my penchant for fast, hassle free motoring is to travel at night, and even though Solitude never went in for nocturnal stuff, it would be a way of getting a quick lap in. Hold on: what's this on Drivetime? The Police So Lonely? Hmm... Let's hope they're still lonesome tonight while I'm playing solitaire! **PW**

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Porsche GB for lending the excellent Cayman 718 T for the trip. And to Eurotunnel for continental transit - Folkestone-to-Calais - aboard Le Shuttle.

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GOLDEN WONDER

A retake with a difference: an impact bumper 2.7 fitted with SC engine and KW shocks. Have we got a crisp package? We bask in the golden glow on Dunstable Downs

Words: Johnny Tipler

Photography: Antony Fraser



Damn these wet leaves! The 911's back-end twitches, making it hard to tell how the new suspension and steering are shaping up. That's the penalty of taking the car to a picturesque location for the snaps, though at least up here on Dunstable Downs – Inkberrow Ridge to be precise – I have some tasty bends to ease the car into; just that it's autumn, and they're mostly under rapidly defoliating deciduous woods.

I've borrowed the car from Long Marston-based RPM Technik. It's a client's car – a Mrs Goldfrapp's, perhaps (in my dreams) – an impact bumper 2.7 from 1976, that's been endowed with a 3.0-litre flat-six from an SC, and they've done quite a lot of work on it. There's a general trend to make it into a hot-rod outlaw car, witness the lightweight fibreglass bumpers (also featuring on a

911 in Jay Leno's garage), replica Fuchs wheels, and plastic engine lid with black mesh grille. It puts its money where its mouth is, though, with lowered stance and revised steering and suspension mods. And that's the main reason we're on the case, to check out the very latest in KW dampers and steering ratio mods, and put them to the test on the Beds-Bucks backroads.

Nothing radical about fitting a fresh set of dampers, you might think, but what's special in this case is that KW have never produced a set for the G-series 911s before, where the lower arms are integral with the front dampers. Sheathed in galvanised steel tubes, what you get with KW's Variant 3 dampers is full compression and rebound adjustability, and they can be fitted to all G-model 911s built between 1973 and 1989. The KW kit comprises spindle housings and dampers, implying

that complicated strut conversions with replacement cartridges are redundant, but also that the standard torsion bars can still be used. KW's tech-speak advises that built-in compression and rebound click adjusters can be adapted from the basic setup, via the dampers' 16-click notched-wheel settings, according to individual handling preference and driving circumstances. The low-speed compression valve has a 12-click adjustment for enhancing ride and handling characteristics, while a higher compression setting on the front dampers enables more direct steering, and when applied on the rear axle, higher compression damping counteracts oversteer. Automatic valve adjustment allows the individual dampers to adapt instantly in the event of a sudden change in road surface, and, by implication, maintain wheel-to-





surface contact and enable more traction from the rear axle without increasing oversteer. That's what we have here on Goldie and, seeing the shocks installed with the car aloft on the ramp, the advantage of having those adjustable rings for altering the settings located at the lower end of the damper units is obvious. The switch is just the dampers – no 964-style coil-overs; the torsion bars are retained, though they've been twisted to lower the ride height. 'KW have never made a kit for the G-model 911 before,' Ollie Preston explains, 'and this is the first kit we've fitted.'

Ahead of the installation, all the running gear including anti-roll bars was removed, blasted clean, chromated and zinc-treated, and this applied to all suspension nuts and bolts as well. All internals, including calipers, handbrake shoes, springs and brake-lines were cleaned or renewed, and the front arms and undertrays powder-coated. The technician

who fitted the KW set is Stuart D'Archambaud (...and if you're going to have a name, at least have one like that!). Chatting in the RPM workshop, Stuart describes the upgrades to the latest KW dampers: 'KW made them specially for this model, and they provide a bit of adjustment with the notched wheel at the bottom of the tubes. At the front, the dampers incorporate the stub axles, whereas normally most of the shock absorbers we fit are into the old stub axle, in most cases with the adjustment on the bottom of the main stub axle casing, so this is something slightly different, and with this particular one they come as a complete unit. It's got the same adjusters on the back ones, too. We like to coat them in wax to help preserve them. Most shock absorbers we fit are fixed, so there's no real adjustment, on some of the older stuff, certainly. It's a little bit more track-orientated now, and the customer can use it on trackdays like Rockingham,

which he's done recently.' In view of the attention paid to upgrading the suspension and, given its trackday duties, I'm slightly surprised not to see a strut brace spanning the front compartment. Not that I particularly notice its absence on the road, and as Ollie says, 'it's just not something that we've gone for.'

As 911 buffs know, the basic suspension layout consists of MacPherson strut design, allied to torsion bars at the front, with the telescopic dampers mounted on the lower wishbones, with trailing arms, transverse torsion bar and dampers at the rear – with anti-roll bars both ends. The 2.7-litre cars post '74 got a 20mm anti-roll bar at the front and an 18mm one at the rear, with Bilstein gas dampers, and stiffer, lighter forged-aluminium trailing-arms at the back replaced fabricated steel ones, while from '76 – like this car – the front struts were angled more inwards to improve camber adjustment. So that's all basically the

There's a neat simplicity to the narrow body 911 shape. These mid '70s cars are starting to be appreciated

KW's Variant 3 suspension kit for G-Series 911s offers new set up opportunities with adjustable bump and rebound





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Steel wheel

Design: OE look steel - colour: silver

Dealer enquiries are welcome

16"- Steel rim

5,5 x 16 ET 15	285,00 €
------------------	----------

all steel wheels with ECE number





same. Stuart takes up the case: 'It has also got new top mount shock turrets, which are fully adjusted, plus a set of standard brake pipes, because once you disturb a copper brake pipe you generally don't use it again. The sub-frame we take off and blast by hand before powder-coating. It's got Polybush polyurethane bushings and in front it has stiffer front control arm bushes. With these particular strut legs the stub axle was configured as part of the original leg and the adjuster wheel sits in the bottom, so engineering-wise it's quite an awkward thing to be doing, adjusting the damping at the bottom. 'It's very sensible to go the whole hog if you're stripping these things back, and it's a relatively simple job on the torsion bar cars, and it's generally quite cheap to do the suspension and brake refresh, compared with the modern cars. So, a bit of a no-brainer, especially bearing in mind how expensive it is to strip and paint the body. You only have to consider the vastly reduced number of links down there on a classic 911, compared with the number of parts you

have to buy for a 996.

'All that glitters is not gold,' as the Bard put it (or, if you must know, the Prince of Morocco said it in *The Merchant of Venice*), but this nugget is beginning to glow on me. When it first came to RPM a couple of years ago this 2.7 had its original bumpers and Minilite wheels. 'We got these bumpers through Mark at EB Motorsport, who's fitted the same ones on another gold car that was for sale at another Porsche specialist a while ago. The rear lid also came from EB, and we supplied the mesh and bonded it on the inside.' There won't be a polished grille over the top of it: that's the 'less is more look'. However, the window surrounds are all still chromed, which would excuse or justify similar embellishment on the engine lid grille. When raised, both front and rear lids are supported by an aluminium rod, RS-fashion, rather than the normal springs that would keep them pointing vertically. The EB Motorsport-sourced fibreglass bumpers foster an intriguing look, though Ollie says that they were a bit of a challenge to fit, 'to make it

look right, so the panel gap is decent; it wasn't as easy as a normal bumper.' It's a narrow-bodied car, being a 2.7 rather than a flared-arched Carrera 3, and the stance proclaims that it's lowered, endowed with these EB fibreglass bumpers, which remind me of similar items encountered in the dim-and-distant from add-on specialist Strosek, which replace the impact beams and shed some 25kg from both ends in the process. In fact, there's rather more to them than that. According to EB, they're one-piece reproductions, moulded from the factory's original 911 SC RS front and rear bumpers. They don't use standard mounts on account of the smooth external finish, and instead they're fitted directly onto the body. They cost £860 the pair. Whether they endorse the golden glow depends on how much of a purist you are. More specifically, it is unusual to see the front number plate fixed below the actual bumper and not stuck on the front of it, while the rear number plate lights are little LEDs cunningly housed within the screws that attach it to the bumper. This is tricky stuff: there's a carbon plate backing

Fibreglass bumpers replace the heavy impact jobs for a useful weight saving

Fixed buckets enhance the period interior. Momo Prototipo (what else?) adds to the ambience





KW kit as fitted to our 'Golden Wonder' machine, plus suitably lowered torsion bars

the number plate and attached to the bumper and the two lights are attached to that. There's more to that than meets the eye. In the event you wish to swap plates, you can un-stick the number plate and pull off the lights and change the number plate without ruining the light installation.

The wheels are known, aptly, as Replica Fuchs Deep-6, acquired from Group 4 Wheels, and finished in the style of the '67-'68 911R, so they're unlacquered and don't have the polished spokes. Ollie delivers a homily on tyre pressures, which is rather overlooked: the Fuchs reps are 6in and 7in x 15s, shod with Toyo 205/55 and 225/50, and pressures are important. 'Heat from the engine and brakes, and friction when you're on the track makes the tyres expand, and with all the weight at the back and the drive going via the rear wheels, that makes them awfully warm and increases the pressure, so you then adjust them to the pressure you want while they're hot, especially because they're quite tall profiles with a lot of air in them, and when they cool down again, suddenly you've got nothing like as much pressure and they're very soft, which is

why you should always measure the pressures when the tyres are warm.'

The quick (shortened) rack replaces the old system, incorporating Turbo arms, in order to improve the steering feel, so it's about half a turn less from lock to lock compared with the standard rack. All suspension joints and linkages are Polybushed, Next stage will be to install a low ratio crownwheel and pinion in a bid to improve acceleration times. Top speed is relatively academic now, unless you travel regularly on the German Autobahn; performance goals for this 911 are focused on improved acceleration.

It's a narrow-bodied 2.7, so no flared arches, and it's fitted with a 3.0 SC engine. Looking inside the engine bay, the engine itself hasn't received any special attention. However, RPM Technik have fitted an air-ducting system to the fan, as opposed to having a big part for the heater; all that plastic housing normally in evidence has been replaced by the two induction tubes. As Ollie says, 'it tidies up the engine bay quite nicely, still in the older style, and we've done that to two or three 3.2 Carreras as well.' The seats tend to be relatively high on some of the

early cars, so inside the cabin a new pair of classic bucket seats dominate the proceedings. The brief was to lower the actual seating position – golden slumbers alert – and to reduce the height of the seats, the original runners were cut down, welded back together and the new buckets bolted onto them and re-installed in the cabin. The rest of the upholstery is in tan leather, with the pores visible in the hide, and tan nylon velour carpeting. The car comes from the era of opening rear quarter light windows, the thinking man's through-draught ventilation system before air conditioning.

The detail shots underneath the car's wheelarches are done, and it's time for an outing. After all, that is what we're here for – to see what difference the new shocks make in practice, plus a bit of tweekery in the steering box. So, here I am, sitting in one of the new bucket seats, clutching the brand-new Momo Prototipo wheel. The dashboard is spick-and-span black, and the carpet looks reasonably new. Conversely, there's a vintage feel to the seatbelt, befitting the car's classic aspect and its genuine antecedents. As for the comfort of these new seats, there's

New suspension inspires confidence to push on. Settings can be tailored to individual taste





nothing radical about their contours, but they are supportive in the appropriate places, and they're comfortable, too. I just need a cat on my lap and I'm Goldfinger. Pussy Galore! They aren't body-hugging, though, more a classic seat with corduroy centres and leather surrounds and corduroy upholstered headrests, and they rather suit the aspirational outlaw image. The rest of the tan-and-beige upholstery doesn't match the gold body colour, but this is a work in progress and that could change as radically as the damper switch. I juggle – make that "jiggle" – with the aftermarket immobiliser peg (why are these things so infuriatingly awkward?). This one is clearly something that was done a long time ago, and he's probably got to have it for insurance purposes. Once the little red light is out I turn the key and it fires up easily.

A jaunty wave from the gateman in the small industrial estate office, and off we go, heading for the Chilterns' upscap of Dunstable Downs. There are enough lengthy straights before we get there to open it up a bit, and it has brilliant

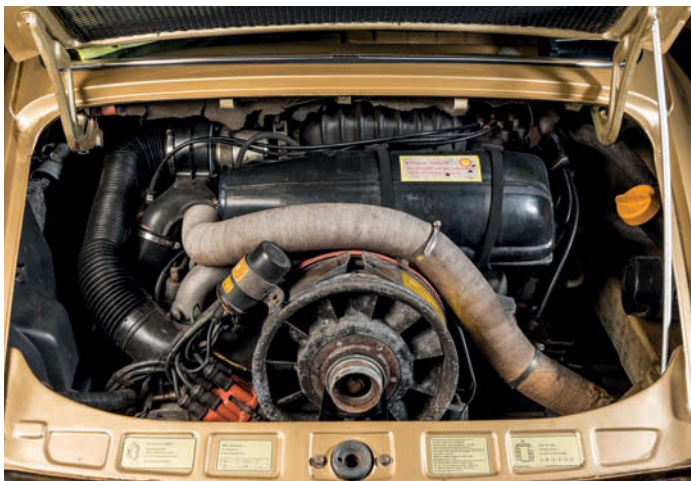
acceleration in second and third, and it's loving to rev around the clock. In time-honoured 911 tradition, it's being very sensitive to steering input and road contours, and I'm making slow, deliberate movements as I work my way through the 915 gear-shift. Unlike some, this 915 shift is actually very smooth, especially as it hasn't been rebuilt, with no graunching in the gate, and slots easy to find. I slow right down for a bridge over the Grand Union Canal, and at lower speeds it seems to relish wandering a little, but the quicker it goes the firmer the steering becomes, and it refutes the jiggling effect. It's a firm ride, too, and the steering is well weighted. On the more major roads, we're positively scorching, and it pulls mightily well up around 3000, 3500, 4000, 4500rpm, and I have to remind myself that of course we've got the SC engine here, in a slightly lighter chassis. The steering is very nicely balanced, responding to deft inputs, and it darts where I want it to go with pinpoint accuracy, although I'm being slightly circumspect on some of these damper

corners especially, in the beech woods up on Inkberrow Ridge and snaking through the Dunstable Ups-and-Downs. Here, it moves around quite a bit, probably because of the leaves, but also because the tyres have quite tall sidewalls and are relatively soft. It is confidence inspiring, though, and the more vigorously I apply the controls the more I'm getting the golden glow, so, yeah, it likes to be handled positively, with no shilly-shallying diffidence. It evokes a feeling of invulnerability that's unavailable with standard suspension. As Spandau Ballet put it, "you're indestructible..." That'll be down to the Gold, then. It still feels like I'm driving a classic, given its lightness of feel, its dainty fickleness, but it's reassuring when I lean on it. Sharp turn-in, too: there's something of the go-kart about it. So, the verdict is that the mods that have been carried out definitely improve it, both in terms of the steering and the ride and handling. It's quick, it's lively, a pleasure to drive. Does the Golden Wonder deliver crisp handling? It sure does: couch potatoes need not apply. **PW**

CONTACT

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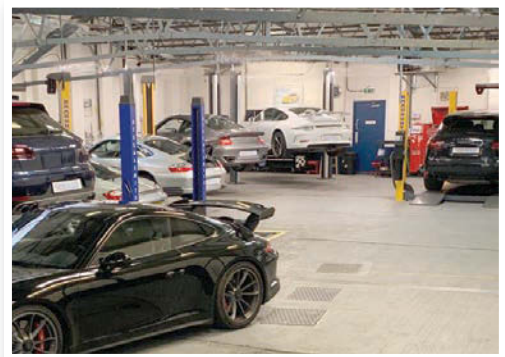
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HOLLYWOOD STAR

Not far from the movie star glitz, an industrial neighbourhood in North Hollywood, California, is home to John Esposito Restoration, a shop devoted to the revival of air-cooled Porsches – 13 employees perform (almost) all renovation tasks in a well-equipped 3000sqm facility

Words & Photos: Stephan Szantai



As restoration shops experience growth, their founders tend to spend more time on the phone behind a desk than with a 10mm spanner in hand, leaving the share of the wrenching to their employees. John Esposito will find some truth to that statement, although nobody will keep him away from his toolbox. Not by necessity,

but because he loves working on cars to this day – Porsches in particular.

Already as a young lad, Esposito wanted to be a car painter. His parents were supportive of his somewhat unusual interest, so his dad bought him a compressor so that John could hone his skills at home. 'I began by painting bicycles for the kids in my neighbourhood', he recalls. 'And then I wanted to do cars, because I used to go

down to the LA Convention Center for the custom car and hot rod show – I loved all their paintjobs.'

John took metalshop classes all the way through high school, before learning to be a machinist in college. In parallel to his study, he found a job in a body repair shop and has since remained in the automobile field, helped by a variety of esteemed professional certifications.

Esposito's workshop looks after both 356s and 911s in almost equal measure. Slate Grey Speedster in the foreground is fresh out of the paintshop

Meet the team! John Esposito (back row, left) has a long background in classic car restoration, before opening his own dedicated Porsche shop in 2009



That first place of employment handled many Porsche 356s, thus he became acquainted with the model. He then worked for a very famous custom car builder, Larry Watson, known for his outlandish paintwork all the way back to the 1950s. John worked on plenty of Porsches there as well. Around 1978, while employed by another bodyshop, he found a '58 356 coupé sitting on the property. 'I opened the door, sat on the door jamb... That was it, I was hooked', he continues. 'I ended up buying it and, since then, I've owned twelve 356s and six 911s.'

From 1985 until '92, John had his own company specialising in body repairs. His business venture did not

quite work out, as vintage cars didn't hold the value they have now, hence he went back in the labour force. When losing his job in 2009, he told his wife

One of his outside mechanics sent him quite a bit of Porsche-related business, which led John to consider moving closer to him in North

“ Opened the door and sat on the door jamb... That was it, I was hooked. ”

he would never work for anybody else, thus he rented a small 90sqm shop near Los Angeles with \$2000 in his pocket – and so was born John Esposito Restoration.

Hollywood. When a 190sqm shop opened next door, he jumped on the opportunity, staying there until 2017 when he resettled in another nearby building, still in the same industrial



All types and levels of work are carried out at Esposito's, facilities including use of a Celette bench to straighten accident damage. Hot rod 964 (far right) and restored '67 911 in Bahama Yellow were in the shop at the time of our visit

TECH: SPECIALIST



Three different buildings house different facets of the business, with bodywork and paintshops in separate structures away from 'clean' areas where final assembly and mechanical work are carried out

neighbourhood. He now has 3000sqm at his disposal and 13 employees, including his daughter Laurina, who is General Manager.

The activity revolves around air-cooled models, with a strong emphasis

rather than a full restoration.

The operation is set in three different buildings. The first houses the offices, lobby and parts storage, adjacent to 'The Clean Area' where the team reassemble and finish the vehicles.

everything. For interiors, we also work with local upholstery shops; but once the pieces are done, they are brought back here so that we can reinstall them in the cars.'

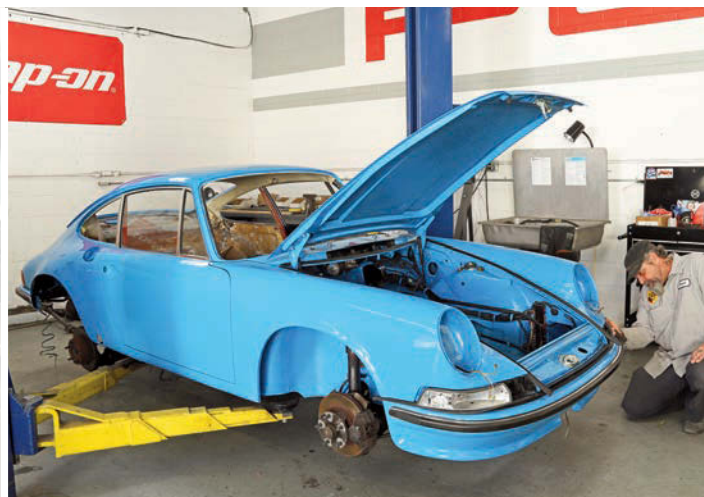
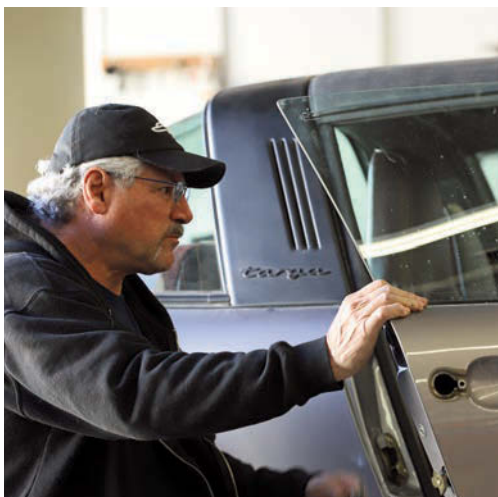
Having plenty of specialised tools certainly helps with the daily chores, starting with a Celette bench. This dedicated fixture system recognised by the Porsche factory allows the crew to straighten and repair vehicles after they have been involved in accidents, minor or not. The Esposito team has plenty of new sheet metal and good used components in stock to complete the tasks.

Helped by his reputation, folks occasionally contact John and ask him to buy parts: doors, bumpers, etc. He even has a small outside area he nicknamed 'The Junkyard' where he has remnants of derelict 911s, which come

“ The activity revolves around air-cooled models... ”

on pre-1974 'long hood' 911s. Among them, several desirable '65s and '66s are being worked on, or awaiting their turn – but the company also handles a fair number of 356s. Occasionally, later 911s show up, too, but they usually need collision repairs or a paintjob,

Across from there, another structure houses a car/parts storage and paint shop, with spray booth and prep stations. The third building set in the back specialises in bodywork and, in a separate room, the mechanical shop. John ponders: 'We do pretty much



Far left, John Esposito likes to give every car his final blessing before handing over to the customer; Mexico Blue '72 is now equipped with custom rear flares and powered by a 3.2 Carrera engine

Parts are stored in their own dedicated area, neatly stacked on movable shelf units; all mechanical work is carried out in-house – 356 engine nears completion



CONTACT:

John Esposito
Restoration
7360 Varna Av
North Hollywood
CA 91605
Tel: 818-469-1811
esposito.com

in handy when he needs to cut a specific panel, for instance.

Over the years, the shop has worked on several race cars, some having been involved in track mishaps damaging their bodies/frames; they might therefore need attention helped by the Celette

stopped by, John was putting the final touches on a '61 Cabriolet, an uncommon model built by the Drauz karosserie. This T6 has a single engine grille, therefore mixing traits of '61 and '62 356s.

A handful of additional vehicles

hand. The list includes a '57 Speedster, a 911E Targa (converted into a 959 Cabriolet in the '90s!), a Mexico Blue '72 coupé, a Targa Florio-winning '68 coupé, and more. There is never a dull moment in Esposito's three buildings.

As mentioned earlier, John still enjoys working on Porsches. He explains: 'I do almost all the assembly and finish work on the cars at the end. But I still manage the shop and, of course, I make sure everything is going the way I want it. I tell my crew: I don't ask for much, I just want it perfect!'

He also likes to improvise on bodywork, especially custom fender flares for 911s – no pair is alike. He will soon start a small production for '69 to '73 models. 'We love doing Porsche cars here. After 47 years in the field, I can't wait to work on the next one!' **PW**

“ I tell my crew, I don't ask for much, I just want it perfect... ”

There's no shortage of work for the Esposito operation! Customers' cars wait their turn – there's even an Alfa Romeo interloper...

bench. Other uncommon and/or rare project cars have been pampered as well, such as several '73 911 RSs, 550 Spyders, Pre-A 356s, Carrera Speedsters and coupés... When we

caught our eye, such as a fully redone '67 Bahama Yellow 911 looking beautiful on its narrow 4.5-inch Fuchs rims. John and his staff laboured on other desirable models as we walked with camera in





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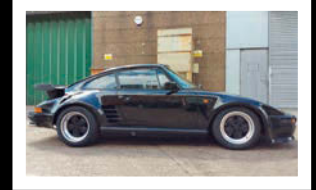
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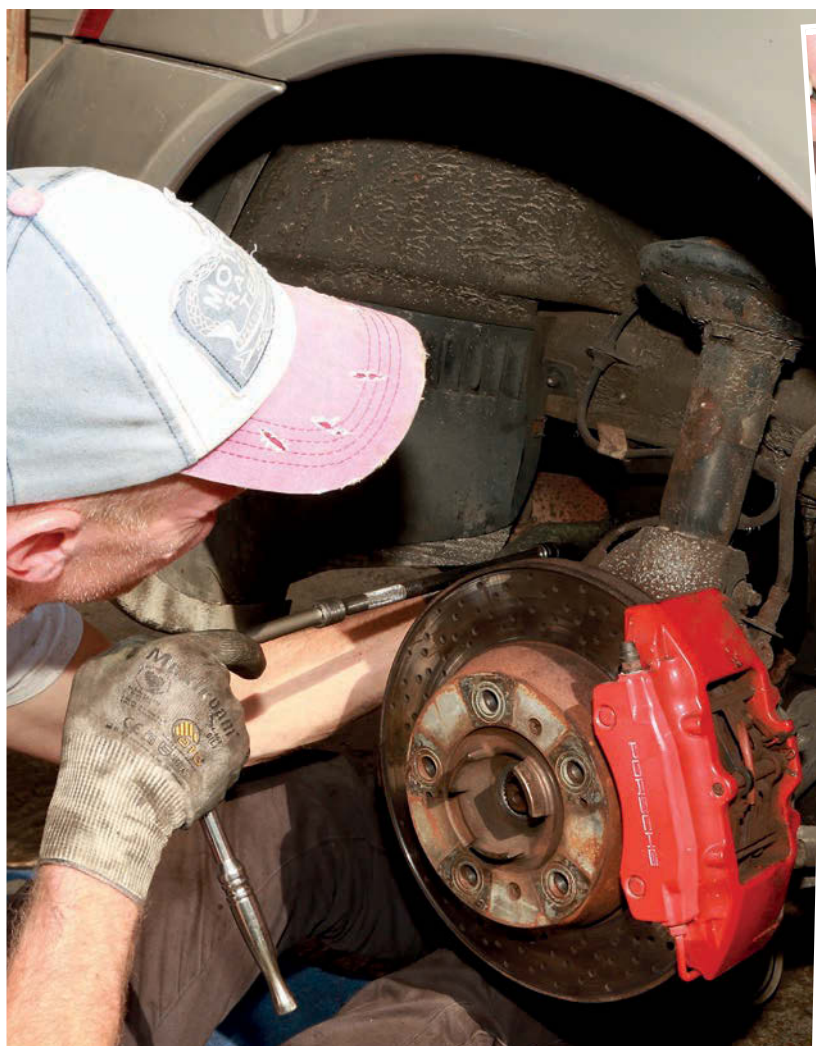
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A TALE OF TWO SHAFTS

Our own 986 Boxster was in urgent need of replacement drive-shafts, but with only one readily available, and a used 987 Cayman component going begging, it was time to think laterally and try an imaginative modification. Story and photographs by Chris Horton



If you are a purist, with an unshakeable belief that your Porsche should be fitted with only brand-new, original-equipment spare parts, look away now. If, on the other hand, you are a 986- or a 996-owning pragmatist, with a limited budget, a yearning for the days when we all had to make do and mend, and are in possession of some basic fabricating and mechanical skills, then this is a story that should be right up your street. (And some of the basic principles apply to both 987- and 997-model cars, too.)

Project Boxster 'S', bought just before lockdown, and then understandably idle until the beginning of August, clearly needed urgent attention in the drivetrain department. It was virtually impossible to let the clutch out smoothly and set the car rolling without generating some horrendous clonks and bangs, particularly when changing direction of travel from forward to reverse, or vice versa, and a quick exploration beneath the vehicle showed why. (To be honest, the problem

wasn't something we had fully registered during our somewhat cursory pre-purchase inspection, but even if we had we would still have bought the car.)

The left-hand drive shaft had a large amount of rotational movement within the outer constant-velocity joint, and an equally sobering degree of up-and-down play. The right-hand shaft was almost as bad, albeit without quite as much vertical and lateral slack. (And let the record show not only that the car had passed an MOT test just a few weeks before we bought it, but also that in 2009, with the gearbox out for replacement of the dual-mass flywheel, it had been fitted with four new CV-joint covers, which although now visibly perished, had not yet allowed the grease inside to escape.)

Simple. Or so you would like to think. Remove both shafts, fit two after-market CV joints – as you might for many other cars of the type and period – and the job's done. But it's like the Wild West out there, with prices ranging from suspiciously low to terrifyingly high –

one well-known parts supplier's website was showing a genuine Porsche shaft at nearly £850, or a fifth of what we paid for the entire car – and not least the problem that the outer joints cannot realistically be taken to pieces and serviced. (You fit a new rubber cover, where appropriate, by stripping down the inner joint, and sliding it on from that end.)

But then we struck lucky. Lancashire-based 9-Apart had in its eBay shop a used but apparently very good complete shaft for a (manual-transmission) car of exactly this type and vintage (Tiptronic shafts are somewhat shorter, due to the additional width of the automatic transmission), and at only £150 including shipping it didn't take us long to decide to go for it. That, we thought, would do perfectly for the left-hand shaft – by far the worst of the two – and we could in this way buy ourselves some time and try to find a similarly good replacement for the right-hand side.

Cue Darren Gardiner, technician at Maundrell & Co in Oxfordshire. He is

Best way to access screws securing inner end of each drive shaft to the transmission (main photo) is to reach in with a series of socket extensions with an 8mm hex key on the far end. Crucially, that key must be a snug fit in each screw to avoid rounding out the recess, so first clean away the dirt and then tap it in with a hammer. Photo top right shows fundamental difference between 986 Boxster shaft and 987 Cayman. Note latter's lack of ABS ring, and also its tapered shape. Photo above shows 987 shaft (right) adapted to accept ABS ring from 986

First photo in this group clearly illustrates the 'problem'. ABS ring from parallel-sided 986 CV joint (top) needs to be removed without damage, and then secured, in exactly the right place, to tapering 987 unit.

Note also the differences in the two splined areas – although we had already concluded, correctly, that these would be of no significance. The joint at the inner end of the 987 shaft (top row, middle) is again slightly different to the 986's, and the 987 shaft itself is a bit thicker, but neither factor appears to be detrimental to the fit or performance.

First attempt to expand and remove ABS ring was using gentle heat from a hot-air gun, but it quickly became obvious that more drastic measures would be needed.

Darren Gardiner made cutting through the ring and levering it off the old CV joint look easy, but it took patience, skill and not least a rock-steady hand



already the star of several of these how-to stories – and in the context of this one very much the man of the match. He had recently replaced a drive shaft on a 987 Cayman 'S' – not because of wear in the outer CV joint, but because its grease had been oozing out from the crimped-over seam between the two parts of the metal cover. The old shaft was effectively scrap, and would need the ABS ring from our car's shaft, but he was confident it could be made to work. (The 987-model Cayman shaft also has a larger diameter

than the 986 Boxster part, but logic suggested that would have little or no bearing on the outcome, and thus far so it has proved.) More on this in a moment.

Meanwhile, I had myself successfully installed that 'new' left-hand shaft. The original plan was for me to drive the car to Darren's place for him to do the work while I took the pictures, but on the designated day I had travelled barely a mile before I chickened out. There was so much noise and vibration from the left rear corner of the car, even on a light

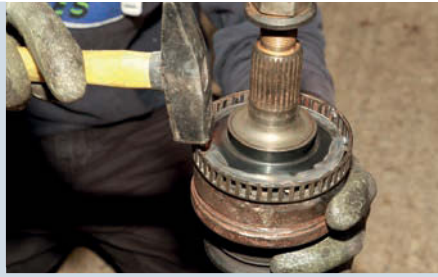
throttle, that I had grave doubts the joint would last the distance. Back at base, then, and with phoned assistance from Darren, and also from Rob Nugent at BS Motorsport, I got the job done in just a few hours. Not too shabby a performance with the car 'on the floor' – although unfortunately I wasn't able to take any worthwhile photographs.

It was relatively straightforward – if nowhere near as easy as on my E28 5-series BMW, which I had tackled a few weeks earlier. On that car you undo the

With the cut ends of the ABS ring reunited, Darren next cleaned the paint off the 987's CV joint, and added four tiny blobs of weld to serve as mounting points, trimming them back, a little at a time with the angle-grinder, until they were just the right size. Note, though, that the ring must be positioned so that what will be its outer edge stands a few millimetres proud of the end of the joint. Accuracy is obviously essential, but by the same token the way in which the ring generates a pulse in the hub-mounted ABS sensor does allow for some degree of leeway



TECH: HOW TO

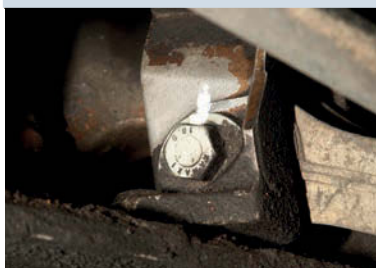
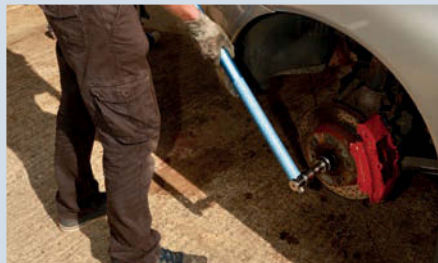


six screws securing the inner joint to the final drive, and the six securing the outer joint to the short, splined shaft passing through the hub. On the Porsche, though, you have the six screws at the inner end, but at the outer end you need to remove the 32mm locknut to allow the driving part of the shaft to pull out of the hub. That requires both the appropriate socket and a bar long enough to give sufficient leverage (the nut is torqued to 460Nm), and then space within the confines of the subframe to slide the shaft inboard in order to disengage it from the hub.

The way I did it was to detach from the hub carrier both the outer end of the tie-rod and the lower end of the anti-roll bar drop-link, and then to remove the pivot bolt from the coffin arm. Together, this allowed the carrier to be pulled sufficiently far out to articulate the shaft

Starting to take shape – and these photos show clearly how the outer edge of the ring ‘hangs’ over the end of the CV joint body. That alone would have made Horton shy away from the task, he says, but Darren was cheerfully confident from the start that it would work OK – and he was absolutely right. Last job, once Darren was satisfied that the ring was in the right position and fully secured, was to repaint the joint casing and seal up the leaking seam (which was why it was taken off the donor car in the first place) with some ordinary black silicon. The same material was also squeezed into the air gap between the ring and the CV joint, to help stabilise the assembly, and then between the individual bars. The ABS sensor will ‘see’ only the ferrous ring, of course

Fitting the new shaft was simple enough, even with the vehicle on the ground. Powerflex adaptor was useful. M22 hub nut will be tight (460Nm), so you will need a 32mm socket and a long extension bar – and an assistant to press the brake pedal. Splined end of the shaft should push in through the hub with the aid of a heavy copper-faced hammer. Key to undoing the six screws securing the inner joint to the transmission is a well-fitting 8mm hex bit tapped fully into each recessed head, plus some long extension bars to allow you to reach in from the wheelarch. Coffin arm needs to be detached from the chassis, so mark its eccentric bolt to preserve the correct suspension alignment when refitting. Some copper grease on the bolt won't go amiss, either



THE KNOWLEDGE

Key to the technical success – and the modest cost – of this repair was Darren Gardiner’s frankly virtuoso skill in adapting an essentially scrap 987 Cayman drive shaft to work safely on our 986 Boxster. The 987 shaft is visibly larger in diameter than the 986 item, but there seemed no reason why that should be a problem, and crucially both items have the same overall length – give or take a little bit of ‘stretch’ in each of the constant-velocity joints.

No, the biggest issue, it seemed to me, was going to be the ABS ring. On the 986 shaft it’s just that – a ladder-like device wrapped tightly round the outer end of the outer CV joint, where that passes through the hub carrier – but on the 987 the required signal is generated by the sensor ‘reading’ the wheel bearing, and there is no ring, as such. Darren was confident he could remove one of the two rings we would be left with from the old shafts, and fit it to the Cayman part, but with the CV joint on the latter not only slightly smaller in diameter, and also with a marked taper, I was sceptical. How would we get it in the right place? And what would we weld it to?

The first step, obviously, was to take the ring off the old shaft. It was most likely shrunk on; that is to

say it would have been heated to expand it to slide over the cold shaft, and then to grip it as it cooled and contracted. This suggested that, perhaps with the aid of some further heat, it could be gently tapped off, but we soon realised that would be difficult, if not impossible, without irreparably damaging it. So Darren carefully cut through the ring with a thin angle-grinder blade, and although it was still firmly stuck in place by the protective paint sprayed over it, some cautious levering with a screwdriver blade soon prised it free.

The next stage was to work out where the ring needed to be positioned over the 987 CV joint, and this Darren achieved by measuring back from the outer end of the two splined drive shafts, ie old and ‘new’. That gave him a datum point for the inboard side of the ABS ring, and then he carefully ground away the paint in the relevant area to allow the weld to ‘take’ on bare metal. The ring, too, he cleaned up with the grinder – all this done free-hand, I might add, with the confident dexterity of a practised surgeon – and having made sure the cut ends were neat and tidy, he welded those back together to create a full circle again.

How, though, to secure the ABS ring such that it was not only concentric with the CV joint, but also with its outboard edge effectively floating in thin air? Having deposited four small blobs of weld at 90 degrees around the circumference of the joint, Darren ground them back – again by eye alone – until the ring could be slid over them and more or less hold itself in place. More measuring, a little more welding, some gentle tapping with a hammer, and he was satisfied – and if you study the pictures I think you would have been, too. Some gentle finishing with a fine-grade grinder blade, to take off the external burrs, and the job was more or less done.

All that remained, given why we had the use of this shaft in the first place, was to grind back the paint on the remainder of the metal outer cover and seal the potentially leaking seam with first some paint from a rattle can and then some black silicon, with the same material squeezed into the air gap between the ABS ring and the joint as a further means of securing and protecting it. (The sensor would not ‘see’ the silicon, relying instead on counting the metal rungs of the ladder as they passed beneath it.) Ready to go!

Detaching the coffin arm still didn’t allow quite enough movement of the hub carrier to extract the shaft, so we applied the same procedure to the lower rear tie-rod, again marking the eccentric fixing bolt. It was also necessary to detach the lower end of the anti-roll bar’s drop-link. Then, with an assistant pulling the disc assembly as far out from the body as possible, it was a relatively easy matter to manoeuvre the shaft into place and slide the splined outer end through the centre of the hub. Don’t forget that when you later tighten the suspension arms’ pivot bolts the weight of the car must be on the wheels, or you will place excessive strain on the rubber bushes. Last job, again with the car on its wheels for stability, is to tighten the hub nut to the specified 460Nm. Did it all work? Yes, absolutely! No ABS warning light – so the ring is obviously in the right place and doing its job, and the previously all too obvious looseness in the drivetrain has been eliminated. Not quite the end of the story – the front engine mount was worn, but more on that next month

and extract it. Sadly, my splitter slightly damaged the cover over the tie-rod ball-joint, but the latter is worn out anyway, and so will itself be replaced in the near future. I also marked the coffin arm’s pivot bolt – which has a built-in eccentric to adjust the rear wheels’ camber – such that it could be replaced in the correct position. Again, the geometry will need to be checked after both tie-rods are replaced (the right-hand one is worn, too), but it’s best to stick as closely as possible to the original settings to avoid needlessly trashing the tyres.

Darren, for his part, tackled it in a slightly different way. Rather than risk compromising the tie-rod’s ball-joint

cover, he disconnected the rod’s inner end from the chassis, once again marking the eccentric bolt for accurate replacement. Drop-link detached, inner end of the coffin arm – with the bolt marked – and then, with the six inner screws and 32mm locknut removed, out came the shaft. Refitting was, as they say in certain workshop manuals, a reversal of the dismantling procedure, and unsurprisingly the car was further transformed from the bucking, unruly and not entirely pleasant machine it had become to something with almost limousine-like smoothness. Result.

Well, mostly. Mysteriously, there are still some worryingly loud bangs from

below stairs if you come off the throttle or depress the clutch pedal too quickly, but both Darren and I are convinced that has something to do with the engine and/or gearbox mounts, whether as a cause of the drive-shaft failures or as a direct result of them – and that, together with evidence from the car’s service and maintenance history (it has had one replacement clutch and two dual-mass flywheels), does call into question just how sympathetically (or not) it might have been driven by its one previous owner.

No worries, though. It’s all fixable, smiled Darren. So another 911 & Porsche World how-to, then, and another step on our collective learning curve. **PW**



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THE TEAM

STEVE BENNETT



996 C2

Well that didn't take long! I put my 996 up for sale on Pistonheads, and within 2-hours, I'd taken a deposit. Too cheap? Maybe, but too late now. So, what to replace it with?



KEITH SEUME



914

Lots been going on since lockdown, with new wheels, new exhaust, new rust repairs and a shot at a new motorsport. The 914 continues to deliver fun in spades – the perfect all-rounder?



CHRIS HORTON



924S, 944

Much to report as you will read in the following pages. A new anti-roll bar for the 924S, plus a mystery starting problem. The Boxster is now running on 17in wheels too.



BRETT FRASER



BOXSTER 986 3.2S

It's been one of those years and not just for the obvious reasons. A house sale has taken precedent over the Boxster but recently I've treated it to new front discs and a set of Goodyears.



JOHNNY TIPLER



BOXSTER 986 3.2S

Much to report and the full story coming soon. Suffice to say that, after much messing round, the suspension geometry is now sorted as are various other issue. More next month



JEREMY LAIRD



BOXSTER 987 3.2 S

Here I go again, flip-flopping from a Boxster to a Cayman. But this time it's different. This new 987.2 Cayman is a keeper, honest (*we believe you, Jeremy. Ed!*)



LOCKDOWN WORKLOAD

All kinds of things have been going on since we last reported on the 914, not the least of which was a prolonged nationwide shutdown. That gave Keith Seume plenty of time to tackle a whole range of jobs this summer...



If there was one positive side to the pandemic-induced shutdown, it was that April proved to be the hottest on record. This meant I was able to leave the 914 outside my house so I could work on it at leisure, rather than having to temporarily retrieve it from the garage, which is a 10 or 15 minute walk away, and then put it away again later.

The first task was to swap out the Dansk twin-tailpipe 'sport' muffler I'd fitted a few months ago – along with a costly pair of SSI heat exchangers – for a new custom-made stainless muffler from our friends at Vintage Speed in Taiwan.

The quality of this company's products has to be seen to be believed, with welding that wouldn't look out of place in an art gallery. I'd specified a similar two-in, two-out design to the Dansk, with the spacing of the tailpipes precisely matching that of the Dansk as I'd previously trimmed the rear apron to suit. I had also specifically requested that it be as free-flowing as possible yet more mellow in tone, as the Dansk was a little louder than I had hoped.

After much back and forth of e-mails and photos showing dimensions and flange details, the system arrived and fitted like a glove. The result is a beautifully finished, highly polished muffler

which sounds far nicer (well, to my ear at least) and matches the Dansk for power output. With its 441DF Webers, fitted in place of the original very tired 401DFs, the 914's 2056cc engine now produces bang on 130bhp.

Considering that is more than Porsche quoted for the original 914/6 (the 2.0-litre engine of which is said to have produced just 110bhp, although many dispute this, suggesting Porsche played down the figures to make the 911 seem more appealing – or is that just wishful thinking on the part of 914/6 owners?), and the four-cylinder model is some 40kg lighter than its six-cylinder counterpart, it comes as no surprise that the performance is better than that of my old 914/6 in every respect. All it lacks is that 911 sound.

I then decided it was time to spruce up the interior, with a new carpet set from Lakewell in Belgium, as the original carpets were looking a bit sorry for themselves – grubby and a little threadbare in places. Now was the time to strip out the interior completely and take a good look at what lay beneath the carpets – it was not all good. I knew there was some rust around the pedal assembly, the result of water entering the car due to a broken drain tube leading from the fresh-air box under the scuttle, but I hadn't appreciated how bad it was. No wonder



KEITH SEUME

1975 914

Occupation: Editor,
Classic Porsche

Previous Porsches: 912/6; Carrera 2.7; 928; 912; 914/6; Junior Tractor

Current Porsche: 914

Mods/options: Wheels, suspension, bumpers, etc.

Contact: keithseume@vwporche.online

This month: New exhaust and wheels – and rust repairs to the floorpan...

Above: All ready for my first sprint meeting, 914 looks better lowered on its new wheels

Below: Vintage Speed in Taiwan supplied a new twin-tailpipe silencer in polished stainless-steel. It sounds far nicer than the Dansk previously used and the fit is perfect



CONTACT

Vintage Speed Taiwan:
vintagespeed.com.tw
Evil Ben's:
evilbens.co.uk
Lakewell:
lakewell.com/en/porsche
Group 4 Wheels:
group4wheels.com

Above: New Torq Thrust replicas from Group 4 Wheels are fantastic. The quality is right up there with the best. I far prefer the look over the previous Fuchs-style wheels

Below, left to right: The floorpan proved to be rusty under the pedals, allowing the pedals to flex. Repairs have restored the strength; floor and bulkhead behind the passenger seat had rusted through. Ben Lewis's repairs are exemplary

the pedals felt like they were moving if I pushed the brake pedal hard.

Then, behind the passenger seat, the bottom of the double-skinned rear bulkhead was looking a little the worse for wear. It was perforated in a few places and when I poked a screwdriver through the holes, it went all the way through both inner and outer panels. The floor itself on that side was clearly not in good shape, either, as it looked like a previous owner had driven over a rock, badly denting the floor under the passenger seat. Time for some repairs.

Ben Lewis down at Chacewater near Truro drew the short straw and attacked the repairs with gusto, cutting out the rust and making panels from scratch to repair the bulkhead, both inner and outer. The floor was repaired using a panel from Restoration Design, supplied by Karmann Konnection. The extensive surgery meant that it was possible to take a look at the inside of the passenger-side chassis leg, which is vulnerable to corrosion if the dreaded 914 'hell hole' is breached. Fortunately it was in remarkably good order, with no sign of corrosion. Prior to sealing it all back up, it was treated to

some rust preventative, something which the factory seemed reluctant to use on the 914 when first built...

The final bill for all the rust repairs wasn't cheap but hopefully this will ensure I don't have to get too involved with the dreaded tin worm for a few years – I doubt it will be the last time the 914 needs to see the welding torch, but it should keep things at bay for a while.

The Lakewell carpet set is very good, fitting well and looking to be very hard wearing. It has made a tremendous difference to the look of the interior. I've tried my utmost to make sure that water can't get into the car, but it does seem like a losing battle at times.

Sorting out the drain tubes from the fresh air box has kept it all dry around the pedals, and I've made sure the rear window doesn't leak (another favourite 914 weak spot), but water still gets past the door seals on the passenger side despite all the seals having been replaced soon after I bought the car.

Rain tracks down the inner door seal (there are two seals on each door – not a good sign!) and puddles on the sill, from where it runs down to the floor. I've pretty

much solved the problem now by modifying the seals, and nothing gets in the car when driving in the wet. Only if left outside in heavy rain does some water still get inside.

I refuse to turn this into a fair weather car that never sees rain (I was advised not to use a 914 in the rain by someone on an American internet forum...) and will continue to find a solution.

The other major change I made was to swap the Maxilite Fuchs replica wheels for a set of Group 4 Wheels' Torq Thrust replicas. I absolutely love these wheels, which hark back to the US hot rod scene of the 1960s and '70s. They are superb quality and balanced well, without the need for a ton of weights. I opted for a set with semi-matt Anthracite spokes and natural-finish aluminium rims, and they have completely changed the look of the car. I love them!

As you can read elsewhere in this issue, I entered a sprint in the 914 and came 15th in my class. Shame there were only 16 cars but, hey ho, it's a start. Now it's time to start planning for next season. So just where is that secret stash of money I'd been saving for a rainy day?



KEEPING THE SHOW ON THE ROAD

There's always something to be done, but constant maintenance keeps Matt Stone's Carrera 3.2 in fine fettle. This time it's a service, tyres, brake lines and a split gaitor fix

MATT STONE
CARRERA 3.2

Occupation: Freelance motoring writer/broadcaster
Previous Porsches: None
Current Porsche: Carrera 3.2
Mods/options: Standard
Contact: mattstonerama@gmail.com
This month: Driveshaft gaitor, brake lines, service and new boots. Now it feels better than ever



Matt Stone's black Carrera 3.2 on the ramps at Callas Rennsport

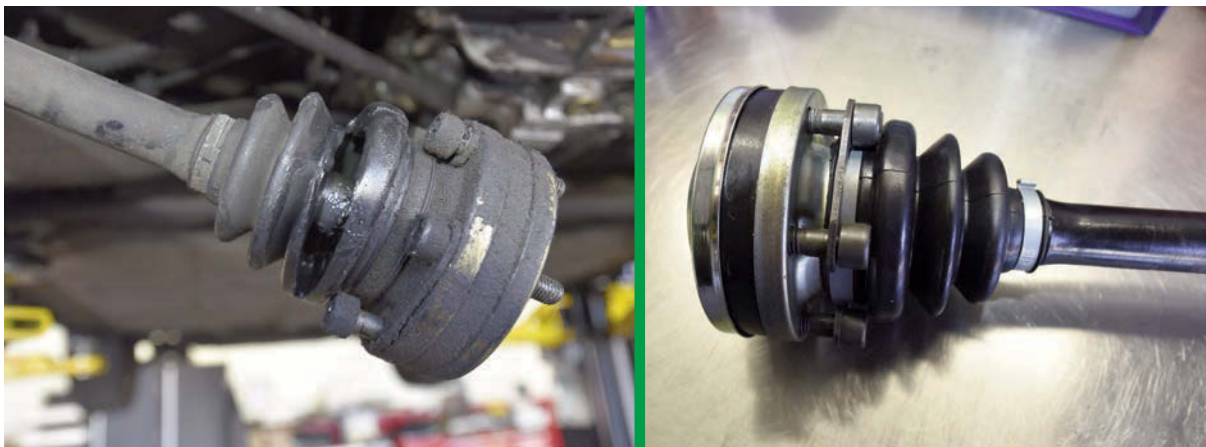
In planning the Carrera's annual service regimen, I knew going in there would be some extra items, time and cost; all good in that there was nothing serious needed – only steps to preserve the car's goodness, and make it all that much better to drive. In addition to the usual 5k service, including engine oil and filter, and lots of other small tweaks, checks and adjustments, a previous undercarriage inspection revealed a massively torn and leaky CV boot on one side, plus I'm embarrassed to say that I'd let the tyres age out to a decade.

The CV joint/boot service is a straightforward job, involving removal of both halfshafts, complete disassembly of the shafts and universal joints, deep

cleaning of the above, regreasing and replacing the old boots with new ones. The risk of torn boots is that U-joint grease can leak out, running the joints dry and risking bind up. Or, nearly as bad is allowing water, muck and dirt to attack the U-joint and possibly even the wheel bearing. The guys at Callas Rennsport said they'd tear it all down, assess and let me know how much or little needed doing. Luckily, the U-joints were fine as were both side wheel bearings, so the job only called for the major cleaning, fresh grease, the new rubber boots and re-install. Potential bullets dodged there.

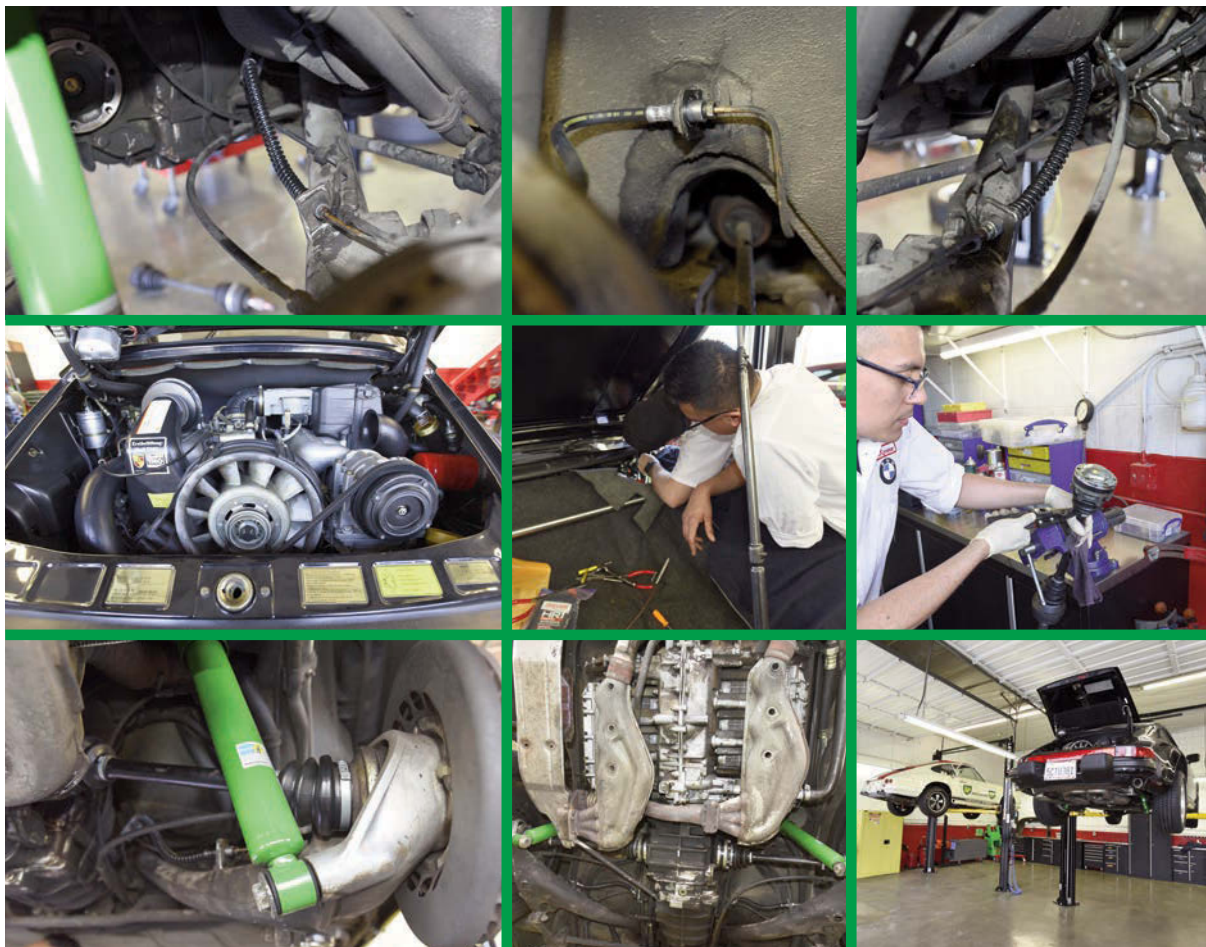
Choosing tyres is nearly as anguishing as selecting the right shop to paint your car, as there are so many

variables. After deep consultation with the Callas folks, and lots of independent research, we decided to go with Michelin Pilot Sport All-Season 3 Pluses, in the factory 16-inch sizes. My goal was to find optimum ride/handling balance in a tyre up to the task of any road trip, long or short. Over time, I've had great luck with Michelins for these reasons, and in discussion with team Callas, and the tyre techs at The Tire Rack; we agreed this would meet my needs for good performance, a comfortable ride, worthy grip and traction, reasonable wear and sensible pricing. I don't track the car and didn't want anything too racy, nor cheap tyres with no name, so this performance biased all-season tyre seemed the sweet spot. Plus of course a proper



Split gaitor on universal joint, but fortunately the UJ itself was still serviceable. Fresh grease and a new gaitor and all was well

Jobs, jobs, jobs: In no particular order – brake lines, oil change and driveshafts on and off. UK and Northern European readers can look on in envy at the undercarriage of a typical LA Porsche. Clean and corrosion free



CONTACT

Callas Rennsport
19080
Hawthorne Blvd.
Torrance, CA,
USA 90503
310/370/7038
callasrennsport.com

mount and balance job, and a four-wheel alignment.

I will say that my previous Continental ContiTrac tyres performed well, and still looked great, which is of course a fool's game; even though the tyres had lots of tread left, and uncracked sidewalls, the rubber was getting hard, and the ride and grip both beginning to degrade. And 10 years is far too long to run a set of performance tyres on any car, much less a sports car like a 911.

When I first took my car to Callas back in 2012, I recall that we replaced two brake lines. They were now getting old, and the rest were originals, so this was an opportune time to replace all the brake lines, and flush out the entire system, as I think we last did the latter two years ago.

I've been running the car for some years now on Joe Gibbs Racing High Performance 15/50 conventional oil and have wondered if at this stage it would make any sense to switch to a full synthetic such as Mobil 1. I discussed this with Callas, who suggested that they've had great luck with this high zinc content oil, as it minimises cam wear and doesn't appear to junk up catalytic converters too quickly. The high performance synthetics do an ultimate lubrication job, but cost more than conventional, and can cause older engines to be a bit more leak prone, so taking Callas' advise, I stuck with the Gibbs 15/50.

Lastly for this service was a new battery; the car had a 5–6-year-old top spec Interstate that was OK day to day,

but would flatten out and lose charge if it sat for a week off a trickler. So I reupped for another "luxury import" size and spec Interstate that I swear has enough cold cranking amps to fire the burners in the Titanic.

As you can imagine, the 30-mile drive home from Callas' shop was near magical, the car feeling as new and sharp as it ever has since I owned it. Everything just felt peaked in, and of course nothing makes a car sharper and fresher than new tyres. So much so that it beckoned me up the Angeles Crest Highway for another 25 miles or so. Barring the unforeseen, this should hold us for a year or so, although 2021 might bring with it a new clutch. The open road beckons, and both the car and I are ready. **PW**

Right: Date stamp tells the story. Matt's Contis were 10-years old. Time for a new set of boots and after much deliberation a set of Michelin Pilot Sport All-Season 3s were fitted up



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LIVING FOR THE MOMENT

The 924S has been giving Chris Horton some all too familiar starting problems, he says, but Project Boxster has, despite a few issues, shown itself to be the perfect low-cost, low-worry antidote to the madness going on in the wider world. Photos by the author



CHRIS HORTON

924S, 944, BOXSTER

Occupation
Consultant editor, 911 & Porsche World
Previous Porsches 924S
Current Porsches 924S, 944, 986 Boxster
Mods/options
All three cars are basically standard – and none the worse for that
Contact
porscheman1956@yahoo.co.uk
This month
More mysterious starting issues from the 924S, and getting to grips with the Boxster's nasty original wheels

Sadly, but for once not at all surprisingly, this strangest of years has seen virtually no progress on the poor old 924S. The car was parked at BS Motorsport as we entered lockdown, and so I threw myself into first recommissioning my long-dormant E28 BMW M535i, here at home, and then starting the restoration of my even longer-dormant (like nearly 38 years...) 1965 Rover 2000.

One thing I did achieve on the 924S was finally to fit the rear anti-roll bar. Venue was again one of the lifts at BS Motorsport (thanks, Neil and Rob), and the now correct 16mm Powerflex bushes went on with no problems. They didn't close up around the bar quite as neatly as I had hoped (see photo below), but I think that's just the way any others would fit, OE parts included. I haven't been able to drive the car far enough to assess whether the bar makes the slightest difference to the handling (and I'm inclined to think not), but all seems well enough. More on this next time. Perhaps.

It was during this period that one other annoying problem resurfaced in the 924S. The engine has routinely fired

up fairly easily, whether cold or hot, and often after standing idle for months on end. Suddenly, though, it seemed to be suffering from the intermittent non-start issues that I experienced with my left-hand-drive 944 many years ago. And when I say intermittent, I mean completely unpredictable. On one occasion it started instantly after a three-week layoff, yet after I had warmed it up and switched off so that I could swap batteries (long story...), it resolutely refused to do so again.

I know what you're thinking: the second battery wasn't up to the job. Wrong. It had been charged on my own Ctek device (what a great investment that has proved to be), and was clearly cranking the engine at a perfectly satisfactory rate. Perhaps fuel-soaked spark plugs, then – and I know how susceptible my E39 BMW can be to that, if switched off and restarted before it has reached operating temperature. Wrong again. The 'S' had been running for 15 minutes – more than enough for the thermostat to have opened, and for the fuel/air mixture to have stabilised.

With no tools to hand, and little time – and even less inclination, to be honest – I had to abandon the task. Suspects

were, of course, many and varied: plug leads, distributor cap, rotor arm (although all those would have been as much of a problem, if not more so, when the engine was stone-cold); DME relay (there's a spare in the glovebox, but it's such a PITA to get at the fuse and relay board, buried beneath the fascia, that I just couldn't face that); fuel pump, even fuel-pressure regulator. (But again, why had they all been OK two minutes previously?) Perhaps it was the ECU itself – and it wouldn't be the first to give up the ghost, as I had discovered from the aforementioned BMW, whose own non-start turned out to be a faulty Motronic unit.

I did notice that the rev-counter needle wasn't moving – the famous so-called tacho bounce – while I was cranking the engine, which pointed to the DME relay or one or other of the two crankshaft sensors. Yet again, though, why had those been working until I switched off? You can sense my frustration, I'm sure, not least because when eventually I got back there to investigate further, the bloody thing started instantly. And the time after that it was once again as dead as the famous Monty Python parrot.

Main picture: 17-inch wheels from a 987 Cayman, with worn but still legal tyres, transformed the Boxster's overall feel. Drive shafts remained a big issue, but see this month's how-to story for more on how we solved that. **Below, from left to right:** Powerflex bushes enabled fitment of rear ARB to the 924S – although the car has been dormant for most of this year thanks to both lockdown and engine-starting problems; a smart new cover for the Boxster's hard-top release handle; and Rosie the cat couldn't resist investigating the new car cover the moment it was on. One can only hope that she and her sisters don't use it for claw-sharpening



On that occasion I went to the trouble of taking out the two crankshaft sensors – in part to check that they weren't seized into their mounting bracket, as had been the 944's in 2001; in part to give myself something to do while I pondered the situation. Both looked fine, with just a trace of clutch dust on them. More in hope than expectation I slid them back into the bracket, and to no one's great surprise the engine fired immediately. I'm inclined to think it's still a dodgy DME relay, and so when I get around to it I shall buy and fit yet another.

The Boxster, meanwhile, has undergone some highly significant improvements. The first job, as I suggested last month, was to ditch the 18-inch Sport Design wheels. A set of 997 five-spokes with decent rubber looked superb, but had insufficient offset to enable the rear tyres to clear the suspension struts. Then Darren Gardiner, one of the technicians at Maundrell & Co, offered me the redundant 17-inch five-spokes and tyres from his own 987 Cayman, and they went on without a hitch. The fronts could do with thin spacers, to help fill out the wheelarches, but that can wait. Darren even had some spare wheel bolts, bless him, and so I was able to consign to the scrap bin the most badly corroded originals.

That process made the Boxster far more comfortable to drive – I can't help thinking of the agony the previous owner must have endured, bouncing around on those Sport Designs and their ultra-low-profile rubber – and cleared the way for changing the chronically worn drive shafts. More on that job elsewhere in this issue, but suffice it to say that it further and even more dramatically transformed the Boxster's behaviour. It also highlighted the badly worn front engine mount – an increasingly common problem – but I'm in the process of obtaining a replacement, and fitting that will be the subject of next month's how-to.

A spare battery replaced the tired original, and has ensured both reliable operation of the central-locking and easy starting, albeit with some embarrassingly noisy nonsense with the alarm system one Sunday morning. Take no notice of what the handbook suggests as the procedure for disconnecting the battery. To do so without making your ears bleed, first insert the key in the ignition lock and turn it to the 'run' position, that is to say with all the dashboard lights on, but without starting the engine. It should be in the same position – with all the other functions off – when you reconnect the battery. (Earth/ground lead first off and then last on, of course.)

Oh, and I must at this point offer my sincere thanks to 911 & Porsche World reader Jon Wittmann who,

having read in my report in the May edition that the car came without a magazine for the CDC-4 autochanger, generously sent me not just the one spare he had after selling his own 996 Carrera 4S, but two. Those are now full of Pink Floyd, Dire Straits, Tangerine Dream, Mike Oldfield and ELO albums.

Shamefully, given the good weather we've been enjoying during the later summer and early autumn, I have still not had the hard-top off again, which is arguably doing the folding hood beneath it no favours, but I have nowhere safely to store the roof, even for a relatively short period. I have, though, replaced the broken cover for the hard-top's release handle – I spotted a brand-new one in 9-Apart's ebay shop, for about £25 – and I have also ordered a new clip-in 'lens' for one of the two alarm-system sensors that are situated either side of the handle.

The ignition switch, as you might have seen in last month's how-to, has been replaced, and I am working my way round the cabin and the underside, itemising all the other small fixings that are either broken or missing. Why not, when they are so easily available from Porsche? The lift-up cover for the storage compartment in the driver's door needs attention to the hinges, for instance, and the screw inside the compartment, fixing the trim to the door, has gone AWOL. There's a suspicious-looking piece of plastic film sticking out from the front of the trim, too, so I'm guessing the card has been off at some point, most likely for replacement of the window regulator, and refitted without the correct waterproofing membrane.

The inescapable fact is, though, that the car is a joy to drive – and getting better all the time. Part of that satisfaction comes from its low purchase price and (with a few caveats) its excellent condition, but also from the knowledge that it's not worth worrying too much about the possibility of oil leaks, scored cylinder bores or IMS-bearing failure.

It concerns me that I have not yet changed the oil and filter (one of this weekend's jobs, in fact, with a consignment from buycarparts.co.uk due any moment now), but the engine is quiet enough and pulls strongly, and the older I get the more I believe in the famous adage: if it ain't broke, don't fix it. I shall be taking the precaution of having a sample of the current oil analysed by Millers in West Yorkshire (millersoils.co.uk), and I may change my tune on the above mechanical matters if it proves to be heavily contaminated. For the moment, though, with chaos still raging all around us, I am simply living for the moment; seizing the day. And just enjoying driving our brilliant little £4000 Boxster. **PW**



WE'VE GO IT COVERED

I used not to be overly keen on car covers – or not outdoor ones, anyway. Too many memories of ancient, semi-derelict saloons (not mine!) mouldering on sidestreets beneath heavy-gauge plastic sheets in rainy 1970s' Merseyside, probably.

I have, though, bought a number of more modern ones over the last few years, in an effort to keep the worst of the weather off at least some of my own now ancient and semi-derelict saloons. Most have come from Halfords, at around £50–65 a time, and although they are for a variety of reasons not ideal, they have none the less proved to be reasonably effective – and especially given their modest cost.

I certainly wasn't planning on buying a cover for the Boxster. The car is going to be in regular use, and with sound paintwork, a zinc-coated body, and not least that hard-top to keep rainwater out of the electrics (see last month's *Technical Topics*), it's surely about as weatherproof as they come. But then Mark Wibberley of carcovershop.co.uk offered me one of his waterproof and breathable outdoor covers to try, and with the first named storm of the autumn on the way, I was very happy to accept.

First impressions are excellent. The stretchy black fabric feels far nicer than the cheap generic jobs, and has a soft inner texture to protect the paint – although as Mark emphasises, the car should always be clean when you drape the cover over it, to prevent dust and dirt acting as an abrasive medium. Crucially, though, while 100 per cent waterproof from the outside, the breathable fabric allows moisture beneath it to evaporate, and so the car doesn't have to be dry to start with.

The cover, which retails for what I think is a remarkably low £205, is fairly simple to put on – and then, no less importantly, to remove and store. An easily visible label marks the front end (elasticated, as is the rear, for a snug fit), and as long as you employ some kind of system as you unroll and then roll the cover up again, it should be easy enough to retain the correct orientation – and not to let it drag along the ground. Unlike some more expensive tailored covers this one has no mirror pockets, but frankly I think those might spoil both the look and the fit, and so I am perfectly content to do without.

Downsides, as with any cover, are securing it in place with the two straps that pass beneath the body – that's going to involve crawling around on the ground, whichever way you pitch it – and then trying to stop my much-loved cats exercising their claws on it. (And that's another reason why I have not yet taken off the hard-top; they would adore the feel of that lovely blue hood.) But that's a small price to pay for something that appears to offer such effective and convenient protection – and with winter on the way the cats are probably not going to be doing much sunbathing any time soon...

I shall end this month with a brief note about cover of a rather different but no less important kind: insurance. You might remember that I added the Boxster to my and Mrs Horton's existing multi-car policy with Cardiff-based Admiral. The cost back then was around £50, and I was equally pleasantly surprised when the renewal documents came through for the next 12 months. Fully comprehensive, 5000 miles a year, and with both legal-costs protection and windscreens cover – £265. You can't really argue with that, can you?



WHISTLE DOWN THE WIND

Twenty-one years ago, when the 996 Turbo first came to the UK, I had the pleasure of driving one of Porsche Cars GB's press cars for a week-long road-test. In order to obtain some good photos for a feature for the magazine, snapper Peter Robain and I took it to the area round Crickhowell in south Wales – the scene of perhaps many hundreds of car-magazine 'shoots'. My godson, Simon, would have been only about 14, but he was mad about cars, so I invited his step-dad to bring him to the session, together with Simon's younger brother, Tim.

And the day clearly left its mark. Subsequently, Simon's first vehicles ranged through the inevitable Minis, then a Westfield kit car, his late father's Jaguar 340 (which he still owns), and more recently numerous Audis and BMWs. The last of those was a museum-

quality E30 M3 which he was increasingly reluctant to risk out on the road, so earlier this year he sold that and on the strength of that trip to Wales treated himself to his 'dream' car – none other than a 996 Turbo.

Simon, being a cautious and naturally curious young man – and having carefully studied several buyers' guides – did the right thing, and bought the car from one of the country's leading independents: JZM Porsche in Kings Langley (jzmporsche.com; 01923 269788). At the time of writing I haven't seen the car in the flesh, but I know it will be one of the best.

And his diligence soon paid dividends. Not long after taking delivery – a process delayed by you know what – his new pride and joy started emitting a disturbing whistling noise from somewhere within the engine compartment, and which oddly diminished for

a short period each time Simon pressed the clutch.

Back to JZM, then, where it was established that the cause was the pressure control valve inside the steering-fluid reservoir. Apparently, this can vibrate when hydraulic fluid flows through it at more than 100 degrees Celsius – which, of course, is quite normal. The cure, unsurprisingly, is a modified pressure control valve – which was factory-fitted in cars built after February 2005 – but that is available only as part of a new reservoir, part number 996 314 920 34, and (from Design 911, for instance) costing around £750.

Needless to say, JZM did the right thing, too, and promptly honoured the terms of its warranty. And since then, with (so far...) the easing of lockdown, Simon has been enjoying what will surely remain one of the best all-round Porsches – and arguably



From right to left: Simon; *911 & Porsche World's* then editor, Chris Horton; Simon's brother, Tim; and finally their step-dad, Martyn. Simon now has a 996 Turbo of his own

the most complete and usable supercar – ever likely to be built. That might not be much consolation if you have to fork out for a new

reservoir, plus fitting, but it could save you a lot of time and effort if your Turbo, too, suddenly starts to whistle in mysterious ways.

RESISTANCE IS FUTILE

I spent much of the earlier part of lockdown working on my 1986 BMW M535i. It was the perfect antidote to the madness going on in the outside world, with so many corroded seized fasteners to be dealt with that for hours at a time I could concentrate on the challenge and simply forget about everything else. It's a problem that afflicts older – and sometimes not so old – Porsches, too. I'd guess that around a third of the more than 120 how-to stories I've put together over the last decade or so have involved at least one seized nut or screw. And all too often dealing with the remains of said nut and/or screw when it has broken while being undone.

There are several ways of minimising the risk. The first and most obvious is to coat any susceptible fixing with some kind of anti-seize paste. A generic copper-based grease is the most popular, and Porsche itself has similar products for certain special applications. But since for some reason it chose not to use it when building its cars in the first place, that tends to put we

second, third, fourth and especially fifth owners on the back foot.

Well-fitting tools are an obvious essential – good-quality socket and ring spanners, then. That should help prevent rounding off the bolt heads and/or nuts – and if that does happen I've often dug myself out of the poo with a set of reverse-fluted sockets designed to be forced over the offending items (ie bashed on with a hammer), and which then exert a vice-like grip that can be remarkably effective.

But so-called screw extractors – with a reverse spiral form, and designed to be inserted in a hole drilled in an offending bolt, stud or screw – I have found to be worse than useless. Unless you are particularly lucky they ALWAYS break, usually leaving a hardened steel insert stuck in the hole, and unsurprisingly that simply magnifies the problem.

All that can take quite a lot of physical effort, not to mention hardware, and since prevention is always better than cure I've started to look for what you might call more elegant solutions.

Some time ago I sang the praises of Würth's Rost-Off – which works in part by thermally shocking the seized components to penetrate the microscopic gaps between them – and latterly I've been using both that and a couple of other products I found on-line.

First, spotted on Amazon, was a can of Aerokroil – £23.50 in April, but now £27 – and then, on Amazon again, two cans of PB Blaster for £18.95. That's a lot more than you'll pay for some cheap-and-cheerful penetrating oil from your local motor factor, and even a can of Rost-Off is only around £15. And I have no scientific way of proving which of the three works best. Or even if I would be just as well served by the cheapest generic stuff. But they seemed to do the trick – if left long enough to work their liquid magic – and that's what really matters.

There was one other weapon in my arsenal. Heat. And lots of it, very locally applied. For years I had been struggling with a butane-fired blowtorch that was effective enough once

lit, but which had gradually become ever more difficult to coax into life. It was Screwfix that came to the rescue this time, with a Bernzomatic trigger-start brazing torch for £54.99, and an appropriate MAP gas cylinder for £15.99. So far there has been nothing that, perhaps but not necessarily in conjunction with one of those penetrating fluids, it hasn't eventually 'persuaded' to shift.

Easy to light, convenient

to hold, and with a flame that can heat even quite large assemblies to cherry red in seconds, it's an excellent piece of kit. You need to be careful where and how you use it – as with any naked flame, it would be easy to set the entire car alight – and obviously to have an extinguisher on hand, but it's good to know that when all else fails you can bring out the big guns. It has on several occasions proved its worth in getting the barbecue going, too.



Preventing seized-up nuts and bolts is always going to be a far better alternative to having to free them off many years later, but an armoury such as this will get you a long way, suggests Horton, if that's the only option available to you. The trick with any form of penetrating oil, though, is to give it plenty of time to get to work on hidden corrosion

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MAKING ALL THE RIGHT CONNECTIONS

I have always enjoyed modifying cars to make them more reliable, rather than merely more powerful and/or 'faster' – and which all too often ends in tears. I have long believed, too, that the most valuable upgrades often come from enthusiasts who use their hard-won experience and occupational expertise for the common good, rather than to make a quick buck. They come up with real-world answers, in other words, not solutions looking for possible problems.

You will understand, then, my interest in a Facebook post from 968 enthusiast and *911 & Porsche World* reader David Cunningham of St Peters, Missouri, USA – a district of St Louis. Seems that David was in the process of changing the timing belt on his own car, and discovered that the starter motor and generator wiring had deteriorated

badly – an increasingly common problem, and although not necessarily as widespread on the older transaxle cars, with arguably slightly better-quality wiring, by no means unknown.

'The insulation on the 968's original alternator-to-starter wire has a reputation for breaking and crumbling over time,' writes David, 'causing all kinds of problems, including short-circuiting to the solenoid wire and/or causing fires. I decided that to replace the original harness on my car with another of the same would be pointless, because the same thing would happen all over again.'

I work in an electrical prototyping laboratory, though, so I knew I could easily fabricate a more reliable and longer-lasting set of wires than the original Porsche harness.

'So my alternator-to-starter cable is made of

TEMCo Industrial 4 AWG EPDM-jacketed welding cable (150 amps/600 volts) with tin-plated, marine-grade lugs at both ends. The starter solenoid wire is 10 AWG GXL-insulated (125 degrees Celsius) automotive primary wire, and the alternator exciter cable is Southwire 18 AWG SXL-insulated (85 degrees Celsius) automotive primary wire. The exciter wire's ring terminal at the alternator is made of stainless steel to prevent corrosion.

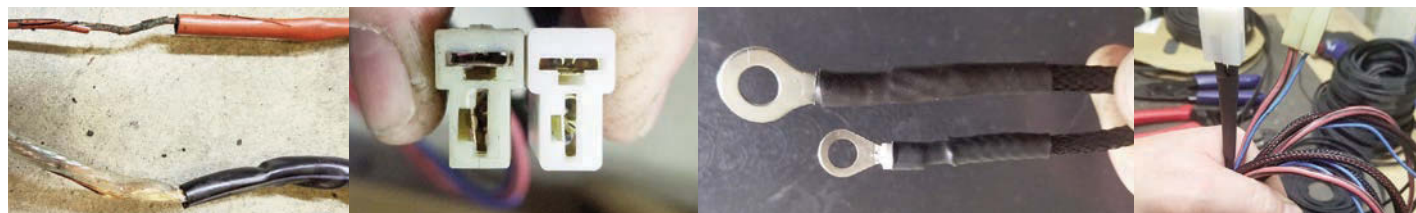
'The terminals on my solenoid and exciter wires are both crimped and soldered. The standard Porsche harness does not have soldered terminals – they are simply crimped. I covered all ends with double-layer heat-shrink, with one sleeve over the terminals themselves, and another sleeve retaining the ends of the PET sleeves used on all of the wires.

'On my wires the female connectors that plug into the main harness are from the OEM Porsche supplier. The plastic socket on my wires is from the OEM supplier, but they have changed the shape to straight walls instead of the slight taper that the old ones have. They should still fit, though. Both connectors had to be sourced from overseas – one from the UK, the other from Brazil. The length between eyes on the alternator-to-starter cable is 48 inches (122cm). The length from the ring-terminal eye to the end of the plastic socket connector is 36.5 inches (93cm) on the solenoid wire, and 45 inches (114cm) on the exciter wire. The lengths were carefully measured from a used original harness.

'Several of my friends on Rennlist's 968 forum liked what they saw and wanted them, so I made up four

more sets. They have installed them and report that they work well, which is the same experience I had. That made me realise that there must be a market for these harnesses, and so now I offer them for the various 944 models, too: 2.5, 2.7, Turbo and S2. Those are all slightly shorter than the 968's – and there is also a difference between 1985 and 1986 models, so I need to know which car they are for. For all of them, the price here in the US is \$120 including first-class shipping, and for overseas \$115 plus whatever the actual cost turns out to be.'

Interested? (And if you are a transaxle enthusiast who doesn't wish to see your car self-destruct then I think you should be.) For more details have a look at David's Facebook page – he's easy enough to find – or send him an e-mail at dcmachinist@att.net.



US-based 968 enthusiast David Cunningham spends his working day coming up with electrical solutions, so the transaxle Porsches' arguably rather marginal wiring for the starter motor and alternator section of the harness was an easy and rewarding spare-time project – and now you can benefit from his experience

BLOWING HOT AND COLD

Disturbing though it may have been in a machine of that nature, the noise from Simon's 996 Turbo (see previous page) was of no great consequence. He could have lived with it if he really had to, and the car would have suffered no long-term damage.

Some noises, however, are unbearable. Like the one from this heater blower motor from a 911SC (below). You don't need to

be much of an engineer to appreciate that the hole through the armature shaft's end-plate should be round rather than that elongated oval, or to imagine that the resulting noise and vibration the thing must have been generating would have been truly appalling.

The obvious answer is a complete replacement blower motor. They are still available from Porsche, I'm told, but are naturally quite

costly, and not always 'on the shelf'. After-market to the rescue, then – and in this case Dansk.

Trouble is, as Auto Umbau's Terry Parker discovered while attending to a customer's car recently, the latter item appears to be something of a one-size-fits-all job also intended for much later models, with the result that certain minor modifications are needed.

The most obvious is to

'reverse-engineer' the electrical connections from the later round-pin type, mounted on the motor body, to the earlier flat-blade kind on the end of a flying lead. I missed capturing that sequence, but basically it involves no more than some careful soldering, says Terry.

There are differences between the two motor housings, as well, such that ideally you do need to retain the old one. That's easy

enough, too, thanks to the simple three-point fixing with good, old-fashioned nuts and washers on M5 studs (a drop of Loctite wouldn't go amiss, or even Nyloc nuts), and luckily the projecting flange on the other side of the housing is of no great consequence.

The only other thing you might want to do would be to have the old housing powder-coated, but that's up to you. **PW**



911SC's heater blower was completely worn out (far left), and as a result making an appalling racket when operating. Replacement motors are available from Porsche, but less expensive after-market units appear to be designed for cars up to and including the 964, and as a result require a few simple modifications



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BUYERS' GUIDE

986-MODEL BOXSTER/BOXSTER S

It's almost a quarter of a century since the original, 986-model Boxster was launched, but Porsche enthusiasts around at the time will still recall the huge impact it had on the sports car market and on Porsche itself: mid-engined, cleverly retro styled – and not much more than half the price of a 911. It became a dream product for Porsche, a big seller yet with cast-iron resale value. Now of course it is the cheap, throwaway Porsche, prices from £3000 or even less, so how does an early Boxster in its original 2.5-litre form rate as a budget sports car?

On sale towards the end of 1996, the Boxster came with one engine option, an all-alloy 2.5-litre unit, with four valves and double overhead camshafts. It retained the 993's six-cylinder 'boxer' configuration – but was the first of the new generation of water-cooled Porsche engines.

Managed by Bosch Motronic fuel-injection, output was a respectable if hardly fearsome 204bhp produced at 6000rpm and 181lb ft torque at 4500rpm. Mated to a five-speed manual gearbox, the longitudinal powertrain sat directly behind the seats – and was totally out of sight for most owners, the only evidence of its presence the oil and water fillers in the corner of the rear boot.

This configuration allowed a near neutral weight distribution, 48 per cent over the front wheels according to Porsche, compared to the 37 per cent for the 993-series 911 of the time. Suspension was, in principal, a simple set up, of

MacPherson struts front and rear, while steering was power-assisted rack and pinion.

The hood was another winning aspect of the Boxster, folding back electrically in 12 seconds and storing under a metal cover; a factory hard top was optional. Gone were the 911's floor-hinged pedals.

The original specification Boxster ran unchanged for three years, with just one addition, the five-speed Tiptronic S gearbox, in early 1997. In 2000 the 2.5 engine capacity rose to 2.7 litres, and the 3.4-litre Boxster S was added.

When introduced, the original Boxster was lauded for its driving manners, most notably the wonderful, neutral handling that set new standards. It had all the directness of the 911 – crisp steering, powerful brakes and flat cornering – but with the added poise, and also the more forgiving nature, that only a mid-engined car can offer. The engine, while lacking the emotional wail of the air-cooled 911 unit, revs shrilly past its power peak, to 6600rpm.

However, these early Boxsters do have a slightly under-developed nature to them compared to later 986s. Most noticeably, they feel underpowered, plus the engine is so peaky it's all too easy to stall it when engaging the clutch to move off front standstill (later 986s still suffered from this, to a lesser extent). The transmission also seems to be more whiney, and with the hood lacking the double lining of later models the car is quite noisy.



OVERVIEW

The Boxster engine suffers two well-known problems: scored cylinder liners, and IMS (intermediate shaft) bearing failure, which can let go without warning. But not all Boxsters are affected, and as Robin McKenzie of Porsche specialist Auto Umbau in Bedfordshire points out, 'as a Porsche ages you have to pay more to maintain it, but you haven't paid the premium of a new car, so spending the money on it can make sense.'



986-MODEL BOXSTER 2.5 (MANUAL/AUTO):

Engine:	2480cc water-cooled flat-six
Max power:	204bhp at 6000rpm
Max torque:	181lb ft at 4500rpm
Transmission:	Five-speed manual or five-speed automatic
0-62mph:	6.9/7.6sec
Max speed:	150/147mph
Fuel consumption:	29.1/25.9mpg
Weight:	1242/1292kg
Brakes:	Vented discs front and rear
Wheels (front, rear):	6Jx16-inch, 7Jx16-inch
Tyres (front, rear):	205/55 ZR16, 225/50 ZR16
All figures from Porsche	

WHAT YOU'LL PAY

£1500-£2500: Early Boxster, likely to have engine and chassis issues, but no history
£2500-£5000: 1997-1999 models, 100,000 plus miles, used car dealer and private sales
£5000-£7500: Under 100,000 miles and with full service history
£7500-£10,000: Sub 75,000 miles and in tidy condition
£10,000-£15,000: An occasional "time warp" car is seen at this price



THE PROBLEMS

Engine

The Boxster's "M96" motor, shared with the 996-model 911, is notorious for suffering scored cylinder bore liners, which at best causes excessive smoking and oil consumption, and at worst a terminal lack of compression. The only cure is an engine rebuild.

The IMS is positioned below, and takes its drive from the engine crankshaft and provides drive for the oil pump and the camshaft chains. 'The warning sign is rattling cam chains, which means turn the engine off immediately and hope that the outer race has not damaged the casings,' Robin tells us.

There are other engine issues to be aware of, Robin warns. 'Perished "O" rings cause oil leaks, and coil packs fail, as do VarioCam solenoids, resulting in engine misfires.' However, some of the M96's problems are down to 'user abuse', including an additional smoking issue, Robin stresses. 'White smoke from the engine is very bad, normally meaning a crack in the block. This is not a Porsche problem, but due to poor maintenance – a lack of coolant changes.'

He adds: 'Do not confuse it with the normal

condensation – the giveaway is the coolant reservoir, if it constantly goes down then it is either leaking or the coolant is being burnt.' Water pumps can fail, too, again mainly down to lack of coolant changes.

Exhaust

Rusty exhaust fasteners are the biggest problem, whether they are holding on rusted exhaust manifolds or the flange connection. 'Many will not be recognisable as nuts and studs, and brute force will be needed to remove them,' Robin warns. 'Lambda sensors commonly fail but are not expensive – the problem is getting them out.'

Bodywork

Check for corrosion behind the rear wheel arch liners, and where gravel will have removed the protection from the bottom of the wheel arches. 'There should not be any rust coming through the bodywork unless the panel is accident damaged and/or poorly repaired.'

Interior

Seat side bolsters wear through, and the centre console lid breaks off, while rear trim panels can

be dirty from unclean hands removing them to gain access to engine, Robin has noticed. Water can collect in the foot wells and cause corrosion in the modules and brackets under the seats.

Ignition switches and door locks fail, as do regulators, while modified sound systems can be a nuisance. 'Aftermarket stereos are normally earthed incorrectly, and make the alarm system think the radio is being stolen, so will beep when you lock the doors,' Robin reveals.

If the air conditioning does not work, the two condensers, in the car's nose, are probably leaking. 'They're prone to rotting from debris collecting in the outer lower corners of the bodywork,' says Robin. 'The front "PU" should be taken off regularly and the condensers and radiators cleaned out.'

Hood

Many early Boxsters will have had a replacement hood. 'The rear PVC windows go yellow and brittle, and break up under normal operation of the hood,' says Robin. 'The hood stitching erodes away, and the crease lines cause the canvas to break up.' If fitting a new hood, it makes sense to upgrade to one with a glass screen. **PW**

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100720

PORSCHE 911



2002, 16380 miles, £79,950. Features an all-wheel drive system and was available with either a 6-speed manual or a 5-speed Tiptronic transmission. It has revised styling and a wider stance than the naturally aspirated 996 Carrera models, along with new bi-xenon headlights and a fixed rear wing. The Turbo also came with VarioCam Plus and stability management, and on the US models, an electronically adjustable rear spoiler was included which would rise at a speed of 76 mph (122 km/h) and lower at 36 mph (58 km/h). The bodywork was also revised to allow airflow to 3 radiators up front and to accommodate 18-inch wheels and tyres. Please call 07850 888880, South East. (T)

101292

PORSCHE 911



1986, £41,995. A great example of a nicely maintained example of a 3.2 Carrera. Originally supplied in Germany, this car was imported into the UK in 2001 by Formulae Fuchs before being supplied to the current owner later that year!. Please call 01623 411476, East Midlands.

103036

PORSCHE 911



2006, £23,995, 88000 miles. 997 Model 3.8 Carrera S. In silver. 4 owners from new. Originally sold by Porsche Centre East London, with an abundance of extras. These include, Tiptronic transmission, Auto dimming mirrors, Rain sensors, Heated seats, MF steering wheel/smooth leather, Tiptronic buttons for steering wheel, Porsche cast wheel caps, Automatic speed control, Top tint windscreen, Park assist and Sunroof. Full Service History, with recent services. Please call 01636812700, East Midlands.

103175

PORSCHE 911



1972, £139,995. 2.4 E. This is the very rare Oil Flap edition, which was made for only one year. The first owner was classed by Porsche as a Privileged Client and was able to order her cars direct from the factory, which she did in 1972. The car is painted in Velvet Green, a Rolls Royce colour. The only Porsche to leave the factory in this special colour. The client collected the car on the 30/12/72 and drove it back to London, registering it in the UK on the 28/06/73 as PMD227L. In the later years the car was seen for sale in Nottingham and bought by the last owner. It was then sent to one of the countries Specialist Porsche restorers where the car was stripped and repainted. The interior has also been done by a specialist trimmer and is stunning. This a chance to own a very rare 911. Please call 01636812700, East Midlands.

103196

PORSCHE 911



1983, 114000 miles, £79,995. 2dr, finished in Zinc Silver with Navy Blue Full Leather. Electric sunroof, electric windows and central locking. Comes with a Large History File. New tyres recently fitted. Please call 01485 541526, East of England.

103814

PORSCHE 911



2006, 50000 miles, £29,995. 3.8 C4S, 6-speed. Finished in Carmon red metallic with sand beige full leather interior and with options costing close to £15,000. This Porsche has just been inspected and serviced and has no known faults or issues and wants for nothing. Please call 07885742090, East Midlands. (T)

103615

PORSCHE 911



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DEALER TALK

CHARLES IVEY

Charles Ivey set up his Porsche business in a Kensington mews in the 1960s and in 1974 moved to larger premises in Fulham. The present owner, Alvaro Crego, joined four years later and bought the business in 1991. He's still at his happiest in the workshop, he says



What was your first Porsche job?

I started working with Porsches as an apprentice in 1978 here at Charles Ivey.

Where have you progressed to since then?

The company has been going for nearly 50 years now and has an extensive history not just in the service side of Porsche but also the motorsport side as well. I bought the business from the founder, Charles Ivey, in 1991, and in 2018 we moved from Fulham to premises in Surbiton in Surrey. The showroom and workshop have a great heritage, having been the home of the Cooper Car Company, founded in 1947 and which built single-seat, rear-engined Grand Prix cars. It's the first garage to be awarded the English Heritage Blue Plaque.

What Porsches do you specialise in?

All Porsches old and new. We send our staff on training courses to keep up to date with the latest Porsche developments, while maintaining our knowledge and experience of the older models.

What's the cheapest, and most expensive Porsche you have for sale?

The cheapest is a 2002 996-model 911 Carrera Cabriolet Tiptronic with 88,000 miles, 18-inch Sport Design wheels and the factory Aero Kit, priced at £15,995. The most expensive is a green 1975 911 2.7 MFI, a limited run model of which just 21 right-hand

drive examples were built. It's been restored and the price is £260,000.

Where does your stock come from?

We source our cars from almost anywhere and everywhere, but only after giving them a full inspection and check over in our workshop. We don't purchase from auctions, but we are more than happy to have a chat with anyone wishing to sell their car. We also have many customers who choose to have their cars serviced with us, and they will eventually wish to sell their car to move onto something else.

What's the best "first Porsche" to buy?

Obviously it depends on the individual and obviously the amount of money you would like to spend. But I would say that if you want a quality Porsche that handles well and is an all-round great car, a 996 is the place to start. 997s are pretty good, too, as they're great value now – we have two for sale, a 2004 manual Carrera coupe with 51,000 miles at £23,995 and the same model from 2007 in Tiptronic form with 58,000 miles for £22,995.

What warranty do your customers get on cars they buy?

We provide a six-month warranty including parts and labour with any car that we sell. However, depending on the client and the car, we can offer additional cover.

What's presently the best value used Porsche?

I would say that 996 and 997 Turbos are a wise choice in this respect.

Which Porsche models do you believe will make a great financial investment?

Anything air-cooled and in top condition generates an unprecedented amount of interest, and classic 911s have been going up in value at a fast rate. But now we are seeing a lot more interest in other models such as 928s and 944s.

Name a car you sold recently, but wanted to keep for yourself

A Cayman GT4

What is your all-time favourite Porsche?

The 1973 911 Carrera 2.7 RS

What car do you drive every day?

A 928GTS, which I drive to and from work every day and also at weekends.

What are your plans for the future?

We've bought a 968 which I will be racing in the Porsche Club Championship in 2021 – assuming I pass the medical!

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PICKED OUT FROM THE CLASSIFIEDS: 996-MODEL 911 TURBO

Charles Ivey's Alvaro Crego tells us 996 Turbos are great value, so what's out there? We spotted this Arctic Silver over black 2001 example with 103,000 miles at Williams-Crawford in Saltash in Cornwall priced at £34,995. It's not the cheapest example you'll see but the firm is a well established Porsche specialist, which counts for a lot with a car like this.

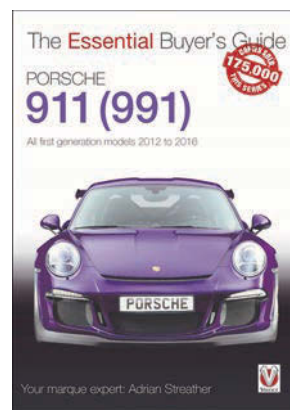
It was described as 'highly maintained over the years by respected Porsche specialists', having 16 stamps in the service book, the most recent in April 2019. The original Porsche PCM "infotainment" system had been changed to a Pioneer head unit, offering Bluetooth and AppRadio. The bodywork looked in good condition, as did the interior, albeit with a fair amount of creasing on the leather seats.



HELPING YOU BUY YOUR PORSCHE

The 991 generation 911, launched in 2012, is now beginning to look relatively affordable, seen advertised from about £40,000. Usefully, Dorset-based Veloce Publishing is offering one of its popular buying guides on first gen 991s, "Porsche 911 (991) – All first generation models 2012 to 2016". It says of the £13.99 publication: 'Having this book in your pocket is just like having a marque expert by your side,' and there is justification in that claim.

Following the format of the many other Veloce buying guides, it offers model background and history, buying advice, and much other information that puts you in a more knowledgeable and therefore stronger position before committing to a car. It's small enough to take in your coat pocket when viewing cars, too.



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PORSCHE 911



2015, 6600 miles, £80,900. 991.1 Carrera GTS 3.8 manual. Quite possibly the most desirable spec for 991.1 Carrera GTS. Please call 01623 411476, East of England.

103319

928

PORSCHE 928



1990, £32,000. 2 owners from new. Last owner for 25 years. Exceptional Condition. Please call 01732 886002, South East.

103228

PORSCHE 928



1991, 111000 miles, £23,500. Finished in Sternrubin (violet) with parchment leather and piped upholstery this car is in a beautiful condition and benefitting from a superb recent respray costing in excess of £8000. Please call 07885742090, East Midlands. (T)

103509

944

PORSCHE 944



1990, 52000 miles, £11,495. FSH, all MoT's to verify mileage, recent new belts, cam, balancers and drive. Serviced, clutch and brake fluid replaced. Owned for 21 years, original unused toolkit and a reluctant sale. Please call 07870 222653, Greater London.

100013

PORSCHE 944



1990, 132000 miles, £7,999. S2 Cabriolet. 4 months MoT, over £6,500 spent in the last 3 years, new sills, respray, new brake calipers, cambelt, alternator, battery and more. Please call 07973273155, East Midlands.

101691

PORSCHE 944



73000 miles, £24,995. The Porsche has air conditioning, the electric removable sunroof, leather Sport seats with electric adjustment up and down and fore and aft, and the correct Club Sport wheels with virtually new Continental Sport tyres. Please call 01622 851841, South East.

102058

PORSCHE 944



1988, 91000 miles, £34,195. Porsche 944 Turbo S, genuine Silver Rose car, very rare, only one in this colour combination. Guards Red with Porsche script beige linen sports seats. Porsche specialist maintained, full engine rebuild 2000 miles ago! Personalised 944 Reg purchased from a scrapped vehicle and open to offers. Drives like a dream, fast 0-60 5.5 secs, five speed, limited slip differential, power steering, A/C, electric windows and seats. Always garaged. Please call 07791697435, South East, South East.

103332

PORSCHE 944S2 CABRIOLET

1992, £12,000. In Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove. Please call 07774 287713 or email paulskid.coombs@gmail.com, Wiltshire.

996

PORSCHE 996



2002, 23500 miles, £23,995. In stunning condition throughout, wheels are unmarked, no significant dings, dents or scratches to the beautiful metallic green paint, interior is stunning with no wear, no rust and no chips to the windscreen. Please call 07711 645 465, South East.

102008

BOXSTER

PORSCHE BOXSTER



1997, 78418 miles, £5,999. Full service history, silver/black soft top, CL, EW, PAS, CD, AC and safety hoops. Driver and passenger airbags, comprehensive history with fully stamped up original service book and 2 keys. A beautiful Porsche convertible in excellent condition. Please call 07595218406, South West.

101117

PORSCHE BOXSTER



2002, 129000 miles, £4,950. Silver with black leather. 2.7 Engine with 5 speed manual transmission. Recent work includes 4 new tyres, electric Mohair hood, new glass window, Uprated brakes and sports exhaust. Please call 020 8501 5044, South East.

102228

PORSCHE BOXSTER



2004, 52000 miles, £9,995. Strong performance from the 228bhp 2.7 flat six engine, a lovely light feel to the handling and steering, plus the updated interior and glass screen hood of the face lift cars in a great colour. Please call 01487 842085, East of England.

103308

PORSCHE BOXSTER

2002, 62341 miles, £8,250. The car is in immaculate condition, paintwork all original, no accident damage. Mechanically perfect. Michelin Sport tyres, pristine electric hood. 12 months MOT. Private plate included. Please call 07860 328609, West Midlands.

102821

PORSCHE BOXSTER



64400 miles, £11,950. Everything on the car works exactly as it should and it has the added benefit of the factory fitted hard top which was an expensive option at the time. The car comes in a really stunning colour combination and it performs beautifully on the road. Please call 01420 520635, South East.

103443

PORSCHE BOXSTER



2001, 140100 miles, £9,950. One owner, finished in rainforest green metallic with black leather interior, climate control, driver, passenger and side airbags, electric black retractable soft top, electric seats, headlamp washers, rain sensitive windscreen wipers, dimming mirrors, and more. Please call 01420 520635, South East.

102889

PORSCHE BOXSTER 981



2012, 30,000 miles, £22,500. in Basalt Black metallic, low miles with FSH, MOT due March 2021. Car in pristine condition, 20" Carrera classic alloys with great tyres, Bluetooth phone/iPod set up, PCM, air con, CD, black leather interior, electric windows. Reduced price as space needed. Please call 07837 107436 or email sueandjohn@icloud.com, Cheshire.

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Many of us recall the days of plentiful, cheap-as-chips 944s and 928s you could buy and sell with abandon, says David Sutherland. But with these models now considered future – or actual – classics, what do you have to pay for them now?



RM Amelia Island 1987 944 Turbo, at £65,500 is top-end for any 944

On this magazine we've long nurtured a special interest in the so-called "transaxle" Porsches, the front-engined, rear gearbox sports cars built from 1976 when the 924 appeared until 1995 when the last of the line 968 and 928GTS were discontinued prior to commencement of Boxster and 996 production. Our affection is rooted in various aspects, but chiefly price: they've been dirt cheap and over the years many have passed through the hands of 911&PW staff.

However, several years ago the inevitable eventually happened and prices began to rise. The bargain basement sales sites were no longer awash with 944s and 928s so cheap it hardly mattered what was right or wrong with them. But the

car market is a different place to what it was pre-pandemic, so where are we now in the transaxle story? Did values stride on through lockdown, or have they been Covidised back down to previous levels?

Owners of 944s hoping to sell their cars might have become quite excited had they noticed a 1987 944 Turbo fetching the equivalent of £65,000 including buyer's premium at the RM Sotheby's auction back in March at Amelia Island in Florida. Owners of V8-engined transaxles might have also smelt an oncoming wafting upwards of prices on spotting a 1986 928S going under the hammer for £74,000 at the same auctioneer's on-line event at Palm Beach later in the same month.

But of course these cars are in exceptional

condition, which is why they attracted such unusually high bids for the model. To get a feel for values of cars in "normal" condition, we assessed the results of three auctions in the UK that could be described as local, as opposed to international.

Reality is what you tend to find in spades at Anglia Car Auctions, its sales in King's Lynn in Norfolk a popular destination for bargain hunters until the event switched on-line during lockdown. Here we learned that the inexpensive four-pot transaxle is still out there, a 1983 924 going for £2226. It didn't have its V5 logbook but it did boast an engine rebuild in 2003; at that price what could possibly go wrong?

A 1990 944 S2 (the final 944 evolution before it

morphed into the 968) fetched £4590, but after that the cheapies ran out, the next price up being £12,690 paid for a two-owner 1993 968 Cabriolet with a warranted 109,000 miles. An example of the quite rare 924 Turbo had carried a pre-sale estimate of £8000-£10,000, but the bidding petered out at £8000 which was below reserve, hence it was unclaimed as of the end of the auction.

That Warwickshire-based Classic Car Auctions, effectively the budget brand of Silverstone Auctions, presented seven transaxles at its on-line sale in June suggests that interest in these cars is drawing more out for sale. The cheapest was a 1985 944 Lux sold for £8030 which seems strong for an early-ish 944, but it had covered only 23,500 miles with an MOT history bearing this out. The next price up was a 1994 968 Sport (not to be confused with the much more collectable Clubsport) with 140,000 miles making £10,340.

What of the 928, which was supposed to replace the 911 but didn't? There were five versions, the original 928, followed by the S2, S4, GT and GTS, this last one having become the most sought after especially in manual gearbox form. But what is noticeable is that irrespective of model, 928 values are all over the place: in early August Silverstone Auctions

passed a 928GT to a new home for £42,750, a 30,400-mile manual car that had recently undergone a £5000 service and chassis workover. However, a few weeks earlier Classic Car Auctions had raised just £30,250 for an automatic 928 GTS with a still modest 70,000 miles. But you needn't have spent anything like this at CCA: a 1986 928 S2 with a bare metal repaint, retrim and engine rebuild, and a solid history, could only make £11,500. Two 928s, a 1982 with just two owners, and a manual from 1978, made £11,000 and £14,300, respectively.

If you'd prefer to buy from a dealer then expect to pay £15,000 minimum, which will secure a 928 or 928S, but probably not a GT/GTS – cars like that are more likely to be £30,000-£40,000. London dealer Veloce Classic and Sports in Shepherds Bush in west London, was asking £53,900 for a 928GTS with 16,000 miles and previous owned by the man who seems to be permanently selling off his collection, the musician Jay Kay.

Compared to air-cooled 911s, transaxles are still notable value for money provided they're not the pristine example hawked by exclusive classic car dealers. But the days when you could buy 944s, run them for a while all inside £1500 before selling on have gone – and are no doubt missed by those who remember them.



RM 928S, Ryan Merrill, £74,000



ACC 944 S2, £4590



CCA 944 Lux, £8030



Silverstone Auctions 928GTS, £42,750



CCA 928, £11,000

CLASSIFIEDS

ADVERTISE YOUR PORSCHE - TEL: 0906 802 0279 (PREMIUM RATE LINE). EMAIL: CARS@KELSEYCLASSIFIEDS.CO.UK

CARRERA

PORSCHE CARRERA GT



2006, 13087 miles, £650,000. Our car, which is in our West London showroom, has been shrewdly used, covering just 21,063km since new. Presented in superb condition inside and out. It is believed to be 1 of around 120 Carrera GTs which were specified in Basalt Black, making this car a very rare proposition in the highly desirable Black on Black combination. As you would expect from thoughtful usage, the interior remains in a stunning condition, as is the paintwork all around the vehicle. The wheels are all unmarked, and the electric controlled rear wing is working correctly. Please call 07850 888880, South East. (T)

101293

CAYMAN

PORSCHE CAYMAN S TIPTRONIC 3.4

2006, 67,574 miles, £13,995. Atlas Grey metallic, grey leather interior, superb colour combo with front Zunsport grille set. Used daily, unmodified car, excellent condition, unmarked 19" Carrera classic wheels, Bose sound system. Maintained regardless of cost, recent expenditure approx £5000 inc 4 new Pirelli P Zeros + new pad and discs, 2 keys, recently serviced by Auto Umbau Porsche, mature owner. Please call 07979 512974 or email geoffbrown7@hotmail.com, Herts.

SPEEDSTER

PORSCHE SPEEDSTER RECREATION



1957, 30477 miles, POA. Please call 01509 881106, East Midlands.

103813

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997 CSS	RUF 911T	911 MSD	DJA 911R	GT03 AWH
POR 997T	X911 RUF	911 MXD	VOP 911S	GT03 SPJ
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POR 911N	A993 XXX	911 VWS	D911 POR	RS61 POR
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E944 POR	RSR 911T	VNZ 911	P911 SCH	RS68 RSR
WAG 944S	RSR 911X	WBZ 911	S911 LER	GT68 RSR

All registrations transferable during the Covid-19 period

TEL: 07555 911993 E-MAIL: RELATED.REGMARKS@AOL.COM PCGB MEMBER

JU57 HOT



£4,999. JUST HOT, enough said. 'JU57 HOT', this head turning number plate is held on a long retention certificate, it can be put on to your car now or saved for later. An excellent investment that will continue to rise in value, get in touch now and make it yours, absolute bargain at this price. Please call 07900 276656 or email lhamer92@gmail.com.

P911 AFC



£3,499. 'P911 AFC' Gooner Porsche. Super plate for a Porsche 911, excellent plate for an Arsenal fan/player, ultimate plate for any Gooner with a Porsche 911, imagine this rocking up at The Emirates. The plate is on a retention certificate which makes everything so simple, number plates are very good investments and this registration will appreciate in value. Contact me if you want to be the new owner of this desirable asset. Please call 07858 580557 or email ticktock88@ymail.com.

P911 JYE



£580. Personal registration 'P911 JYE'. Private plate ideal for your Porsche 911, owner or partner name Jayson, Jayne, or Jay?? Superb private plate/cherished reg number held on a DVLA Certificate of Entitlement, ready to be assigned straight on to your vehicle, or you may choose to keep it on the Certificate for up to 10 years, you can also renew it for another 10 year period 1 month prior to the expiry date (free service offered by DVLA). The listed price includes the £80 DVLA fee, please note that this registration can only be assigned to a vehicle registered August 1996 onwards, actual pair of number plates are NOT included. Any questions please contact me, sensible offers considered. Please call 07703 185814.

WBL3

£9,000 OVNO. Registration 'WBL3', for more details email. Please call 07876 547548 or email: williamblloyd@gmail.com.

PARTS & ACCESSORIES

PORSCHE 911 ENGINE COVER



1970, £250. Porsche 911 original engine cover, no rust, bead blasted and etch primed. Please call 07532 477192.

PORSCHE 924 & 944 BOOK



£6. Author Nigel Edwards, includes data and detail on 968, 96 unmarked pages, vgc. Please call 07399 359072.

PARTS & ACCESSORIES

cmsporsche.co.uk EST: 1997

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PORSCHE CAR CARE KIT



£75. Original Porsche car care kit from the late seventies, unused and complete, I used it as a feature displayed in the trunk when displaying my '77 Carrera 3.0. I understand that these were given as a gift on purchasing a Carrera 2.7 and 3.0 in the '70s. Some slight signs of wear from being moved around in its plastic Porsche branded box, but still an attractive and rare feature to have with your period Carrera. Please call 07761 084385 or email davidbolton01@aol.com, Cheshire.

PORSCHE HANDBOOKS



£7.50. Cayenne price list, Tequipment Cayenne accessories, Cayenne Diesel price list, all books for 2009 models, as new condition, free postage. Please call 07399 359072.

PORSCHE TOOLS



1972/3, POA. Assortment garage clear out. Please call 07477 414999, South East.

101040

TRIED & TESTED

With *911 & Porsche World's* resident tyre kicker, Kieron Fennelly

1986 930 TURBO * 63,000 MILES * £59,995



A 1986 car, this 930 Turbo stands out from the herd by being both original – low mileage and unrestored condition – and unoriginal – a five speed gearbox, Ruf Paceline rims and a respray in yellow. And a reissued VIN. Potential buyers will naturally home in first on this: indeed this particular 930 with VIN beginning SAB instead of the usual WPo attracted the forensic attention of Chris Horton. He reported on this seeming anomaly in a 2014 edition of *911&PW*, concluding that rather than a forgery of sorts hiding a dark secret, this was a genuine re-numbering by the DVLA, confirmed by correspondence with Swansea, correspondence which did not however specify why the change had been effected. The 930's then proprietor told Horton that what mattered most to him was the Turbo's character and its exceptional condition and *911&PW's* columnist raised his hat to a 911 owner concerned more about what the car did rather than what it was, sentiments with which most enthusiasts will concur.

A thick history file accompanies the Turbo and though incomplete it does suggest that the indicated mileage may be genuine. There have been seven owners and regular stamps from the likes of Autofarm and Northway take the service book through to 2002 and an indicated 46,311 miles; the files confirm such details as the installation of the five speed G50/50 by Autofarm in 1996, and fitting of Ruf alloys, a grey leather interior and a respray in yellow under the aegis of Northway in about 2000. After several years of very low mileage further work, largely age related, was undertaken in 2017 when a £6000

service replaced among others heat exchangers and oil pipework and coolers. Brakes were relined and brake and clutch fluids replaced in September 2019.

Yellow is without doubt a shade which suits the 930 today and a combination of care and little use means it has lasted well – there are no tell-tale signs of bubbling paint anywhere and a look underneath confirms the absence of the tin worm which bedevils unrestored impact bumper 911s; the refurbished cabin is a pleasure to sit in, having none of the fatigued look and feel of most 911s of this age: the alacrity with which the electric windows react to their switches epitomises the honed condition of this car.

A fifteen-mile run supports the visual findings: the 930 fluffs a bit from cold, the result of months of relative inactivity, but once warmed up the 3.3 is enthusiastic, especially from 3000rpm when the turbocharger comes to life and by then the 930 is rushing towards the horizon in the best turbo-boost tradition. The five-speed improves the car greatly, lowering the intermediate gearing and giving the driver more control over the slightly on/off nature of the blower.

The 930 proves very good to drive: there are no rattles from the underside, only a slight zizz from the radio mounting in the facia and a refreshing absence of whistling window seals; steering is consistent with none of the variability of old 911s and, unlike some 3.2s this column has tried, the suspension feels just right, providing a reasonable ride as well as ensuring this potentially wayward 911 is encouragingly surefooted. A stainless-steel exhaust has a distinctly "I'm here" note, though

CHECKLIST

BACKGROUND

Porsche has Ernst Fuhrmann to thank for the Turbo: returning to Zuffenhausen after a fourteen-year break, the designer of the 356's four-cam quickly understood that Porsche needed a more competitive race car than the base 911 to take over where the 917 had left off, and it also needed a high performance flagship to breathe new life into the now eight-year-old 911. Turbocharging achieved both ends: essentially seen as a homologation model, the 930 was specifically designed to use race grade componentry which allowed its rapid transformation into the 500bhp 934; success in Group 4 encouraged Porsche to build the group 5 935 which was to dominate sports car racing into the 1980s. Meanwhile the production 930, kitted with every option Porsche could muster, unexpectedly established a new seam amongst the super-rich, its explosive acceleration and eye-catching aerodynamic accoutrements, not to say tendency to oversteer, endowing it with something of a wild child reputation which simply enhanced its desirability.

WHERE IS IT?

Phil Raby Porsche, Southbourne, PO10 8PF
Tel: 01243 780389 philipraby.co.uk

FOR

Attractive condition, apparently low mileage, well sorted and calibrated

AGAINST

Not 100% original; gaps in history

VERDICT

The Turbo for the 930 enthusiast: serves up wonderfully authentic 3.3 driving experience

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

the 930 provoked smiles rather than fierce looks as it rumbled (below the speed limit) through Sussex villages.

The previous owner for whom this Turbo's character counted more than its provenance was right: this was one used Porsche that your correspondent handed back to its vendor with reluctance. **PW**



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PORSCHE TOOLS



1973. Original parts tool roll, head light, bezels, bonnet ,boot latch, Interior lights,driver hand boot , manuals, badge, wheel centre badges,rear spacers, gas struts,pair rear overrides, window winders, and jack. Please call 07737 174200, West Midlands.
102401

PORSCHE GARAGE CLEAROUT



POA. Porsche air compressor unused boxed, early type,Jaguar E wire wheels, 2' Tr2/3/4 4 steel wheels, Lamborghini bolt on wheels magnesium 4, Lamborghini jack and bag early type, espada bumper and grill items, special factory tools.other items. Please call 07477 414999, West Midlands.
102447

PORSCHE 911 RADIUS ARMS



1980, £25. Pair of vulcanised radius arms, never used and still in box. Fits 911 from 1974 to 1986. Please call 01983853500, Channel Islands.
102769

PORSCHE BACKPACK

£39. Backpack by Porsche with logo Polyester 100% in black 17"x11"x6" Still in bag. Unsuitable gift and unused. Please call 01475 726360, Scotland.
100047

PORSCHE T-SHIRT

£10. In grey, gents small 36"-48" chest. Martini Racing logo. Postage free. Please call 01475 726360, Scotland.
100278

TURBO TWIST HOLLOW WHEELS AND NEW TYRES

Offers. Porsche Turbo Twist hollow 5 spoke 18" wheels (dark grey with red coachline) fitted with new Pirelli N4 Porsche approved tyres, 295/30/18 N4 rears and 225/40/18 N4 fronts P Zero Rosso. Wheel condition is used and tyres are brand new costing £650 fitted, one wheel rim has a very small area of damage right on the edge plus grazing to the gloss lacquer finish. Turbo centres, contact for photos. Please call 07811 123066 or email mpitter@aol.com, Herts.

NEW CLASSIC BLAUPUNKT BERLIN 8000

£955. Blaupunkt Berlin 8000 gooseneck radio/cassette player, brand new, boxed and complete with all components, labels and instructions. For more information please email, must collect or pay delivery. Please call 07876 547548 or email williamblloyd@gmail.com, Oxon.

PORSCHE 924 TURBO S1 VDO CLOCKS - RARE!

£500. Very rare Porsche 924 Turbo Series 1 VDO dash clocks for sale. Green digits with orange needle, includes speedometer, rev counter, fuel and temperature gauge, the speedometer reads just under 4k. I also have for sale the corresponding centre console clocks, with volt meter, oil pressure gauge and time clock, each set of clocks is available at £500, can be posted worldwide. Please call 07851 535152. or email bjohal172@gmail.com, West Midlands.

TURBO TWIST HOLLOW WHEELS AND NEW TYRES

Offers. Porsche Turbo Twist hollow 5 spoke 18" wheels (dark grey with red coachline) fitted with new Pirelli N4 Porsche approved tyres, 295/30/18 N4 rears and 225/40/18 N4 fronts P Zero Rosso. Wheel condition is used and tyres are brand new costing £650 fitted, one wheel rim has a very small area of damage right on the edge plus crazing to the gloss lacquer finish. Turbo centres, contact for photos. Please call 07811 123066 or email: mpitter@aol.com, Herts.

NEW PORSCHE 911 ROOF PANEL 1963-89

£1,499. Porsche roof panel, Dansk, new in box, OE-90150305100, Porsche 911 1963-1989. Please call 01244 370886 or email davidbrown.chc@btinternet.com, Cheshire.

NEW PORSCHE 911 997 AIR FILTER HOUSING

£350. Porsche 911 997 Mk2 air filter, OE-99711002231, 3.8L, brand new, complete, collection Chester. Please call 01244 370886or email davidbrown.chc@btinternet.com, Cheshire.

PORSCHE 911 997 GEN 2 LED TAIL LIGHT LENSES

£250. Genuine Porsche, used and from my own car, working perfectly but the lenses are separated slightly and let in water, even with this problem everything works fine. I put 2 new ones on my 911 just for looks really at almost £1000! Possibly they could be repaired but never tried, would suit as backup or for track day car etc, can send photos if required. Please call 07894 465066, Co.Tyrone.

PORSCHE BACKPACK IN BLACK

£39. 100% polyester backpack, 17"x11"x6" approx, unsuitable gift, unused, 60% off, postage included. Please call 01475 726360.

PORSCHE BOXSTER HARD TOP STORAGE BAG

£99. For sale my hard top storage bag, fits Porsche Boxster and many other vehicles. It is in very good condition- fully lined/padded with full zips and hanging loops. Overall, very good quality. Buyer collects for £99 or can post to the uk for an extra £15, email for pics at pkw2704@gmail.com. Please call 07726 340199, Leeds.

911 PORSCHE MAGAZINES

£50. Large quantity of motoring magazines for sale all with Porsche related articles from the 1980s to 2020, includes Porsche Post from '86 on, 911 & Porsche World from no.6 onwards, Fast Lane, Car, Classic & Sports Car and more, for a full list please email, will split into magazine lots if required, all offers considered, must go as I need the space, buyer to collect. Please call 07903 783586 or email d.m.stllr@ntlworld.com.

WANTED

996 GT3 GT2 PARTS BBS LM



Wanted. Looking for 996 GT3 and GT2 parts: cage, BBS LM or E88 wheels, bucket seats, GT2 wheels etc. Also 996/997 Turbo parts such as Aerokit spoiler, hollow spokes etc. GT3 RS parts would be preferred but I know they are rare, need to bring back some spice in my relationship...WITH THE CAR!!! Text, email or WhatsApp pics. Please call 07948 900911 or email 911hsc911@gmail.com, Beds.

ALL PORSCHES



WANTED

Wanted. All Porsches classic to modern! All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. Please contact me if you are interested in selling your Porsche and are looking for a prompt hassle free cash buyer! I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Please call 07787 528131 or email sales@torosportscars.com.

968CS LHD PROJECT

Wanted. Looking for an original, first paint, accident free 968CS left-hand drive that can be a good base for soft restoration. Please send me your offers via email with photos, I would consider other classic Porsche project manufactured until 1995 but I am on low budget. Please email rutkowska@gmail.com, Denmark.

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Aestec Automobiltechnik	52	Fabspeed	15	Rennline	21
Beverly Hills Car Club	53	FVD Brombacher	2	RGA	8
Bilstein UK	13	Hartech	40	Richbrook International	86
Brey Krause Manufacturing	4	Heritage Parts Centre	23	RSJ Sportscars	41
Callas Rennsport	93	Hillcrest Specialist Cars	92	Sportwagen Eckert	69
Car Bone	93	HP Porsche	74	Stoddard Parts	31
Charles Ivey Specialist Cars	74	JMG Porsche	40	Stomski Racing	9
Classiclinc Insurance	111	LN Engineering	17	Tarrett Engineering	52
Club Autosport	92	Longstone Tyres	73	Tech9	116
CSF Inc	57	Machine Mart	92	Twinspark Racing & Engineering	80
Dansk	80	More Than Polish	99	Westwood Cylinder Liners	8
Dansk (Design 911)	49	Nine Excellence	52	William Hewitt Porsche Specialist	111
Dave The Trimmer	86	Northway	40	Woolies Workshop	93
Design 911	27, 111	Paragon GB	61		
Design 911 Products	26	Parr/Cargraphic	115	CLASSIFIEDS	
Design 911 Trade	75	Patrick Motorsports	74	CMS Porsche	
Douglas Valley Breakers	92	Pelican Parts	45	DSD Motorwerks	
Elephant Racing	35	PMO	99	Eric Hall	
Elite Garages	19	Porsche Cars GB	5	Karmann Konnection	
EPS/Vertex Auto	65	Porsche Club of GB	81	Prestige & Performance	
Evans Cooling Systems	86	Porsche Torque	80	Roger Bray Restoration	
Export 56	4	Porticraft	86		

TRIED & TESTED

With 911 & Porsche World's resident tyre kicker, Kieron Fennelly

PANAMERA TURBO * 2015 '15' * 27,103 MILES * £38,995



In the days, still quite recent, before everything was turbocharged, the 'Turbo' badge meant this was the model, especially on a Porsche, to be reckoned with, and so it is with this Panamera. Indeed, after 2013 the basic model offered a 'mere' 310 horsepower from its V6; the Turbo by comparison kept the previous V8 now tuned to deliver 520 horses and a similar number of foot pounds, and despite its not inconsiderable mass, a 189mph top speed ensured it would retain its hegemony of the outside lane of the Autobahn. But vast, effortless performance is only part of the story. A genuine four-seater limousine, the Panamera also meets that Porsche benchmark of being good to drive and living up fully to the hoary old advertising image (never incidentally used by Porsche) showing the owner in the driving seat with the chauffeur in the back.

This Agate Grey Turbo is one of the last of the gen 1 cars, registered in March 2015. Supplied by Porsche Exeter to its one, Torquay-domiciled owner, the Panamera has covered barely 27,000 miles. Looked after by Exeter, the most recent service in February 2019 was at 25,565 miles. With an average 5000 miles pa, this Porsche has seen little use and this is reflected in its spotless condition. Vendor Ashgood has needed to do little to bring it up to showroom brilliance. Exterior paintwork is unmarked, as are the 20in Turbo wheels covered with Michelin Pilot Sports, presumably the originals and like the brakes

having at least 10,000 more miles in them. This Panamera's cabin is almost breath-taking with its sumptuous two-tone cream leather, a £2824 extra, and Alcantara roof lining another costly (£1360) option. The fifteen-strong options list which includes four-zone automatic climate control and tilt and slide roof added almost £13,000 to the original purchase price.

On the road, the Panamera Turbo is a model of refinement. When the long travel throttle is fully depressed and twin turbos solicited, after a moment's thinking as the turbos gird themselves the 1970kg Panamera shoots excitingly towards the horizon, the V8 at full bore remarkably refined inside though sounding distinctly potent from outside the car. Using the PDK's manual override adds to the kinetic drama, and on a damp road the driver is grateful for all-wheel drive and PSM. Aided by the usual exemplary ergonomics the Panamera seems to shrink around the driver, and make no mistake: this is a proper Porsche. If nought to sixty in four seconds is no longer quite as exclusive these days, equalled or bettered by a certain electric saloon, in terms of steering, body control and the way it responds to the driver, even the sheer authority of its brakes, the Panamera plays in a very different league from the Wattmobile. Tyre roar on Britain's rough blacktop is present, though less obtrusive than in the contemporary 911, but in all other respects the Panamera Turbo which, despite its immense resources, is a relaxing car, especially here in this opulent yet tastefully appointed cabin.



CHECKLIST

BACKGROUND

Porsche had long wanted to get into the four-door executive class and challenge Mercedes' S Class and the BMW 7 Series at their own game. After a false start with the 989, two decades on Porsche had another go: the result was the Panamera, which apart from its rear aspect won universal admiration. As a business proposition, the Panamera was on a far sounder footing than the 989: built in the same factory as the Cayenne it used much of the SUV's running gear and, in contrast with the early 1990s, Porsche had a dealer network capable of handling such a new model. The Panamera would outsell the Boxster/Cayman range most years, often finishing within a few thousand units of the evergreen 911. China was the major market and the US the second largest taker. The second gen Panamera which appeared in 2017 simply honed the old model's qualities, while its revised rear quarters removed any remaining reservations about its looks. If the S Class continues to outsell the Panamera several times over, the big Porsche has become very much the thinking plutocrat's express.

WHERE IS IT?

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FOR

Low mileage, one owner and complete service record, outstanding cabin and equipment.

AGAINST

Rear aspect still controversial; needs space.

VERDICT

A rare Porsche example of massive depreciation. Top notch spec and condition add to appeal.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

From a purchase price of almost £121,000 five years ago, the Panamera is now on offer for less than a third of that and depreciation is likely to continue to be steep. Nevertheless, if there is room in your life for a big Porsche, this is a beautiful and virtually new example. **PW**

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Porsche 964 M491 WTL 1994
Carrera 4 3.6L Turbo look, Manual
Gearbox, LHD, Midnight Blue



Porsche 911T 2.2L Coupe 1971
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with Black leatherette interior.



Porsche 911S Targa 2.4L 1977
Spotomatic, LHD, Black with
original tan interior.



Porsche 930 Turbo Carrera 3.0
1977, Manual Gearbox, LHD,
Minerva Blue with Blue leather
interior.



Porsche 930 Turbo Carrera 3.0
1977, Manual Gearbox, LHD,
Sahara Desert with Cork leather
interior.

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TIME MACHINE



Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

NOVEMBER 2003 (ISSUE 116)

We dubbed this one 'The supercar issue' on the front cover. Not only that, but it was our biggest ever issue (at the time) at 156 pages. So what was all this supercar business then? Well, Editor Horton had bagged himself a drive in the Carrera GT, which was the hot ticket in 2003. Porsche had seen fit to launch the GT at a vast ex-Russian military air base in the former East Germany, which had now been taken over by Michelin as a tyre testing centre. It had the space to really exercise a Carrera GT, with endless concrete runways that allowed the supercar to reach its 200mph potential over and over.

Of course the Carrera GT was born out of Porsche's abandoned LMP race car project and was pretty raw as a sports car. We did make mention of the GT's myriad of 'high-tech' features, but these really amounted to the carbon fibre tub and a Porsche Ceramic Carbon Clutch (PCCC), which as anyone who has had the pleasure of driving a Carrera GT will know, is some sort of code for being bloody tricky to operate! Compared to the GT's supercar successor, the Hybrid 918 (which your granny could drive), the Carrera GT, with no electronic driver aids and ferocious 620bhp V10, was pretty lethal, truth be told.

Returning to the front cover and we suggested that now was the time to buy a 959. And why? Well, prices were hovering around £95,000, not much more than a then current 996 Turbo. Had



anyone taken our advice 17 years ago, they would be quite pleased with themselves now. As would whoever bought the 993 RS in Paragon's full page ad at just £56,995. And let's not even contemplate the set of refurbished 7 and 9in Fuchs with new Bridgestone rubber for just £550 in the classifieds.

NOVEMBER 2006 (ISSUE 152)

New look! We shouted on the front cover, and it was, too, with an all new logo (the third new logo in *911&PW's* now 30-year history) and a complete interior overhaul, with new design and features. Not that we chucked the baby out with the bath water, though. All the familiar *911&PW* elements were there, they just looked better and were rather better organised.

There were some new elements, though. We introduced a specific interview slot, snappily titled: 'The Interview.' The premise was fairly simple. The subject had to be well known and had to either own, have owned, or raced a Porsche. It was the start of a rich seam of interviews, which lasted for a good three years or so. Our interviewee for this first slot was ex-F1 driver, John Watson, who happily took us for a spin in his 2.7 RS, which at that time he'd owned for 30-years and, as far as we're aware, still does. We bagged many more high-profile Porsche people over the years, including the normally reticent Jackie Ickx, Stirling Moss and, er, Rick Wakeman.

To further celebrate our new look and reinforce our Porsche driving credentials, we gathered the *911&PW* fleet together. I'm glad to say that 14-years on we all still drive and write about Porsches.

NOVEMBER 1999 (ISSUE 68)

We were celebrating 25-years of the 911 Turbo back in the November 1999 issue, with an in-depth look at the forthcoming 996 Turbo, courtesy of one of Porsche's customary tech trips. Even without the chance to drive it at that point, it was obvious that this was going to be a game-changer. Elsewhere there was a comprehensive 930 Turbo buyers' guide.

It wasn't all 911 Turbos, though. Keith Seume dropped in on fledgling US parts business, Pelican Parts. Their USP? Something called the World Wide Web, on which folks could buy their parts electronically, with a 'simple click of your computer's mouse.' Whatever next? To illustrate this brave new world, there's some screen shots of Pelican's now incredibly primitive looking web pages. They were spot on though.

While in the States, Keith found time to meet 356 Speedster owner, Bob Campbell. Bob's Speedster was the antithesis of the Californian 356 stereotype, wearing patina and fading paint.



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