

PORSCHE 997 SPORT CLASSIC, 911 R, 718 CAYMAN S, 924, 944, 968, 996, BOXSTER

911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

World



PLUS:

718 CAYMAN S ROAD TRIP
Flat-out in Porsche's new four-cylinder turbo. It's properly fast!

PRACTICAL PORSCHE
How to, Projects, Porsche Technical topics, Specialist, 968 Buyers' guide, Market watch, Classifieds

OCTOBER 2016 No.271 \$4.75

US \$10.50 CANADA \$15.75
911.porsche.world.com



9 770959 878104

10 >

chp

968

TURBO RS

BEHIND THE WHEEL OF THE RAREST RS OF THEM ALL



LEADING FROM THE FRONT

40-years of the transaxle cars and the evolution of the 924, 944 and 968



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

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



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

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

Editor: Steve Bennett

01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser

brett@brettfraser.co.uk

Features Editor: Keith Seume

01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton

porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone

mattstonerama@gmail.com

Contributors

Ken Coad, Antony Fraser, Tom Gidden, Jeremy Laird, Phil Long, Robin McKenzie, Steve Rockingham, David Sutherland, Johnny Tipler, Adam Towler

Studio Manager

Peter Simpson

Group Advertisement Manager

James Stainer

james.stainer@chpltd.com

Production

Liz Smith

ads@chpltd.com

CHPublications Ltd

1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley,

Surrey RH1 4QP, United Kingdom

Tel: 01883 731150; fax: 01883 740361;

e-mail: chp@chpltd.com

Administration

Sandra Househam

Accounts: Bev Brown

Subscriptions: Debi Stuart debi.stuart@chpltd.com

Website: www.911porsche.world.com

Managing Director

Clive Househam

Worldwide Retail Distribution

For worldwide newsstand availability queries contact Danielle Colley, CHP Distribution Manager, Seymour Distribution Ltd.

Tel: 020 7429 4092

e-mail: danielle.colley@seymour.co.uk

For UK go to the Store Finder website: seymour.magzene.com



Printed in England

Garnett Dickinson Print Ltd; tel: 01709 768000

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

© CHPublications Ltd, 2016; ISSN 0959-8782

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

BUY US DIGITALLY ON



UP FRONT

It's time to acknowledge the front-engined Porsche's contribution to the classic Porsche scene. Time to buy one, too, before they go the way of the air-cooled classics

No excuses for this rather front-engined themed issue. Many 911&PW staffers cut their teeth on the 'transaxle' cars, as did the many, many thousands of folk who subscribed to the concept in the '70s, '80s and '90s. My first Porsche ownership experience was with a 944, bought from a non-specialist dealer who was clearly using it as a bit of forecourt bling. At £3500 it was a bargain, too, but I broke every buying rule in the book in my haste to drive off into the sunset. That was 15-years ago and that car is still on the road. Not with me, although I did end up owning it twice.

“ I broke every buying rule in the book in my haste to drive off into the sunset ”

With air-cooled classic 911 prices doubling in recent years, it's time for the 924, 944 and 968 to have their moment, too. Some are already there. Good 944 Turbos and 968 Club Sports, for example, are fetching big money. However, it's the more basic cars that are a rare find now. The 944 Lux is a rare sight simply because for years a rotten one wasn't worth saving. Consequently those that are left tend to have been well looked after, but they are still very keenly priced. Now, then, is the time to buy before values rise in line with scarcity.

Above all, though, any front-engined Porsche is a great thing to drive and they still cut it in today's modern driving climate, which isn't always the case with an air-cooled classic. More front-engined Porsches next month...

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

FIND US ON
FACEBOOK



New Product!!!



Web: www.BKauto.com
Email: info@BKauto.com
Phone: 610-867-1401



R-2050 Porsche 991 & 981 Fire Extinguisher Mount

Material: 304 Stainless Steel

Finish: Powder-coated in durable black wrinkle finish

Weight: 1.95 lbs

Models: 991 & 981 ('12- present) with non-ventilated seats

Installation: Attaches to factory seat. Fits passenger side only, non-ventilated seats only. Compatible with R-9520 & R-9530 Quick Release and stock Amerex 2.5lbs bottle mount.

See website for more information.



See our lineup of 991 & 981 seat and harness mounting options at www.BKauto.com. More 991 & 981 products coming soon.

PORSCHE SHOP
CELEBRATING OUR 20TH ANNIVERSARY

For ordering information contact one of our distributors.

Performance 9



WHAT DO YOU KNOW ABOUT IMS BEARINGS?

FACT 1 The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

FACT 2 Ceramic hybrid bearings only need 1cc of oil per minute.

FACT 3 The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.

FACT 4 The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.

FACT 5 With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.



**STRONGER AND COOLER.
RUN FASTER AND LAST LONGER.**



**PRECISION
PERFORMANCE
SINCE 2002**

EXCLUSIVE DISTRIBUTOR:

FAST FORWARD

Automotive

Burscheider Str. 75

D-51381 Leverkusen, Germany

Phone: + 49 2171 3416980

info@fastforward-automotive.com



Porsche recommends Mobil 1 and MICHELIN

Higher servicing standards.

Lower servicing costs.

All Porsche drivers can benefit from fixed price servicing by Porsche-trained Technicians at our Porsche Centres. Prices for 911 (997) models start from £395.00.* We guarantee workmanship, Porsche Genuine Parts, the latest diagnostic equipment and, crucially, complete peace of mind. For more information visit www.porsche.co.uk/service



PORSCHE

*Participating Centres only. Fixed price service tariffs may be withdrawn or varied at any time.
Prices for other models available from participating Centres.

THIS MONTH



p60

FEATURES

YOU AND YOURS

Mike Lane and his 964/997 duo **36**

NEW PANAMERA TECH

Examining the new Panamera **42**

718 CAYMAN S TO THE 'RING

A proper drive in the new 4-cyl turbo Cayman S to Spa, the 'Ring and beyond **48**

FRONT-ENGINE AT 40

The evolution of the transaxle cars from 924 to 944 and 968 **60**

GOING DUTCH

Much more than just a dealer, we drop in on the amazing Porsche Classic Center, Gelderland **72**

968 Turbo RS: THE RAREST RS OF ALL

One of just four built, we get behind the wheel of the ultra rare 968 Turbo RS **84**

ARCHIVE: PORSCHE BEFORE PORSCHE

Looking back at Ferdinand Porsche's between the wars projects **92**

HOW TO: CAYENNE PDCC FIX

Keeping the Cayenne chassis active **100**

SPECIALIST: S CAR GO

If you go to San Francisco, be sure to drop in on S CAR GO. We did... **106**



p10



p42



p72

Come to our Porsche Picnic

25th Sept see p105

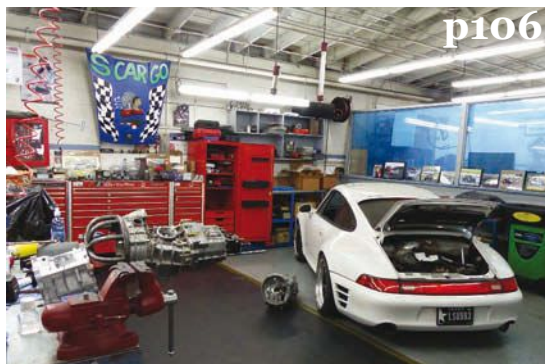


p84

p22



p106



p48

REGULARS

PORSCHE NEWSAll the latest Porsche news... **10****PORSCHE PRODUCTS**...and all the latest must have stuff **22****THE USUAL SUSPECTS**Brett Fraser gets to drive his dream Cayman GT4. A yellow one, too **30****PORSCHE PICNIC**Our very own show. See you there? **105****PORSCHE PROJECTS**The latest from the fleet **112****PORSCHE TECHNICAL TOPICS**Technical problems solved **126****BUYERS' GUIDE: PORSCHE 968**Dare to be different! **130****MARKET PLACE**Tried & tested, plus dealer, market and auction talk **134****TIME MACHINE**Journey through 911&PW's past **144**

SUBSCRIBE

PAGE 124

Guarantee your copy of the world's best-selling monthly Porsche magazine. Save money, too!

HEXAGON

— — — — —
MODERN CLASSICS



0-60 Porsches in one click.

To see more visit HexagonModernClassics.com

Call: +44 (0) 208 348 5151

INTRODUCING

BALANCE
POINT®

by **NINEMEISTER**

DELIVERING
PINPOINT
HANDLING
TO YOUR CAR

Sublime feel and poise
comes as standard with
a **BALANCEPOINT** set
up by Ninemeister.

THE ULTIMATE IN CHASSIS, WHEEL
AND TYRE SERVICES START FROM

£99 including VAT

CALL TO BOOK YOUR SESSION **01925 242342**

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



Porsche 356 A 1500 GS Carrera Speedster
 Only 74 built - completely concours restored
 1957 - 35,606 miles Price on request



Porsche 356 A 1600 Speedster
 Never restored - only refreshed - very original
 1957 - 94,320 miles € 365,000



Porsche 356 A 1600 Reuter Cabriolet
 Unique - second owner- never restored
 1959 - 71,321 miles € 175,000



Porsche 911 S Targa Softwindow
 Completely concours restored
 1967 - 25 km after restoration € 299,900



Porsche 911 2.7 RS
 Only 1590 built
 1973 - 6,663 km € 625,000



Porsche 911 Carrera
 Only 385 built
 1975 - 33,877 miles € 99,900



Porsche 911 964 3.6 Turbo
 Only 632 built for Europe
 1995 - 71,749 km € 299,900



Porsche 911 3.2 Speedster Small Body
 Only 161 built
 1989 - 23,068 km € 375,000



Porsche Carrera GT
 Only 1270 built
 2006 - 40,651 km € 625,000

www.porscheclassiccenter gelderland.nl

We realise your classic dream.

Porsche Classic Center Gelderland.

The first official standalone Porsche Classic Center in the world. 5,400 m² Porsche Classic Experience.

Visit our website for the entire collection or more information.

We are actively looking for the best Classic Porsches. Please contact Mark Wegh on +31 6 52 356 911.



PORSCHE
Classic Center Gelderland

Porsche Classic Center Gelderland Ressennerbroek 2, 6666 MR Heteren The Netherlands. +31 26 356 0 901.

ALL THE PORSCHE NEWS AND VIEWS

NEWS

Restored 924 Carrera GTP racer stars at Silverstone. 911 R reportedly selling for £1m. New Cayenne coupe could be on the way. Porsche comment on classic Porsche scene. More WEC success for hybrid 919 and Porsche coffins (seriously)



PORSCHE RESTORES STUNNING 924 LE MANS RACER

The 40th anniversary celebrations of the 'transaxle' era continue



Porsche's celebration of all things 'transaxle' has just stepped up a level with this stunning 924 race car restoration, prepped just in time for the Silverstone Classic. The Le Mans racer joined a broader collection of cars commemorating transaxle Porsches at the period racing jamboree in late July.

The term 'transaxle', of course, refers to a series of front-engine Porsches with rear-mounted transmissions. It all kicked off in 1976 with the pert little 924. That car morphed into the 944 and then 968. Meanwhile, the V8-powered 928 appeared

in 1978 and itself ballooned from 4.5-litres and 237bhp to fully 5.4-litres and 345bhp. It all came to an end in 1995 as Porsche prepared for the modern era and the launch of the 986 Boxster and Type-996 911. All told, nearly 400,000 transaxle models were built.

However, this 924 Carrera GTP might just be the daddy of all the transaxle cars. It competed in the Le Mans 24 Hours endurance event in 1980 as part of an innovative three-car international factory team representing the UK, USA

and Germany. Each car featured individual distinctive liveries based on the respective national flags.

As for the crew driving the British car, that was none other than Tony Dron and Andy Rouse. They notched up an impressive 12th overall placing in the 1980 race. Since then, the British 924 GTP had been in the storage archives of the Porsche Museum in Stuttgart. Until, that is, last year when Porsche Cars GB was entrusted with its restoration in a unique initiative that saw skilled technicians at Porsche Classic Partner Centres across

Main pic: Restored 924 Carrera GTP in action. Above the restoration team



911 aside the 924 Carrera GTP was one of the most dramatic looking '80s racers, with its big arches and aero wheel trims

the UK undertaking key aspects of the work.

A thorough inspection of the historic race car resulted in a comprehensive list of work that was required to bring it back to a representative yet historically sympathetic race-ready condition. Porsche Centre Glasgow worked on the suspension, brakes and wheels. For Porsche Centre Hatfield, it was the gearbox and drivetrain. Porsche Centre Leeds had responsibility for the electrics and radiator plumbing. Finally, it was Porsche Centre Swindon's honour to breathe new life into the engine.

THE 924 AT LE MANS

The 924 Carrera GT Le Mans was legendary Porsche racing engineer Norbert Singer's baby and its basis was the 210hp 924 Carrera GT road car. The production Carrera GT bodyshell was stiffened courtesy of an aluminium roll-cage and bodywork clothed in lightweight plastic panels. An outrageous set of extended box arches accommodated the wider 11-inch front and 12-inch rear wheels.

The front cross-member was welded in place to increase cornering stiffness, while titanium springs and Bilstein gas dampers upped the front suspension ante. At the rear, the torsion bars were supplemented with titanium coil springs. The driveshafts were also made of titanium and pinched from the monstrous 935 race car and the rear differential was fully locked for maximum traction.

Under the bonnet, the 1984 cc, turbocharged in-line four-cylinder engine's KKK turbocharger was moved to the left side of the bay, while the intercooler increased in size and moved to the front. Bosch/Kugelfischer mechanical fuel injection replaced the production specification K-Jetronic, and dry-sump lubrication ensured consistent oil supply under racing loads.

All told, power output shot up from 210hp at 6000 rpm of the road car to 320hp at 7000 rpm. Combined with a weight reduction to 930 kg from 1180 kg, it was enough to make the 924 Le Mans into a serious class contender with a top speed of 180mph.



During the restoration process, a genuine GTP engine was discovered and reunited with the car, authentic aerodynamic wheel trims were located and a replacement fuel tank cell was recreated from an original pattern part. Road and Race Restorations in Manchester, a Porsche Recommended Body Repairer, completed the picture by restoring the bodywork, paint, decals and interior trim.

After completion, it was shakedown time for the historic 924 Carrera GTP at the Porsche Experience Centre at Silverstone prior to being displayed at the Le Mans

Classic event in France and then onto Silverstone. In future, the car will do the rounds as a showpiece at the Porsche Centres around the UK who had a hand in returning it to its former glory.

This 924 race car is just one of a series of period transaxle models being restored by a network of 16 Porsche Centres across the UK. As part of the 40th anniversary of the transaxle period, every major model in the range, including the 924, 944, 968 and 928, is getting the full resto' treatment. Look out for them at your local PC!



PORSCHE PREPS LOW-POWER 718 FOR CHINA

250hp Cayman and Boxster a sign of things to come?

Porsche will launch a new low-power 718 engine option for the Chinese market. So says Jan Roth, 718 Boxster and Cayman product manager. The new models will deliver 250hp from a 2.0-litre flat four engine.

It's not the first time Porsche has launched lower power models for specific markets, of course. In the air-cooled era, it was routine for 911s sold in the US to produce less power than their European siblings in order to meet anti-smog regulations. More recently, Porsche offered 981 Boxsters and Caymans with a detuned 211hp 2.7-litre flat six for some European markets, including Norway and Belgium.

However, these new 250hp 718 models could be more significant for a whole host of reasons. For starters, China is now Porsche's single biggest market. However, it sells relatively few sports car models. Roth says that a lower power model would allow Porsche to price the cars under 600,000 yuan, or roughly £70,000, a measure which he thinks could nearly double sales of the mid-engine 718 to around 4500 units annually. Reportedly,

Audi does a roaring trade in TTs thanks to the circa 550,000 yuan price of the basic 1.8-litre model in China.

Should such a strategy prevail in the UK, the yardstick would be the £27,585 base price of the entry-level Audi TT. Currently, the 718 starts at £39,878 for the 300hp Cayman. Of course, that throws up several immediate questions. First, now that Audi and Porsche are part of the broader VW group, will the suits at head office allow that kind of sibling rivalry on a global scale? A bit of overlap between the 718 and the TT is one thing. Going absolutely head-to-head is another.

Even if they are willing, does Porsche really want to go that far downmarket? A smaller entry-level sports car below the 718 is something Porsche has come close to launching in the past decade. But the project always faltered on poor margins, making it unappealing for an outfit that prides itself on producing the best profitability of any major car company. Chopping £10,000 off the price of the 718 hardly seems like a money spinner, either.

A lower powered Cayman 718 in China will mean a lower price, too. Power is being cut to 250bhp

CAYENNE COUPÉ RUMOURED

Sleek coupé-shaped crossovers that combine the utility of an SUV with sportier looks are all the rage. Arguably, Porsche's own Macan operates in that very space. But a bigger model would be needed to take the fight to cars like the BMW X6 and Mercedes-Benz GLE Coupé. Enter the Cayenne Coupé, at least in rumour form. Reportedly, test mules sporting a Panamera body

stretched over a taller SUV platform have been testing. It's thought this amounts to an early test platform for a Cayenne Coupé.

In this context, of course, 'coupé' means merely a lower roof line rather than a two-door format. If the new model does appear, it's likely to form part of the all-new Cayenne family that's likely to debut either later this year or early in 2017.



OUR TAKE

PORSCHE'S TURBO TECHNICS

Ah, the art of turbo tuning. As the new low-power 718 models for China suggest, turbocharging opens up a whole new world of tuning options for Porsche. Suddenly a few taps on a keyboard and a quick ECU flash can make for dramatic performance differences.

In reality, creating different engine specs for sale that are fully proven and reliable is more complicated than that. But there's no doubting turbos give you more options when it comes to engine tuning.

It's therefore not hard to imagine Porsche cooking up both new models for specific markets like China and upping the ante with specials like the GTS models. The 981 Cayman GTS, for instance, was bequeathed with a mere 15hp more than the standard S. You could argue part of the reason for that was to protect the more expensive 911 Carrera from being undermined by a cheaper and faster 981.

But it's also true that wringing more power out of what were already fairly highly tuned naturally aspirated engines is tricky. That won't be so for the new turbo cars. What's more, with the GT4 Porsche finally built a Cayman that was unambiguously faster than a 911. So that particular taboo is toast. It will be very interesting, therefore, to see just how far Porsche is willing to go with tuning up its new turbo engines.





ROAD & TRACK SUSPENSION FOR PORSCHE 964

COMPLETE SUSPENSION KITS FROM £2587.50 + vat

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



DFV



5% OFF
use online code **OHLINS9** at checkout

Having long been regarded as the benchmark in high-performance road and track suspension across a wide range of performance and tuner cars, the Road and Track range brings Öhlins unparalleled competition knowledge and peerless build quality to the Porsche marque. The Öhlins Road & Track range for Porsche covers a major part of all 964 models with kits for all needs. It's a kit designed for track day use and club racing but with the DFV technology it also offers superb handling and comfort on the way to and from the tracks.

DESIGN 911

Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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

Is the classic car/Porsche bubble about to burst? Not at the top-end say Porsche, but the cars have to be absolutely spot-on and preferably original



PORSCHE COMMENTS ON CLASSIC CAR 'BUBBLE'

A bubble fit to burst? Or simply the new reality? What should you make of the spectacular rise in classic car values in the last few years?

If we knew that, we'd probably hang up our keyboards and go long, or should that be short, on our favourite period Porsches. But no less an authority than Porsche has weighed in on the subject courtesy of an editorial piece in *Christophorus*, Porsche's in-house magazine. So what's the scuttlebutt according to Porsche?

"Historical Porsches are among the most coveted collector's items and are being bought and sold at ever higher prices," the editorial piece explains. "Since the financial crisis of 2008 – when historically low interest rates had shrewd investors turning to alternative investments – these cars have increased rapidly in value.

"But rumours about an end to the classic-car boom began to circulate last summer when not every 1960s Ferrari went for record prices at major auctions, and when some other sure bets also failed to roll from auctioneers' ramps into the hands of new owners."

So is Porsche predicting that things are about to go pop? Nope.

"From today's vantage point, we can say that the projected slump neither occurred nor is in sight. In fact, 2015 was the first year in which sales at major auction houses broke the €1 billion mark. The rates were higher than they had been in decades, and collectors continued to show a willingness to invest millions in cars."

However, nor does Porsche foresee the boom continuing in quite the same fashion. "The market has changed. For one thing, buyers are clearly showing a new interest in quality. The record-setting increase in price has slowed, and collectors have become more discerning, no longer prepared to pay any and every price. To join the high-end segment above the €1 million level, a car must be perfectly preserved, down to the original paint job."

Porsche reckons similar applies to the more prosaic end of the market, including modern classics from the 1970s right through to the 2000s. In short, quality counts and while there's little prospect of values returning to the pre-boom levels, the days of cashing in on rusty old sheds are also over. Not exactly rocket science, you might think. But coming from Porsche itself it does carry plenty of authority.



911 Rs changing hands for £1 million? Apparently so and to think that we let Tipler drive one in this issue!

911 R SELLS FOR £1 MILLION

Speaking of Porsches and the sordid matter of money, examples of the latest must-have Stuttgart special, the 911 R, are reportedly changing hands for up to £1 million. So say supercar finance experts, Magnitude Finance.

Speaking to Motoring Research, Magnitude Finance's head honcho, Tim Marlow, said 911 Rs are in such high demand that deals are being done behind closed doors without the cars being advertised on the open market. "We spoke to several Porsche specialist dealers and they confirmed the cars are commanding

close to £1 million. We believe this is a record level of appreciation for a new car based on a percentage of its original value," Marlow reckons.

The original retail price of the 911 R in the UK was £136,901. So a £1 million 911 R would represent a seven-fold mark up or the minor matter of 700 per cent. With the next 911 GT3 expected to be offered with a manual gearbox, one of the 911 R's core features is just about to be replicated. However, with just 991 examples and a unique wingless look, we doubt 911 Rs will be going cheap any time soon.

Choose by Model >

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

WORLD LEADERS IN PARTS DIRECT

SEASONAL SPECIALS

SPECIALIST

Web/Mail Order

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

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

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

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

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

Vehicle Valuations



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

£125+VAT

Service & Workshop



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

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Gen-2 997 Body Updates



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

Available from £1,500+VAT

Advertise your car for sale



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

No Commission!

Racewear & Helmet Deal!



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

Save over £100...

Website & Mail Order



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

All Parts for All Models

Porsche Museum on the move. Stuttgart wheeled out 11 of its priceless classics for the Ennstal Classic event in the Austrian Alps including this pairing of 550 Spyder Carrera Panamericana and 718 RS 60



PORSCHE MUSEUM CLASSICS IN AUSTRIAN ALPS ACTION

Forget lap times. Think sights, think sounds, think classic motoring Porsche-style. That was the theme for the 24th edition of the Ennstal Classic in Austria.

Covering over 1000 kilometres of tortuous mountain roads in the Styrian Alps, the Ennstal Classic is a three-day endurance test held during the last week in July. This year it gathered together a total of 198 pre-1973 classics, around 20 per cent of which were Porsches. But the stars of the event? Call us biased, but we'll take the 11-strong group of priceless Porkers provided by none other than the Porsche Museum.

The Museum fleet included a 356 1500 Coupé, two 356 Speedsters, a 356 Carrera 2 Cabriolet, the 356 B GS Carrera GTL Abarth, a 914/6 and a 911 2.2 Targa S. Oh, and a pair of veritable motorsport icons, a 550 Spyder Carrera Panamericana and the 718 RS 60 Spyder, the latter getting a good old workout of late thanks to the branding tie-in with the new 718 Boxster and Cayman models.

Doing the driving was a retinue of the great and good from Porsche's corporate and racing stables including the Chairman of Porsche's Supervisory Board Dr. Wolfgang Porsche, LMP1 Project Manager Fritz Enzinger, Porsche legend Hans-Joachim Stuck, GT world champion Richard Lietz, current Le Mans champion Neel Jani and a chap by the name of Webber who used to race in a little series called F1 and now pedals Porsche LMP1 cars. Nice work if you can get it.

TWO-FOR-ONE DEAL AT PORSCHE AND MERCEDES MUSEUMS

Everybody likes a 'two-for', right? Try this one for size. The Porsche Museum has teamed up with its Stuttgart rival, the Mercedes-Benz Museum, to give car lovers a treat. Until 30 December this year, visitors presenting an entrance ticket from the rival museum will receive 25 per cent off the regular entry fee price of €8 (making €6) or on the concessionary price of €4 (making €3).

But that's not all. The dual-brand bonhomie also includes some car swapping. A Mercedes-Benz W111 230 S from 1966 is on display at the Porsche Museum in Zuffenhausen while the Mercedes-Benz Museum in Bad Cannstatt is hosting a Porsche 911 Carrera 2.7 from 1975. Road trip to Stuttgart, anyone?



Porsche has teamed up with Mercedes for a special museum deal. Go to one and get into the other for a 25% discount, as long as you've kept your ticket

PORSCHE IN MISSION E RECRUITMENT DRIVE

Porsche is hiring 1400 new employees to help underpin its push for pure-electric cars with the Mission E. Porsche currently has over 26,000 employees.

The jobs span a range of what you might call next-gen disciplines, including digitalisation, e-mobility, smart mobility and vehicle connectivity. Porsche is also upping its annual round of apprentices from 150 to 220.

If you fancy a crack yourself, may we politely suggest you give that dusty old CV a proper polish. Porsche apparently receives job applications at the staggering rate of 140,000 a year. Even with 1400 spots up for grabs, it's still a one-in-100 shot.





IN STOCK NOW **RARE WHITE 993 TURBO**
 CAYMAN GT4 2016 RACING YELLOW CAYENNE DIESEL 2010 997 673 GEN II 2010 997 TURBO PDK GEN II 996 CA 2000
 993 TURBO 1995 CAYMAN S 3.4 2006 RS RECREATION 1979 932 301 32 TARGA 1984 FERRARI 150 MARANELLO 1997

STRASSE
 SPECIALISING IN EXOTICS

STRASSE.CO.UK 0113 2340 911
 BRIDGE RD., HOLBECK, LEEDS LS11 9UG



GOODWOOD CHARITY PORSCHE SPECTACULAR

Goodwood is the place to be in October for the Carrera Club UK's Charity Day

A fleet of Porsches, high-speed track driving, an evocative venue and all for a good cause. Sounds like the perfect day out, right? May we therefore suggest you ring fence the 15th October for Carrera Club UK's Charity Day at Goodwood Motor Circuit.

So, what are the details for the day? Mainly, it's an opportunity for Porsche enthusiasts to get together at Goodwood Motor Circuit and help raise much needed funds for Chestnut Tree House, a local children's hospice in West Sussex. Just as the last three years, the day comprises two events run in parallel, the Porsche Track Experience on the Goodwood circuit and a Porsche Paddock Meet

in Goodwood's historic grounds in West Sussex.

Prizes for the best cars on the day, a raffle and a helping hand from Porsche specialists Parr should you have any mishaps round out the attractions on the day. In 2015, several owners club took part, including TIPEC and 911UK clubs and the amount raised was over £7000. This year, PCGB are also mucking in.

Attendance for the full trackday is £340 plus a £20 donation. You can also opt for a half day for £180 and a £20 donation. For the record, the noise limit on the day will be 105dB. So, why not hop on over to clubcarrerauk.com for more info and to sign up.

PORSCHE 919 DOUBLES UP AT THE NÜRBURGRING

Porsche has extended its lead in the FIA World Endurance Championship with outright victory for the 919 Hybrid in the Six Hours of the Nürburgring. It's the third win this season for the 919 following victories at Silverstone and Le Mans and the tenth race win overall since the 919's 2014 race debut.

The summer weather in the Eifel mountains may have been spectacular, but it wasn't all easy going for the 919 and Porsche. The lead 919 driven by Timo Bernhard, Brendon Hartley and Mark Webber started third and picked off the second placed Audi almost immediately. From there, progress for the ultimately victorious 919 was patchy.

After 15 laps, Bernhard had reeled in the lead Audi but couldn't get past. That happened at the first pit stop thanks to the snappy work of the Porsche pit crew. However, with Brendon Hartley then at the helm, both Audis swept past on laps 45 and 48. It turns out the 919 was losing tyre pressure, forcing an early pit stop. It's not until lap 139 that the lead 919, now driven by Webber, took the lead once again, before Bernhard brought her home in first place after 194 laps.

As for the second 919, it was in contention until lap 138, after

which a series of small mishaps and contact with other racers gradually dragged it down the field with stops for time penalties and minor repairs. The driving team of Dumas, Jani and Lieb eventually placed fourth overall.

Fritz Enzinger, Vice President LMP1 for Porsche said, "it is incredible. We have won nine out of the last ten races, including the 24 hours of Le Mans twice. With this result we are going into the summer break and you cannot ask for more."

Mark Webber, meanwhile, particularly appreciated the role of overall teamwork in overcoming the exceptionally stiff competition from Audi. "It was an exceptional performance against strong competition. This is the day of the mechanics of car number 1 who had some tough times recently and it is good points for the constructors' championship. We had completely different track conditions in the race than we saw before and I was very happy with the performance of our car and our driving," quoth Webber.

All told, Porsche now leads the overall manufacturer standings by 164 points, while the Dumas, Jani and Lieb trio have a 33 point lead in the driver's championship. Next up in the WEC calendar is the Six Hours of Mexico on the 3rd of September.



Porsche made it a victory in nine out of the last ten races, with another WEC win at the Nürburgring, with Timo Bernhard, Brendon Hartley and Mark Webber starring

According to German newspaper *Bild am Sonntag*, US investigators have found evidence in the software of the 3-litre TDI engine used in the Cayenne, pointing to emissions cheating

PORSCHE DIESEL EMISSIONS DODGE DETAILED

The VW Group emissions scandal rumbles on with new revelations regards the diesel V6 motor used across several models, including the Porsche Cayenne. The 3.0-litre TDI engine is found in the VW Touareg, Audi Q7 as well as the Cayenne, sales of which were suspended in the US late last year.

German newspaper *Bild am Sonntag* is now reporting that US investigators have found three pieces of software in the engine's management system that work together to 'cheat' emissions during government test cycles. To date, models with the V6 engine aren't included in VW's buyback and recall programmes in the US, the scope of which have thus far been limited to the 2.0-litre, four-cylinder TDI engines.

Over in the UK, progress holding VW to account has been slower. However, more recent parliamentary scrutiny in Westminster along with precedents set in the US may yet force VW's hand in Britain as well as other European territories. There's plenty of life left in this scandal, that's for sure.



WHATSAPP UBERGEEK LOVES AIR-COOLED 911S

Guess what? It turns out you don't have to be a beard-stroking, sandal-toting anachronism to enjoy air-cooled 911s. None other than Ukraine native, ubergeek and the brains behind WhatsApp, Jan Koum, is a card carrying air-cooled fan.

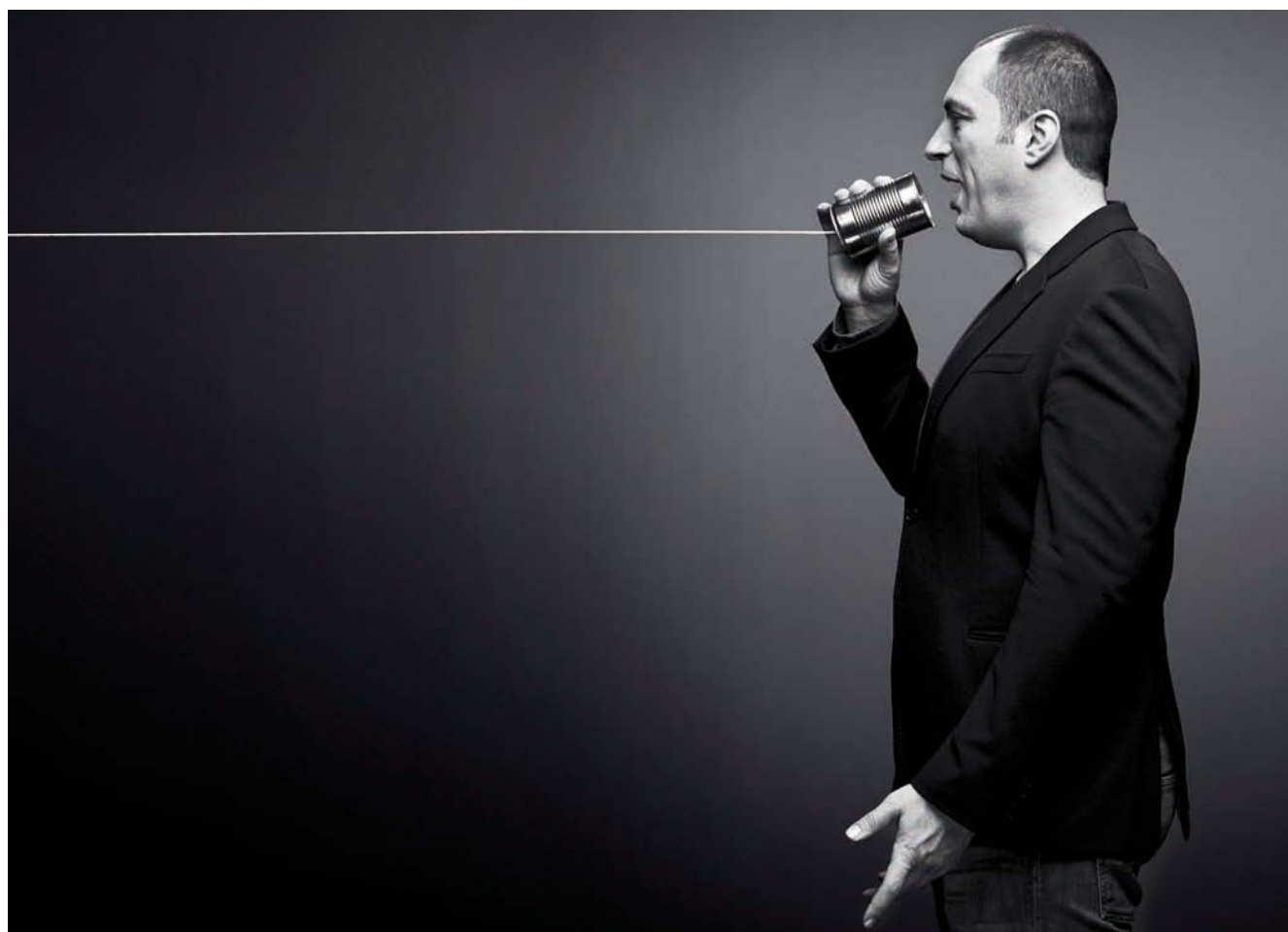
For those of you who are beard-stroking, sandal-toting anachronisms, WhatsApp is a smash-hit messaging app for smartphones that's particularly good for group messaging. If you're wondering exactly what 'smash hit' means in this context, WhatsApp was sold to Facebook two years ago for \$19 billion. Ouch.

What's more, Koum's background is a classic rags-to-riches story. He grew up in a suburb of Kiev and emigrated to the United States with his mother in 1992, at the age of sixteen. Initially they both lived on welfare. He worked as a cleaner at a supermarket and she did ironing on a piecework basis. Enter Porsche's cars as a focal point

of aspiration for Koum.

"For me, a Porsche always represented the epitome of success," he recalls. "And the desire to have a car like that was a key incentive to learn more and to work even harder." Koum's first Porsche was a 2003 911 Cab, bought 10 years ago. As his tastes matured, he became more of a coupé guy and is now a particular fan of the 964 and 993 models.

"There's nothing better than the joy of driving an original air-cooled Porsche from the 1990s," says Koum. For his growing collection of 911s, the WhatsApp founder is still on the lookout for two models, a 964 RS 3.8 and a 964 Turbo S Leichtbau. "I prefer to buy cars that have a 'radio delete' option," he says. "Because the best music of all is the sound of the six-cylinder boxer engine." And so say all of us.



WhatsApp (a communications app used mainly by young folk, apparently) founder Jan Koum is something of an air-cooled 911 enthusiast it would appear. "The best music of all is the sound of a six-cylinder boxer engine," he reckons. Can't argue with that



Call of the wild. Tuthill's East African Safari adventures have been caught on film. Well worth a look if you're seeking a bit of desk distraction



TUTHILL'S SAFARI ODYSSEY CAPTURED ON FILM

We've reported previously on Tuthill Porsche's East African Safari odyssey. Now you can see it for yourself in a new feature-length documentary on YouTube.

The 50-minute film actually covers the 2013 rally, and follows the team over nine days, through a gruelling 5000-kilometre running of the Safari through Kenya and Tanzania.

2013 was the year Tuthill took 17 classic Porsche 911s to the Safari, thus representing the largest private rally team ever assembled. Preparations took more than two years, with each car needing 1000 hours of preparation. Shipping the cars and parts to Africa required eight 40-foot sea containers and the team consisted of more than 120 people.

The battle for victory was epic. At the start of the last day's rallying, just nine seconds split the two cars at the head of the field. It all came down to the final stage. Tuthill is an independent Porsche specialist based in Oxfordshire. Head to www.tuthillporsche.com for more information or www.youtube.com/watch?v=t3_yBf4N6IE to watch the Safari video.

PEKING TO PARIS IN A 356C

While we're on the subject of epic rough-road driving, a Porsche 356C has been competing in the incredible 13,695-kilometre marathon that is the Peking to Paris Motor Challenge.

Teams from 20 nations and 120 vehicles are taking part this year. The route takes in Mongolia, Russia, Belarus, Poland, Slovakia, Hungary, Slovenia, Italy and Switzerland, before heading to Paris. The cars are divided into two categories according to production date: pre-1975 and pre-1941.

Drivers and cars alike face a serious workout along the way. It's no different for Charbel Habib, a 46-year-old construction engineer, his team-mate Walid Samaha and their Porsche 356C. Through heat and the cold, over unmade roads and across difficult terrain the show must go on.

Assaad Raphael, Chairman of Porsche Centre Lebanon, says the two members of the Porsche Classic Club are well aware of their vehicle's past: "It's exciting to watch how the two of them are extending the history of this legendary car," he says. For more flavour from the event, you can read car No. 61's full diary at www2.endurorally.com/pp2016/tracking.html.



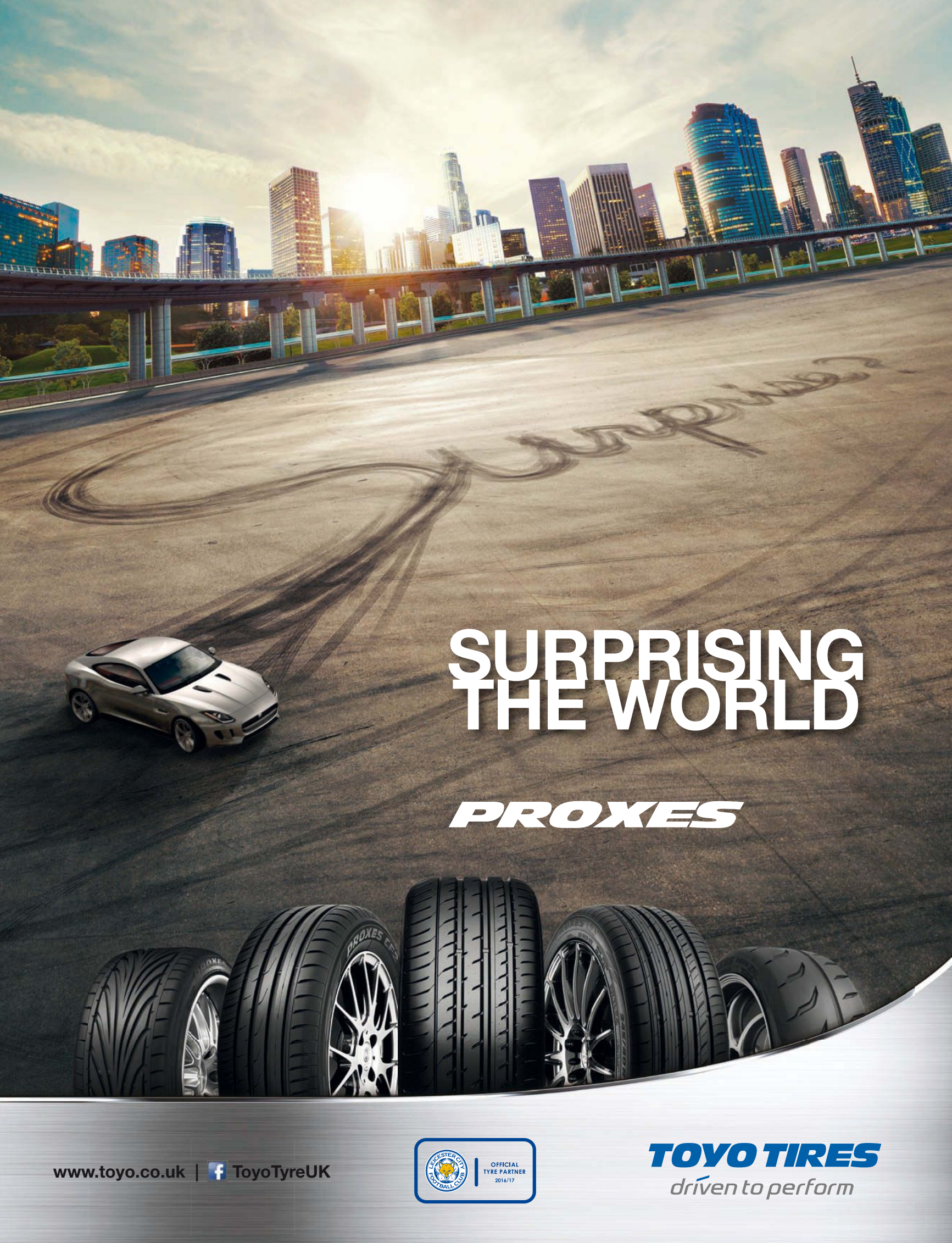
It doesn't get much tougher than this. Peking to Paris in a Porsche 356C
Far right: It's a Porsche coffin! Yes, seriously...

YOUR LAST PORSCHE

A car for life that you only sell when you escape this mortal coil, otherwise known as dead guy's wheels, is an appealing prospect. But why not carry your predilection for Porsches into the afterlife?

Now you can thanks to the bonkers but brilliant notion of Porsche-shaped coffins. They're the brainchild of Nigerian woodworker Paa Joe and the price is a mere \$750 including shipping from Ghana. We can't vouch for the authenticity of all this but we certainly hope that this is more a passing fancy fit for Porsche-loving coffin dodgers than something actually dodgy. Either way, the contact details are paajoe@yaho.com.






SURPRISING THE WORLD

PROXES



www.toyo.co.uk |  [ToyoTyreUK](https://www.facebook.com/ToyoTyreUK)



TOYO TIRES
driven to perform

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



LIGHT AND FANTASTIC

A fanatical commitment to reducing weight. Such is the mission statement of Carbon Revolution, makers of these stunning 100 per cent carbon-fibre wheels. Of course, with prices starting at around £15,000 a set – yes, *starting* – we dare say you'd need to be something of a fanatic to pull the trigger. On the other hand, the technology involved is pretty special. There's enough super-fine carbon-fibre in each wheel to circle the Earth. Impressive, but what are the actual benefits? For starters, Carbon Revolution claims the wheels are 13 times stronger than aluminium but half the weight. And less weight – especially unsprung weight – does all kinds of goodness for driving dynamics, from ride to improved steering feel and even better performance. A range of sizes and fitments for Porsches including centre-lock models for GT3s are available. Find out more at carbonrev.com or via the UK supplier at pro-motiv.com.

PUTTING 9X7S WITHIN REACH

The lounge-lizard approach to in-car posture is very much the favoured option for alpha males on our highways and byways. You know – seatback near horizontal, arms at full stretch. Of course, *911&PW*

readers know that real men sit like grannies with sufficient arm bend that full lock can be applied without lifting shoulders from the seat. That's where 9XX-Parts' steering wheel extender comes in. Compatible with all 987 and 997 models, it pushes the wheel out an additional 52mm. That's extremely useful for taller drivers who

need to push the seat base back to accommodate their longer limbs but then find the standard steering wheel adjustment isn't enough. At 482 euros or around £400 in old money, it ain't cheap. But it does look beautifully engineered. Order yours from 9xx-parts.com.



PURIST IN A PRAM

Among occupational proponents of applied ethics, debate rages regards the doctrinal approach to the melding of young minds. What right do we as adults have to impose our moral systems, even on our own offspring? But we say sod that, it's never too soon to begin steeping young Henry or indeed Henrietta in the ways of Porsche.

Enter the official Porsche Baby Set. Sized 62/68 for three to six month olds and thus perfect for planting the seed as soon as possible, it compromises the full ensemble of body suit, bib and hat.

Materials are 50 per cent cotton, the other half synthetic, for a combination of durability and a natural feel. Of course, this isn't just any Porsche gear but the full 2.7 RS set suitable for your pint-sized purist in a pram. Yours for a mere £33.33 from porsche.com/uk, it comes gift wrapped with a matching greeting card.



Already 14 000 clients
worldwide!

SELECTION
www.selectionrs.com

FREE SHIPPING
from 150 € to Germany,
Belgium, Luxembourg,
France, Netherlands

MODEL CARS

1:18



917 K n°20
Le Mans 1970

69.95 €



908 / 2 n°48
Sebring 1970

99.95 €



991 Targa 4S
Nederlands

199.95 €



991 GT3 RS
IAA 2015

329.95 €

1:43



911 Turbo RS 1974
Van Karajan

54.95 €



924 Transaxle
1976

54.95 €



928 S n°97
Le Mans 1983

59.90 €



597 Jagdwagen
1954

59.95 €



991 Targa 4S
2015

59.95 €



918 Spyder 2015
Weissach Pack

99.90 €



991 GT3
2015

99.90 €



991 GT3
2016

99.95 €

ACCESSORIES

Cup
911
Carrera
RS 2.7



19.95 €
15.95 €

Sunglasses
Carrera
Safilo



109.90 €
19.95 €

Porsche
Cap
919
Hybrid
2016



34.95 €

Men's
T-shirt
Porsche
911



39.95 €
34.95 €

Wallet
Gulf
Racing



49.90 €

Men's
Polo
Porsche
911
Turbo



69.95 €

Men's
Jacket
Martini
Racing



149.95 €

Gulf
Leather
Travel
Bag



298.€

AND MUCH MORE



Classic Keyrings



Watches / Chronographs



Bags / Luggages



Posters / Postcards



Pins / Stickers



Cups / Glasses



Perfumes



Car Care Products

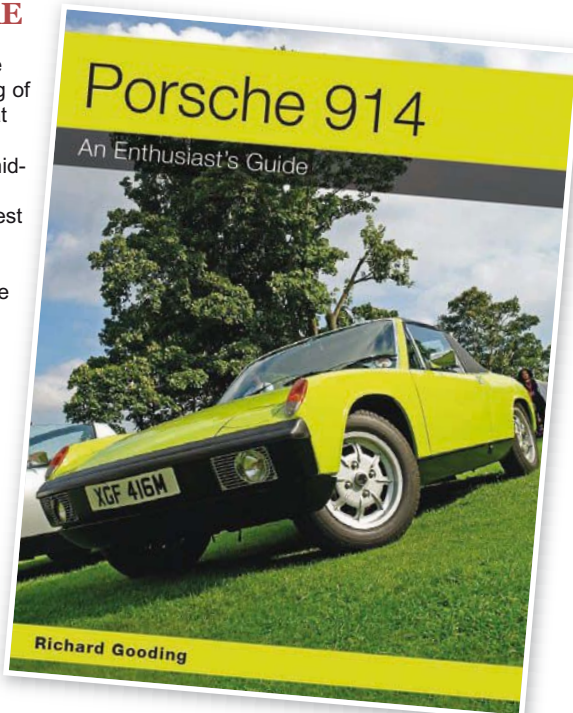


RS KIT FOR HIM AND HER

Even a ratty 1973 Carrera 2.7 RS is now a half-million dollar car. So why not a half-million dollar haircut to go with it? Cue the exquisitely coiffured quiff boasted by this month's Porsche Driver Selection male model and his steel-blond associate. If that sound like a stretch, it recently emerged that President Hollande stiffes the French state 10,000 euros a month for his personal hairdresser, the ultimate impact of which will be, yup, half a million dollars. But we digress, spectacularly. What we have here, then, is his and hers Porsche polo shirts replete in 2.7 RS-esque livery. That means motorsport white with Viper green accents, of course, not to mention piqué cuffs and 100 per cent cotton construction. His and hers are both priced at £55 online at porsche.com/uk or via your friendly local Porsche Centre.

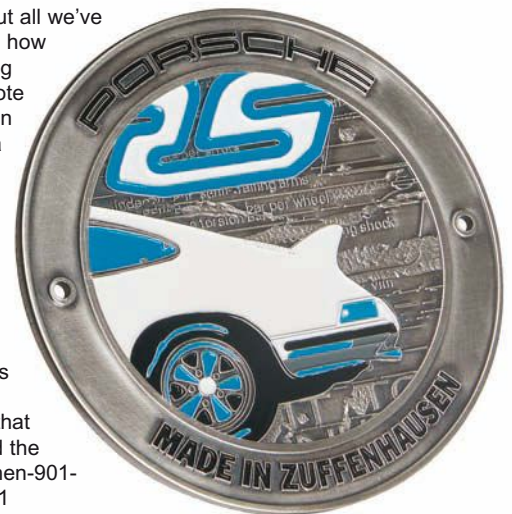
914 TO THE FORE

Ah, the 914. For so long the illegitimate back-stairs sprog of the Porsche range. But what with the arrival of the 718 Boxster and Cayman, the mid-engine flat-four formula suddenly seems like the latest flavour. As it happens, the 914 sold 119,00 units and thus was the first mid-engine car into six digits. Thus a failure in-period it most certainly was not. So now seems like a good time to revisit a car that in many ways was ahead of its time. This 160-page tome packs 218 photographs and was penned by Richard Gooding, a well known motoring scribe and classic car guru. Everything from the story behind the car's birth to buying and owning your own example gets his scholarly treatment. Available from amazon.co.uk and the product of boutique publishing outfit Crowood, who specialise in all manner of enthusiast themes, it's available for £16.99.



BADGE OF HONOUR

Whilst we're plying you with 2.7 RS-related product, let's round things out with this limited edition grille badge. Just 1973 units will be produced because, well, because you already know, the construction is solid brass and it's made in Germany, to boot. Available from porsche.com/uk for £70, that's about all we've got on this one, so how about an interesting 911-related anecdote to pass the time? In this modern age, a certain collusion between motor manufacturers and the press when it comes to spy shots of heavily camouflaged development mules is common place. But did you know that Porsche pioneered the practice with the then-901- and-soon-to-be-911 prototype? The July 1963 edition of *Auto Motor und Sport* featured images of a disguised 901 that were actually provided by Porsche's own press manager. Who would have thought it?



One of the UK's Leading Suppliers of Ultra High Performance Tyres

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



September Offers

Porsche Cayenne

25555VR18 Pirelli Scorpion Zero N0 £134.95
29535ZR21 Pirelli Pzero N1 £213.95

Porsche Cayman Boxster

23535Z19 Pirelli Pzero N2 £156.95
26535Z19 Pirelli Pzero N2 £205.95

911 991

24535Z20 Pzero N0 £190.95
30530Z20 Pzero N0 £255.95

911 993

20550ZR17 Pirelli Pzero Rosso N3 £120.95
25540ZR17 Pirelli Pzero Rosso N3 £154.95

911 996

22540ZR18 Pirelli Pzero Rosso N4 £118.95
26535ZR18 Pirelli Pzero Rosso N4 £159.95

Prices include valve, balance, casing disposal and VAT



Branches in: Newmains, Carlisle, Cumbernauld

Call: **01501 823366** Email: wholesale@cooperbrothers.co.uk
www.cooperbros.co.uk



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

Call: **0845 680 153** Email: enquiries@bushtyres.co.uk
www.bushtyres.co.uk

Elite Garages

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

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

Pirelli and Porsche Club GB are delighted to offer PCGB members an exclusive Pirelli tyre cashback offer. Find out more at www.pirelli.co.uk/porscheclubgb



1:43-RATIO RACER

While we're winding back the clock a little, here's a spot of period-correct esoterica. Again it's the work of those model meisters at TrueScale in 1:43-ratio resin. The car itself is the RBM Motors-liveried Porsche 911 as driven to 16th place overall and first in class in the 1966 Daytona 24 hours. Helmsmen on the day were Jack Ryan, Lin Coleman and Bill Bencker. Your product-snaffling scribe must confess the '66 instalment of Daytona was a little before his time. But let's assume that Mr Ryan bore no more than eponymic resemblance to the Tom Clancy-authored spook of movie fame and instead imagine him and Messrs Coleman and Bencker as the sort of non-nonsense wheelsmiths who smoked a packet of Capstan Full Strengths before breakfast and drove everywhere on the lockstops. Oh, and the model can be bought from racingmodels.com for £62.



DROP-TOP TIMEWARP

If the technological white heat of a GT3-bashing Panamera saloon and indeed the current daddy of GT3s itself isn't your bag, how about this timewarp model from the opposite end of Porsche's back catalogue? A 1:43-scale model in resin of an early 356 Cabriolet produced by TrueScale Miniatures, it's a throwback to a simpler age and the perfect antidote to all that horsepower and all those gadgets. Just look at those tiny wheels, marvel at the iffy aero of that luggage solution and then recall the very earliest 356 models had less than 40hp from a mere 1.1-litre flat-four engine and hit the wall at just 87mph. Today, even a basic Boxster has 300hp and does 170mph. Remarkable. Anywho, the place to go to grab your slice of Porsche's history and preserve it for posterity is grandprixmodels.com and the asking price is £84.45.



PERFORMANCE ON A NEW SCALE

Depending on how you look at it, Porsche's new Panamera Turbo saloon might just be the most impressive car it makes. Certainly, it's hard to comprehend how the new Panamera can lap the Nürburgring quicker than a first-generation 997 GT3. Well, it is until you ride in one and experience the incredible active suspension, the agility of the rear-wheel steering and the thrust of the new 'hot-vee' motor. It does things that really shouldn't be possible in a two-tonne saloon. At £113,075, of course, what it does to your wallet is another matter altogether. As you contemplate the value proposition, perhaps this official 1:18-scale resin model would help focus the mind. Limited to 1000 copies, with coachwork in white and the interior in black and saddle brown, it's fiendishly accurate and the perfect muse for considering the new model's more elegant lines. Yours for £260 from porsche.com/uk.



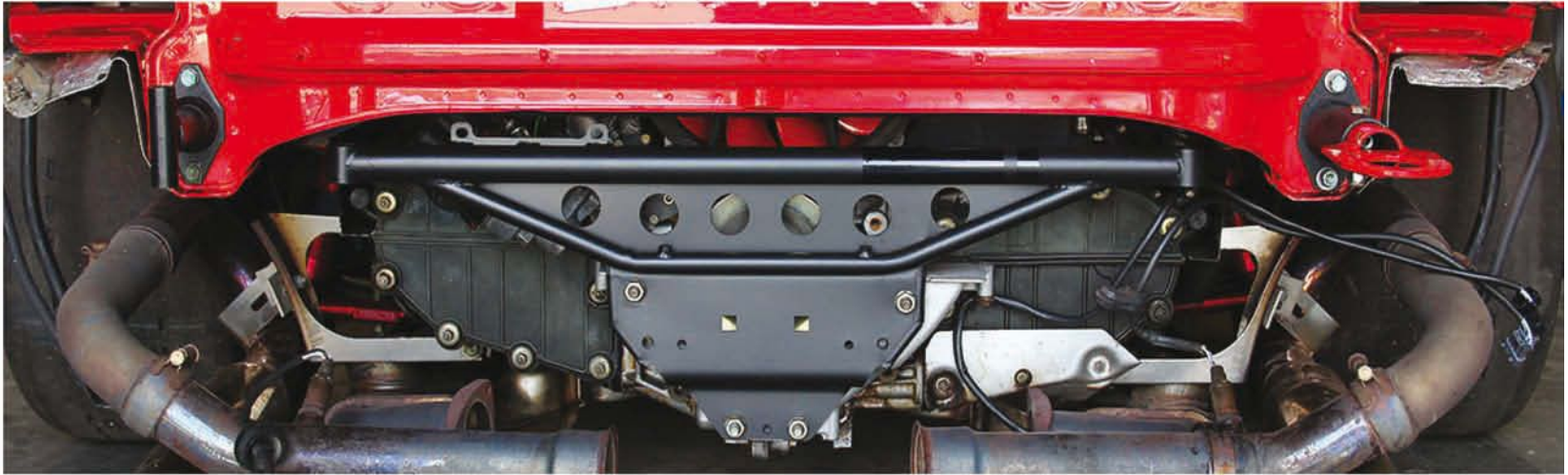
A MODEL GT3 FOR THEE

Stop. Wait. Is that a dash of deviated stitching we spy? By Jove it is, which just goes to show the splendid accuracy of this 1:18-scale model of the mighty Type-991 911 GT3 RS. Look closely and you'll also spot further evidence of the lavish attention to detail on offer, including real mesh grilles in the front air intakes, yellow brake calipers denoting carbon-ceramic brakes, not to mention the discs themselves, those signature vents in the front wings, that massive rear wing and even the yellow top-centre marking on the steering wheel. What's more, manufacturer Spark has pulled off one of the higher tariff tricks in model making, namely capturing the delicious wheel-to-wheel-arch relationship, the road-hugging stance and the general weapons-grade ambience of the beastly RS. Snag yours for £131.95 from grandprixmodels.com.



NEW Tubular Engine Carrier

964/993



Camber Plates



Control Arms



Tow Hooks and Track Accessories



Fire Extinguishers and Safety Equipment



Wheel Hardware



Engine and Transmission Mounts

DESIGN 911

UK Distributor
Sales@Design911.com
+44 (0) 208 500 8811



RENLINE

Orders@Rennline.com
(802) 893-7366
Milton, VT, USA



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



www.brauntonengineering.co.uk

Devon Porsche 01271 814144



Nine Excellence
Porsche Independent Specialists



Servicing

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

Performance

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

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

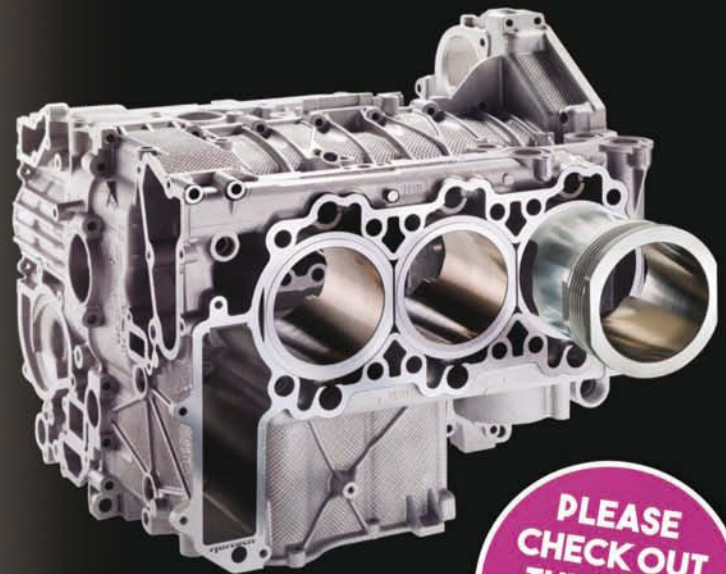
www.nineexcellence.com
01293 226 911
service@nineexcellence.com

ENGINE REBUILDS FROM £2,200 + VAT



**ENGINE
REPAIR
SPECIALISTS**

986 987 996 997 Cayman



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



RSJ SPORTS CARS

Specialising in Porsche Cars

<p>911 (991) Turbo 3.8 pdk (63 - 2013) Basalt black with black leather 8,000 miles.....£104,000</p>	<p>911 (997) "2S" 3.8 pdk (59 - 2009) Basalt black with red leather 30,000 miles.....£46,000</p>	<p>911 (997) "4S" 3.8 pdk (09 - 2009) Meteor grey with black leather 41,000 miles.....£46,000</p>	<p>911 (997) "2S" 3.8 pdk (09 - 2009) White with black leather 34,000 miles.....£46,000</p>	<p>911 (997) "2S" 3.8 pdk cab (10 - 2010) White with black leather 37,000 miles.....£45,000</p>
<p>911 (997) "2S" 3.8 pdk (58 - 2008) GT Silver with red leather 31,000 miles.....£43,000</p>	<p>911 (997) "2S" 3.8 pdk (58 - 2008) Silver with ocean blue leather 37,000 miles.....£43,000</p>	<p>911 (997) "C2" 3.6 pdk (09 - 2009) Silver with black leather 34,000 miles.....£40,000</p>	<p>911 (997) "4S" 3.8 (57 - 2007) Basalt black with black leather 43,000 miles.....£35,000</p>	<p>911 (997) "2S" 3.8 (08 - 2008) Silver with black leather 41,000 miles.....£34,000</p>
<p>911 (997) "2S" 3.8 (07 - 2007) Basalt black with black leather 30,000 miles.....£34,000</p>	<p>911 (997) "4S" 3.8 tip (57 - 2007) Silver with black leather 40,000 miles.....£34,000</p>	<p>911 (997) "2S" 3.8 tip (57 - 2007) Atlas grey with grey leather 51,000 miles.....£33,000</p>	<p>911 (997) "4S" cab 3.8 (06 - 2006) Basalt black with black leather 44,000 miles.....£33,000</p>	<p>911 (997) "2S" 3.8 (07 - 2007) Basalt black with black leather 54,000 miles.....£33,000</p>
<p>911 (997) "4S" 3.8 tip (56 - 2006) Silver with ocean blue leather 44,000 miles.....£33,000</p>	<p>911 (997) "2S" 3.8 (07 - 2007) Basalt black with grey leather 44,000 miles.....£33,000</p>	<p>911 (997) "2S" 3.8 (56 - 2007) Silver with black leather 55,000 miles.....£31,000</p>	<p>911 (997) "2S" 3.8 (06 - 2006) Slate grey with grey leather 45,000 miles.....£31,000</p>	<p>911 (997) "2S" 3.8 tip cab (06 - 2006) Basalt black with black leather 50,000 miles.....£31,000</p>
<p>911 (997) "4S" 3.8 tip (06 - 2006) Seal grey with grey leather 55,000 miles.....£30,000</p>	<p>911 (997) "2S" 3.8 tip (55 - 2005) Silver with black leather 59,000 miles.....£27,000</p>	<p>Cayman "S" 3.4 pdk (63 - 2013) Red with black leather 21,000 miles.....£46,000</p>	<p>Cayman 2.7 pdk (64 - 2014) Rhodium Silver with black leather 14,000 miles.....£44,000</p>	<p>Cayman 2.7 pdk (64 - 2014) White with black leather 11,000 miles.....£44,000</p>
<p>Cayman 2.7 pdk (64 - 2014) Red with black leather/alcantara 13,000 miles.....£43,000</p>	<p>Cayman 2.7 pdk (14 - 2014) GT Silver with black leather 6,000 miles.....£42,000</p>	<p>Cayman 2.7 pdk (14 - 2014) White with black leather 10,000 miles.....£42,000</p>	<p>Cayman 2.7 pdk (14 - 2014) Red with black leather 16,000 miles.....£41,000</p>	<p>Cayman 2.9 "Gen 2" pdk (12 - 2012) Basalt black with black leather 22,000 miles.....£31,000</p>
<p>Cayman 2.9 "Gen 2" pdk (12 - 2012) Basalt black with black leather 39,000 miles.....£30,000</p>	<p>Cayman 2.9 "Gen 2" pdk (61 - 2011) Platinum silver with black leather 41,000 miles.....£29,000</p>	<p>Boxster "S" 3.4 pdk (63 - 2013) Basalt black with black leather 12,000 miles.....£42,000</p>	<p>Boxster "S" 3.4 pdk (63 - 2013) Rhodium Silver with black leather 21,000 miles.....£40,000</p>	<p>Boxster "S" 3.4 pdk (12 - 2012) Basalt black with black leather 18,000 miles.....£37,000</p>
<p>Boxster "S" 3.4 "Gen 2" (09 - 2009) White with black leather 38,000 miles.....£23,000</p>	<p>Cayenne 4.8 Turbo (12 - 2012) White with black leather 22,000 miles.....£55,000</p>	<p>Cayenne 3.0 Diesel tip (12 - 2012) Basalt black with black leather 44,000 miles.....£37,000</p>	<p>Cayenne "GTS" 4.8 tip (09 - 2009) Silver with black leather 55,000 miles.....£27,000</p>	<p>Cayenne "GTS" 4.8 tip (09 - 2009) Basalt black with black leather 53,000 miles.....£27,000</p>

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | www.rsjsportscars.com

PORSCHE WANTED (2003 TO 2014)

THE USUAL SUSPECTS



BRETT FRASER
911&PW Deputy Editor

Never meet your heroes, or in this case drive them, as Brett Fraser risks all and slides behind the wheel of the Cayman GT4. He then bravely tacks the subject of 'women and Porsches' and ponders the appeal of the off-road Porsche

HANGIN' WITH HEROES

For a moment there I almost let a timeworn cliché leech into my subconscious judgement faculty and make a hugely bad decision: never meet your heroes. Heard that phrase a million times and started wondering if it might be true.

So when editor Bennett got in touch to ask if I might like to spend a few days with a Cayman GT4 while he was off on hols, I hesitated. Only for a nanosecond, obviously. It's a car I've been aching to encounter ever since Porsche released the first press photos. But just what if...what if it isn't as good as everybody's cracking it up to be.

Many of the initial tests took place on track, which is fair enough given the GT4's development focus. Yet that's no guarantee of its on-road brilliance. I remember the launch of the 964 RS – pretty sure it was at Spa – and how we raved about that car. Completely different story when the RS arrived on Britain's cankered blacktop; the verdict was that it should be confined to the track, unless your best mate was a chiropractor. Ironically the 964 RS doesn't seem so bad these days, perhaps because even humdrum hatchbacks have sacrificed good ride quality on the altar of a great lap time at the Nürburgring.

The day I got home to discover the Gloombuster Yellow GT4 sitting on the gravel, the whole hero avoidance thing

became an irrelevance. Except that it reminded me of once meeting Paul Newman in the paddock of the Milwaukee Mile oval track in Wisconsin: an absolute cinematic hero, he pulled up on his pit bike to talk car stuff with car guys. He was without pretence but charismatic to the core: the conversation was mundane, he remained a star. Parked on the drive, the GT4 was doing nothing different to our ancient VW Camper or high mileage Land Rover Discovery, yet it was radiant.

And even on Suffolk's cart-track backroads, it lived up to its billing. Concisely-prickingly quick. Dagger sharp. Screaming tunes the devil would get a kick out of. Creating more drama than a whole summer's worth of Hollywood blockbusters. Draining your adrenal glands dry. A properly epic, breathless drive.

Then my wildly grinning, wide-eyed passenger, Joe Pulford, piped up: 'Didn't we go faster in the old Cayman R?' Can't quite see how that would be possible looking through the spec sheets, Joe, but now you come to mention it...

My memory might not be wholly accurate, but I do recall us hitting quite a big number in the older car that I don't think we reached in the GT4. It could simply be that the experience of driving the newer car was so intense I didn't have time to take in the

speedo reading and not crash. But what Joe inadvertently hit upon with his comment wasn't just 'what'll she do mister' bragging rights, though. It got me thinking once again about how much of our scorching outing was really down to the driver.

Click the ignition key round to the first notch in the GT4 and it sounds like you're riding out with R2-D2. There's whirring and clonks, the hum and fizz of relays and microprocessors getting busy; you've activated a battalion of boffin-briefed assistants who will electronically magnify your driving magnificence. In reality their interventions are unobtrusive, and yet you never can be truly certain which bit of driving genius was down to your own god-like ability, and which was pre-programmed by eggheads in Weissach.

It doesn't feel like that in the Cayman R. It seems rawer, more connected with the driver. You are being helped, I know that, but the level of assistance, because it's a less sophisticated car, gives a driver more of a sense of self-worth. A decade from now I see the Cayman R being the collector's choice because it retains more of the grit that traditionally has made Porsches special.

That said, when the delivery driver came to collect the GT4, it was with the heaviest of hearts that I let him prise the preposterously garish key from my hand.

The Cayman GT4 doesn't disappoint our man Fraser, but he reckons the old Cayman R will be the more collectable choice in the future and is the purer car to drive



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



KEITH SEUME



JEREMY LAIRD



STEVE BENNETT



PAUL DAVIES



CHRIS HORTON



JOHNNY TIPLER

WOMAN'S HOUR

Can I talk about women and Porsches? Is it condescending? Sexist? Inappropriate? All of the above? I ask the questions simply because there's a lady locally who is scooting about in a Panamera.

Porsches aren't exclusively a male choice, we all know that. Yet statistics would probably suggest that Porsches predominantly are a male choice. Maybe it's a tradition that's coming to an end.

Although I've seen only fleeting glimpses of her behind the wheel, Our Lady of the Four-Door Porsche isn't doing the school run or the station drop-off, she's commuting during business hours and the Panamera looks like her choice. I'd like to think that she had an Audi, BMW or Mercedes on her shortlist but opted for the left-field alternative, a sort of automotive version of shock and awe. One day I will catch her in town and ask.

Ms Panamera isn't the only local lady Porsche fan here in my sleepy Suffolk backwater. Sprinting back into town the other day, a black Cayman 3.4S was waiting to emerge from a junction, young lady at the wheel. Within quarter of a mile she was on my tail-pipe, suggesting she wasn't just driving her tipsy boyfriend home in his pride and joy, she was in her own car and enjoying the chase. And a while back I bumped into a district nurse in a base model Cayman – she told me that the lease payments weren't cheap but not that much more expensive than a VW Golf: she knew which she preferred.

I guess what I'm trying to say here is not that 'isn't it surprising that women like Porsches', but rather that 'isn't it wonderful that Porsche is shaking off its slightly macho image and that women drivers are discovering the joys of Porsche ownership'.

Here at 911 & Porsche World women enthusiasts aren't such a novelty. In comparatively recent times we've interviewed Rebecca Jackson, the Boxster

racer and Le Mans hopeful, and my old pal Catherine Sutton who rags the paint off her Californian-based 356 on classic rallies and tours. However, both these lasses – and I hope they'll forgive that cheeky expression – are long-time petrolheads. Ms Panamera (and this is pure speculation it has to be said) somehow seems new to the marque but is enjoying it immensely. May others follow her example.

Whatever the statistics might say about Porsche ownership there's never been any gender bias in 911&PW!



DIRTIES DANCING

Once upon a time if you had dirt and gravel stuck in your Porsche 911's tyre treads then you'd probably spun off the road. Now it seems all the rage. No, not the spinning, the off-road bit...

A while back we interviewed Ben Donovan about his Paul Stephens special and he told us of his plans to create another custom 911 with good ground clearance and tough suspension to tackle his local rural lanes. A sort of East African rally spec but for southeast England. It sounded brilliant.

Then we lucked into a trip to the 2015 Rennsport Reunion in California. More

legendary competition Porsches than you could fit onto a 64GB memory card. Plus a couple of oddballs. Notably a 959 Paris-Dakar recreation based on a 964 Carrera 4, and a high-riding, bull-bar bristling 911 'Safari RS' from Kelly Moss Racing and Stone Brothers Garage. In both cases, Tarmac not required...

Since then our friends over at Petrolicious.com have uploaded a number of classy videos including Safari-style 911s built for owners who simply want to go sliding around on dirt roads rather than hoping to become the next Walter Röhrl. Clearly it

helps that the vastness of the US can accommodate such shenanigans, although I remember many years ago that Lord Mexborough had a 911 tucked away in the corner of a field on his estate for him and his kids to have fun in.

Francis Tuthill, of course, has prepared numerous pukka Safari-spec 911s for classic rallies, so less extreme replicas would be easy to achieve. But another Petrolicious film made me wonder if we're in danger of overthinking this stuff: a young American dude in a 356 so age-ravaged he was sitting on bare metal springs, drove his Porsche wherever his imagination took him, and quite often that was up the slopes of remote mountains. No special preparation, no back-up team. When you can go no further you stop and admire the view; that was his philosophy. And the guy seemed really happy: when the 356 could proceed no more, then that was merely the end of the line, not a failure.

I'm not sure I would like to commit my Boxster to such an uncompromising approach to Porsche motoring, but a slightly scabby all-purpose 944 does hold a certain appeal... **PW**

We're rather digging the off-road look at the moment, although Brett doesn't anticipate turning his Boxster into a beach buggy any time soon. An all-purpose 944, however, is a different matter



			
Engine rebuilds all models and general repairs & servicing	Gearbox rebuilds all models	Air Conditioning	Disc refacing
	<h1>RGA</h1> London's Major Porsche Specialist Units 32-34 Miles St, Vauxhall SW8 1RY www.rgaporschelondon.co.uk email bob@rgaporsche.co.uk All work to the highest standard and carried out in house Mon-Fri 7am-7pm Sat 9-6 Sun call		
Tyre supply & fitting Wheel alignment	Tel 020 7793 1447 ask for Bob for booking & advice		Wheel balancing, wheel straightening & wheel refurbishment
			
Jig repairs	Restoration & resprays	Damage repair including for all insurance companies	Torque tube overhaul 924, 944, 968, 928



PORSCHE

SALES AND SERVICE SPECIALIST

RPM Specialist Cars are an independent Porsche Sales, Service and Race specialist. Established in 2004 we have strived to deliver an ever increasing first class, personal service to [redacted] encompassed with an affordable pricing structure.



2011 Spyder 3.4

16276 miles

manual gearbox

Full service history

£43250.00

- ❖ Car Sales
- ❖ Porsche Servicing And Mot's
- ❖ Full Diagnostic Facilities
- ❖ Air Conditioning Repairs

- ❖ Suspension Alignment
- ❖ Engine And Gearbox Rebuilds
- ❖ Race Car Preparation
- ❖ Race And Track Day Support

Nidd Valley Business Park, Market Flat Lane
Lingerfield, Knaresborough, North Yorkshire HG5 9JA

01423 865602

Email : info@rpmspecialistcars.co.uk
Web : www.rpmspecialistcars.co.uk



Service Parts

Oil Filter Black

Model Application: 911 / 964 1970-1994
 Brand: Porsche Genuine Part No: 501 33 0025 £14.49
 Brand: Mann Part No: 501 33 0029 £5.69
 Brand: Mahle / Knecht Part no: 501 33 0021 £7.39

Oil Filter Red

Brand: Porsche Genuine Part no: 501 33 1025 £14.99

Oil Filter Insert

Model Application: 996 / 997-1 / 986 / 987-1 / Cayenne V8-2006
 Brand: Mann Part no: 501 33 0109 £11.49
 Brand: Mahle / Knecht Part no: 501 33 0100 £11.49

Oil Filter Insert

Model Application: Cayenne V8 2007-17 / 997-2 / Panamera V8
 Brand: Mann Part no: 501 33 0139 £15.99
 Brand: Mahle / Knecht Part no: 501 33 0130 £16.49

Air Filter

Model Application: 911 3.2 Carrera 1984-89
 Brand: Mann Part no: 502 33 0039 £8.69
 Brand: Mahle / Knecht Part no: 502 33 0030 £12.99

Air Filter

Model Application: 964 C2 / C4 Models
 Brand: Mann Part no: 502 33 0129 £12.99
 Brand: Hengst Part no: 502 33 0120 £12.49

Air Filter

Model Application: 993 C2 / C4 Models
 Brand: Mann Part no: 502 33 0169 £15.99
 Brand: Mahle / Knecht Part no: 502 33 0160 £15.99

Air Filter

Model Application: 986 Boxster 1997- 2004
 Brand: Mann Part no: 502 33 0179 £16.49
 Brand: Mahle / Knecht Part no: 502 33 0170 £15.99

Pollen Filter Set - 2pcs

Model Application: 993 C2 / C4 Models
 Brand: Mahle / Knecht Part no: 507 33 0010 £23.99

Pollen Filter

Model Application: 986 / 996
 Brand: Mann Part no: 507 33 0119 £5.99
 Brand: Mahle / Knecht Part no: 507 33 0110 £11.99

Carbon Pollen Filter

Model Application: 987 / 997
 Brand: Mann Part no: 507 33 0129 £19.99
 Brand: Mahle / Knecht Part no: 507 33 0120 £30.99

Carbon Pollen Filter

Model Application: Cayenne Models 2003-10
 Brand: Mann Part no: 507 44 0229 £11.99

Spark Plug - 6pcs required

Model Application: 911 3.2 Carrera 1984-89
 Brand: Bosch Part no: 408 77 0340 £2.29

Spark Plug - 12pcs required

Model Application: 964 / 993 Models
 Brand: Bosch Part no: 408 77 0520 £3.49

Spark Plug - 6pcs required

Model Application: 986 2.7 & 3.2ltr / 996 3.4ltr
 Brand: Beru Part no: 408 33 0085 £5.39



Established 38 years ago, we have the largest range of parts in the UK for all Porsche models. Shown above is a small selection of our range of Porsche parts, more available at www.eurocarparts.com



Call our sales team today on
0845 8507124
 quoting 'Porsche World' for a 10% discount

Prices correct at time of going to press: August 2016. Prices include VAT. Images for illustration purposes only. Errors & omissions excluded.

YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on porscheworld@chpltd.com

BUYERS' GUIDE: PORSCHE 964

THE 911 EVOLUTION

The 964 was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

If any 1988 Porsche released a half a dozen different models, the 911 was the one that was most successful. It was the only model that was sold in large numbers, and it was the only model that was sold in large numbers. It was the only model that was sold in large numbers, and it was the only model that was sold in large numbers.

DESIGN, EVOLUTION

The 964 was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

DRIVING THE 964

The 964 was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

964 TIMELINE

1988 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1989 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1990 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1991 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1992 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1993 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1994 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1995 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1996 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1997 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1998 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

1999 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2000 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2001 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2002 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2003 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2004 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2005 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2006 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2007 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2008 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2009 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2010 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2011 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2012 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2013 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2014 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2015 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2016 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2017 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2018 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2019 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2020 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2021 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2022 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2023 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

2024 - Porsche 964 introduced. It was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was superseded by the early 90s revolutionary and better issues of its own. Now, though, it is a sought after model and prices have risen accordingly.

BUYERS' GUIDE

DRIVING THE 964

SPECIFICATIONS

964 TIMELINE

START 'EM YOUNG

I'm writing because I have just been reading through my August issue of your magazine and to my surprise found a carbon copy of my car staring back at me from the pages. My car really is identical to Keith Day's 944, featured in that issue. My 944 is also a Guards Red Lux, with no sunroof, no rear valance, the early split-tone alloys, and they're both on an '83 Y-plate.

I was also amused to see the caption next to the top right photo on page 37: 'As a 1983 car, there can't be many older 944s on the road and certainly not many – or indeed if any – still in daily use'.

I'm happy to report that my 1983 944, VFS 766Y, is very much a daily car, used for every conceivable task including commuting 30 miles a day round trip, and even going to tight multi-storey car parks when required. Indeed, being 20 years old, I could not afford to run another car even if I wanted too! (Not that I would of course, the 944 is all the car I need).

I bought my 944 in early June, after inheriting some money from a grandparent. To cut a somewhat convoluted story short, I had driven a 944 Turbo on the second day of a summer job at a local garage and was hooked.

I got in touch with PCGB, who were all extremely helpful and kind, one member with a 924 and Cayman taking me out for a good long run so I could be sure I wanted one of these cars. After searching for about three weeks, this car came up. It had one owner from new in 1983 until December 2015, when the owner passed away.



The car had done 94,000 miles and been garaged its entire life. All the plastics, especially the rear hatch spoiler and light clusters, are still clean and black with no sign of the glazing so typical of these cars. The dash (that lovely '80s brown) has very little cracking. Mechanically it is in need of a little TLC, but nothing I couldn't handle at home.

Job #1 was installing new engine mounts, which was a total pig of a job that took 12 hours on axle stands, but was well worth it in the end. Being a mechanical engineering student and also owning an even older Land Rover that I learned to work on before buying the Porsche certainly is a saving grace – I couldn't afford to pay a garage to do the work.

I am very happy with my car and am glad I get to drive it daily. It wouldn't feel right leaving a car that loves to be driven as much as the 944 does at home and taking a nasty modern hatchback everywhere. I actually drove my mum's Vauxhall Corsa again recently and found it exceptionally difficult to drive. I am perhaps the youngest early 944 owner in the country, and possibly the only university student with a Porsche, but I intend to keep the car for a long time yet!

Keep creating your wonderful magazine.
George Mayson, Dundee, Scotland

PERFECT STORM? NO WAY!

I bought my 1992 964 C2 in August 2001 after spending the best part of a year researching which 911 to buy, and looking for the right car.

At that time according to all the mags the 964 was the underdog, due to the oil leak problems, etc. What was omitted from all of the writing at the time, and is also missing from your last Buyers' Guide, is that for the 1992 model year 'N' chassis numbers (with tear drop mirrors and Cup alloys) these problems were addressed.

My garage floor has not a single oil stain, the only oil leak experienced with my 964 was fixed by Northway by replacing some of the small pipes to the oil tank. If you check out an earlier 964 you will see the inlet manifold is the usual aluminium casting, the later model – where the oil leaks were remedied – has a black plastic inlet manifold.

You also point to electrical problems? I have read *911 & Porsche World* for the last sixteen years, and most of what has been written about 964s, and not once come across this before. The only rust problem I have experienced was to the scuttle about

six years ago caused by a replacement windscreen leaking – this was easily remedied by a competent body shop who told me the rust was just surface rust (not rot where the rust had penetrated from the inside) and easily treated.

In addition, my front wishbones were replaced with excellent exchange units supplied by Harteck, for about half of the price quoted in your guide.

The idea that a 964 is 'a perfect storm' of problems is a little overstated. This may have been the case ten years ago. Most 964s are now around 25 years old, so problems from the original car will have been sorted many years ago; most will be in the hands of Porsche enthusiasts and hopefully well maintained.

I enjoy my 964 immensely and always have. It's a brilliant car to drive, and the appeal to me is the original shape with a lot more up to date specification.

Having just reinsured on an agreed value policy I am pleased to report it is now worth double what I paid back in 2001.

Mike Miller, Burghfield Common, Berkshire

COVER TO COVER!

I buy *911 & Porsche World* magazine most months. I look at the pictures, read one or two of the articles, scare myself reading about 996 IMS issues... Then I put it down never to be revisited.

When I left for Corfu (and this is where I am writing this, on an iPhone by the pool...), I saw the August issue in WH Smith at Bristol airport. Two weeks in, I have now read every damn word, from Editor Steve Bennett, to 'Winged wonders' c2006 on page 144.

The point I'm making is, what a great read! If you are not on holiday with only

one mag, lock yourself in the garage for two weeks with a copy – it will surprise you. You miss so much just dipping in and out of the mag.

I used to own a Jaguar XKR – bear with me – and everywhere you looked was gloom. The tin worm on the early 4.0-litre models was relentless. I now have a C4S 996 Cabriolet. It's fantastic and I can't get the smile off of my face.

I hope the sun's out next week when I'm back so I can get that wind in what's left of my hair...

Martin Patto, via E-mail



Supporting All Porsche Passions Since 1957

Not only does our fully stocked warehouse supply a vast majority of the world's Porsche restoration shops, it also helps keep our employee's projects on the road. We use our own cars for product development, test fitting and reliability testing to make sure your car stays as authentic as possible. No one else can match our warehouse full of parts, our experience or our support for all Porsche passions—since 1957.

Complete Floor Pan Kits

For all 356, 911 and 912. We have all panels from the front trunk and battery box back to the rear floor — including all required mounts.



New Steel Wheels

Disc or Drum Versions
Chrome or Paint Available
From \$149



SMD H4 Headlights

Modern Illumination
6 or 12 Volt
Low Current Draw
644-631-106-31-SMD
644-631-105-32-SMD



Fuel Tanks

From Early 356 through 911 Carrera. Our exclusive late 356 tank shown NLA-201-001-07



Brake Pads and Shoes

Stoddard Exclusive
Made in USA
New—No Cores



Ignition Wire Sets

Available for 356
911 912 Correct size and ends. Made in USA.
NLA-109-951-00 Shown



Door and Window Seals

For 356, 911 and 912
Made in USA and Europe with Correct Extrusions.
NLA-542-921-20
Early Cabriolet Side Window Seal shown



Precision Bent Brake Lines

Kits For 911 912 and 914
For 1964 through 1977
SIC-355-600-10 Shown



Floor Mat Sets

For 356 and Early 911 912
Front, Rear and Tunnel
As Original—Concours Correct
SIC-551-011-20-5 Shown

The Source - Stoddard NLA-LLC More Authentic parts at: stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119 | International Calls: 440 869 9890

DYNAMIC 911 DUO

Thirteen 911s over a 25-year period is not bad going by most people's standards, and that's Mike Lane's tally so far. Latest pride-and-joy is his freshly restored 964, but this one he won't be parting with anytime soon. It might, however, find its ride-height is lowered in the near future

Words and photography: Johnny Tipler

'Managing to get hold of this 964 was just as much of a buzz as buying my first car,' says Mike Lane. We all know that feeling. His was a Mini, followed by a Spitfire, Fiat X1/9, Mercedes 350SL, and 'numerous BMWs.' Somewhere in the list is a Ferrari 348 GTS – 'bought on a shoestring in my 30s, because in my mind I had to do it before I was 40.' First Porsche was a white 911SC Targa (504 VXL), acquired in 1985. 'Then I purchased that numberplate – OAP 911 – along with my second Porsche, a black 3.2 Carrera, and since then I've been locked in for life.'

Mike's owned thirteen 911s, including several 3.2s, a 930, various 964s – mostly Targas – and just one 993, which was a Cabriolet. Then came a 996 C2, and the black 997 C4S that you see here. He's

owned that for six years, 'probably the longest I've kept any car.' That's when the second OAP plate appeared, too. And, finally, the Guards Red 964. 'Brilliant cars, go-kart handling,' he enthuses. 'The 996 and 997 are so comfortable, like driving a BMW around. All kettles are. Mind you, it's completely over the top to have two 911s; I can justify it by saying that the 997 is a comfort car and the 964 is the boy's-toy go-kart.'

Doesn't this freshly restored 964 look fantastic with the late afternoon sun on it? Parked up on the North Norfolk mudflats not far from his home, Mike describes his liking for 911s. 'Until recently, all I knew was where to put the oil in. I've always kept them very clean, but it's all about the aesthetics and the performance. I'm a bit of a gadget man, I enjoy taking things to bits, but I never got involved with the mechanical aspect of the cars – I never really had the

facilities. If the car handled OK and did the job, fair enough, but it was all about the way it looked. I went to art school back in the day, and I like things that are nicely designed and well made, and these cars are, aren't they? I like the classic design, and in my opinion the 964 is the last of the classic 911 shape. I prefer it to the 993. The 993 is halfway between the two eras, though I probably shouldn't have sold mine because of how values have taken off. You can always be wise after the event; I really shouldn't have sold that 930 for £21 grand all those years ago, either. That one really hurts. When I bought the 964, the previous owner said, "you know it hasn't got air con? You know there's no sun roof?" But apparently that's the most desirable configuration. I think perhaps a lot of them were bought cheaply maybe ten years ago and used for racing. And now they seem to be going through the roof. I like the look of

Mike Lane and his current 911 duo - a 964 C2 and a 997 C4S - two of the 13 911s that he's owned



the Targa, in spite of what they say about a lack of structural rigidity. But Singer have done one now, haven't they, and I really like that – I've always been into art and design, and I should probably go and have a look at Paul Stephens' AutoArt cars and see what's going on there.'

Mike had been after this particular 964 for some time before he was able to buy it. 'I bought the car at the end of last year, and I probably only did 200 miles or so on the D90 wheels, and it was the middle of winter so I didn't really pay much attention to how it behaved on those. Then, whilst they restored it, I was learning about it, and I was following a number of 911 forums – like L90, World 964 Owners, 911UK.com and Rennlist – and I found out about the history of the Cup wheels and I thought, I've got to have a set of those.' The car had been owned by the same enthusiast for 23 years, who'd had it serviced and maintained by Brian Daniels at Blakeney Garage on the North Norfolk coast. 'I believe Brian used to be foreman at Lancasters' Norwich before that shut,' Mike explains.

Almost immediately, Mike decided a restoration was in order. The glass-out renovation was done by The Body Centre in Norwich (the-bodycentre.co.uk) and took around six months. 'They were really into it,' says Mike, 'so much so that they posted a video of it on their website and YouTube. The paintwork had gone pink, and there were a few bubbles of rust on the scuttle by the windscreen pillars, the sills and door bottoms, which they obviously sorted out, and they arranged for the piping on the front of the seat bolsters to be replaced as well. The engine was rebuilt about two years ago at 122,000 miles, crankshaft up, by Brian at Blakeney Garage.'

Mike has kept kept the original D90 wheels and flag mirrors, though he thinks if Porsche produced a heritage 911 now in the 964 shape, it wouldn't have D90s, nor flag mirrors, and instead it would have Cup wheels and mirrors, just to improve the look of it. He speculates, 'It's still got the original Blaupunkt stereo and cassette holders, but I'd probably lose the cassette holders and introduce a cup-holder – it's amazing how much you miss one of those once you've owned a car that has them! I'm into the aesthetics, and anything with oversize wheels doesn't appeal – they don't even handle properly do they? So these are genuine 17in magnesium Cups. Something else I did, you know the soundproofing in the engine compartment always tends to sag? Well, I've bought a bar from a German company that holds it in place and I fitted that myself. I think it's the only non-standard item on the car.'

Considering this is by no means Mike's first 964, I venture that it's taken him a while to come to fully appreciate the model. 'Previously I thought, nice car that handles quite well, which I get a bit of a buzz out of. But now I understand them much better. You can take bits off and replace them. I think it currently sits quite high compared with a modern car so I'd like to lower it. Different springs and shocks would also improve the handling of it, too. The headlights have never been that efficient, and I've just found out about some replacement bulbs you can fit which will transform that. If this car wasn't as straight

Mike reckons that the 964 and 997 are very different cars, with the 'kettle' being the 'comfort' car and the 964 the 'boy's toy go-kart.' All we know is that he's very lucky!



“ I like the classic design. In my opinion the 964 is the last of the classic 911 shape ”



There is no doubting which of these two cars Mike is more captivated by. Yes, it's the red one! It's been on the receiving end of a full glass out restoration. He's been enjoying tinkering with it, too, but leaves the big stuff to the specialists



HISTORY

Two very different 911s from two very different eras of Porsche production and history. The 964 was the 911's first major overhaul in 1989, and featured a smoother, modern look with integrated bumpers, sill covers and a farewell to the Fuchs wheels. It also got a rather more muscular 3.6-litre engine and a revised interior.

The 997, meanwhile, shares absolutely nothing with the air-cooled 964, save for the 911 designation. Developed from the 996, it arrived in 2004 and took the modern 911 concept another step further. Chalk and cheese springs to mind, but the styling is still totally 911 and that engine is still hanging out the back!

as it is, I would probably do an RS recreation, but now, values of 964s are against that. I do fancy an RS lookalike, though I wouldn't badge it as such, that's not my thing. But I am attracted to the idea of getting the 964 set up properly, which might involve a session with someone like Center Gravity I suppose.'

How about memorable road trips? 'I've done two or three runs to Le Mans in 911s, and I think the speed thing is getting a bit too much now. A few years ago I took my son Josh – who's now 26 – to Munich, and we went in the 997 along with a friend in his Aston Martin with his son, a sort of father-and-son bonding thing, and we went to the old 1972 Olympic stadium where they were holding a Race of Champions event on the figure-of-eight course in the arena, and that was a really good trip.'

Other Porsches? 'I've had a couple of

944s, though I've never owned a 924 or 928, and I wouldn't have a Cayenne. The Cayman is a great looking car; and the Cayman GT4 is an amazing car. They say the Boxster's a lady's car and all that, but

'The 911: does what it says on the tin: track-like handling, take it shopping. And it holds its money! I have a sneaking suspicion that, if we met up again in a year's time, this gorgeous 964 would be sitting a little bit

Mike has fitted the 964 with proper magnesium 'Cup' wheels and mirrors. In typical standard 964 fashion, it does sit quite high, so maybe some suspension mods will follow

“ I do fancy an RS lookalike, though I wouldn't badge it as such ”

I've recently been in the latest one and it's the quickest thing from A-to-B.' As for the red 964, his partner Fiona likens a trip in it to 'being thrown around in a bi-plane,' though daughter Sasha has no such qualms, revelling in a bit of Porsche chauffeury. Mike is sold on the 964, though.

nearer the ground, with a slightly more purposeful stance. Nothing that couldn't be returned to standard, mind you, just given a slight aesthetic massage. In which case, what price that unsuspecting 997 losing its place to a 911 hot-rod? All bets are off on that one! **PW**



CONTACT

Blakeney Garage
Well known to Porsche owners on the North Norfolk coast. Rebuilt the 964's engine. Give 'em a call because they don't have a website. Old school!
Tel: 01263 741456

The Body Centre
Norwich based body shop and restoration business. Completed full glass-out resto on Mike's 964
the-bodycentre.co.uk



PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



Our Parts. Your Garage.



- Change Oil
- Get Tech Info at PelicanParts.com
- Replace Clutch
- Upgrade Brakes

EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! PelicanParts.com/Promos or call (310) 626-8765





Ultimate Performance Cooling



WORLD'S BEST ALL-ALUMINIUM PORSCHE RADIATORS

ALL PORSCHE 997/987 & 996/986
WATER-COOLED APPLICATIONS AVAILABLE

- › Track Tested & Proven in 110°F, 43.33°C
- › All-aluminium 100% TIG welded
- › CNC machined brackets, mounting pins and "Quick-Connect" inlet/outlet pipes
- › Drop-in fit NO modifications required
- › 2 row core with B-Tube technology (+20%)
- › Hand polished & finished

5% OFF
use online code
CSR911
at checkout

Dealer enquiries welcome

DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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

EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

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



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



We are stockists of major brands including: Akrapovic, Bilstein, BMC Air Filter, Boge, Brembo, Continental, Contitech, Dansk, DesignTek, Eibach, EBC Brakes, Fabspeed, GiroDisc, H&R, IPD, K&N, Milltek, Ohlins, Pagid, PFC Brakes, Powerflex, Recaro, Remus, Rennline, RSS, Sachs, SmartTop, Spax and more ...



PARTS FOR: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan



TECHNOLOGY MASTERCLASS: NEW PANAMERA'S SECRETS REVEALED

Never mind the new look, Porsche's latest super saloon is a technological tour de force

Words: Jeremy Laird Photography: Porsche AG

Above: There's no doubting the Panamera is a better looking machine than its predecessor, successfully mixing Porsche styling cues and Grand Tourer ambitions. There really is nothing else like it

Porsche's second generation Panamera has arrived and it's all new. Almost nothing has been carried over. The body, the chassis, the engines, even the multimedia and driver's aids – it's all been re-engineered and reimagined.

Now we've had our first taste of the mighty new machine at a technical preview at the Lausitzring circuit near Dresden, Germany, we can confirm that the car is a technological tour de force. Most impressive is the dynamic bandwidth of the new car. It's just possible that the new Panamera combines comfort and capability in genuinely unprecedented quantities.

A wide range of technologies contribute to that, including the new engine line up. But arguably, it's the chassis where it all begins. The body is all-new and based on a modular platform developed by Porsche. It's known as MSB and destined to be used in high-end luxury saloons across the VW Group.

Suspension-wise, three innovations make a major contribution. First is a new revision of the optional air suspension. Now offering three chambers to the old model's two, it

delivers a wider range of spring rates, from 14nm/mm right through to 36nm/mm, making the new system both more compliant and more focused.

Next up is the rear-steer system. Similar to that of the latest 911 coupe, at speeds up to 50kph it steers the rear wheels in the opposite direction to the fronts, effectively shortening the Panamera's wheelbase and increasing agility. Above 50kph, it steers in the same direction, improving stability. Further improving control is a new anti-roll feature as part of the Porsche Dynamic Chassis Control system. The cleverness here involves active roll-bars actuated by electromechanical servos, which Porsche claims are significantly quicker than the hydraulic alternative.

To those three systems you can also add existing technologies including Porsche's PASM active dampers and PTV torque-vectoring hardware. It's a hugely complex array of systems and for that reason Porsche has developed a new centrally networked control system, known as 4D-Chassis Control.

Porsche has also upped the Panamera's ante in terms of the broader electronics

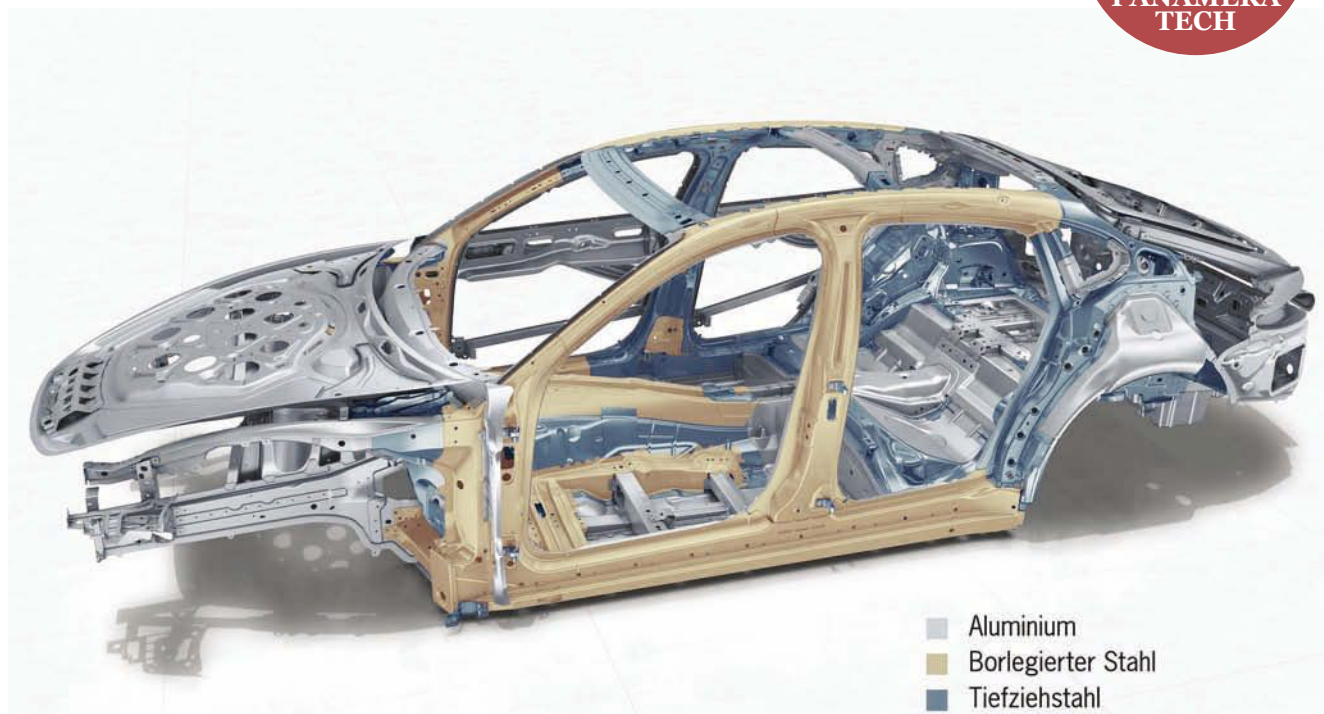
package. The optional high-resolution LED matrix headlights, for instance, detect other vehicles and modulate main-beam light distribution to avoid causing glare. In simple terms, the system delivers maximum forward visibility without blinding other drivers.

Another technology that involves looking ahead is InnoDrive. It's a kind of intelligent cruise control that combines navigation and sensor data to calculate optimal acceleration and braking profiles for up to three kilometres ahead. It even operates in a more dynamic fashion when the driver selects Sport mode.

The technology assault continues in the cabin thanks to the new Porsche Advanced Cockpit concept. Inspired by the latest smartphone and tablet technology, key elements include a spectacular 12.3-inch central touchscreen, a pair of 7-inch screens in the driver's instruments and a new centre console that eschews hardware switches for a touch-sensitive panel peppered with backlit virtual buttons.

As if all that isn't enough, every engine in the range is all-new and the PDK transmission now has fully eight forward ratios. What's more, the launch range of 4S,

All new body is a mix of aluminium, steel and magnesium for light weight and strength



- Aluminium
- Borlegierter Stahl
- Tiefziehstahl

4S Diesel and Turbo models is just the beginning. More advanced electrification in upcoming eHybrid models will also be a major part of the Panamera proposition.

Overall, the sheer scope of the new Panamera's technical features are so extensive you could write a book about it all. Indeed, Porsche has done just that. But arguably even more impressive based on our brief initial experience of the car in motion is how Porsche has managed to marshal all the features and functionality into a seamless, flowing singularity of motoring poise. It's a remarkable machine, the new Panamera, make no mistake.

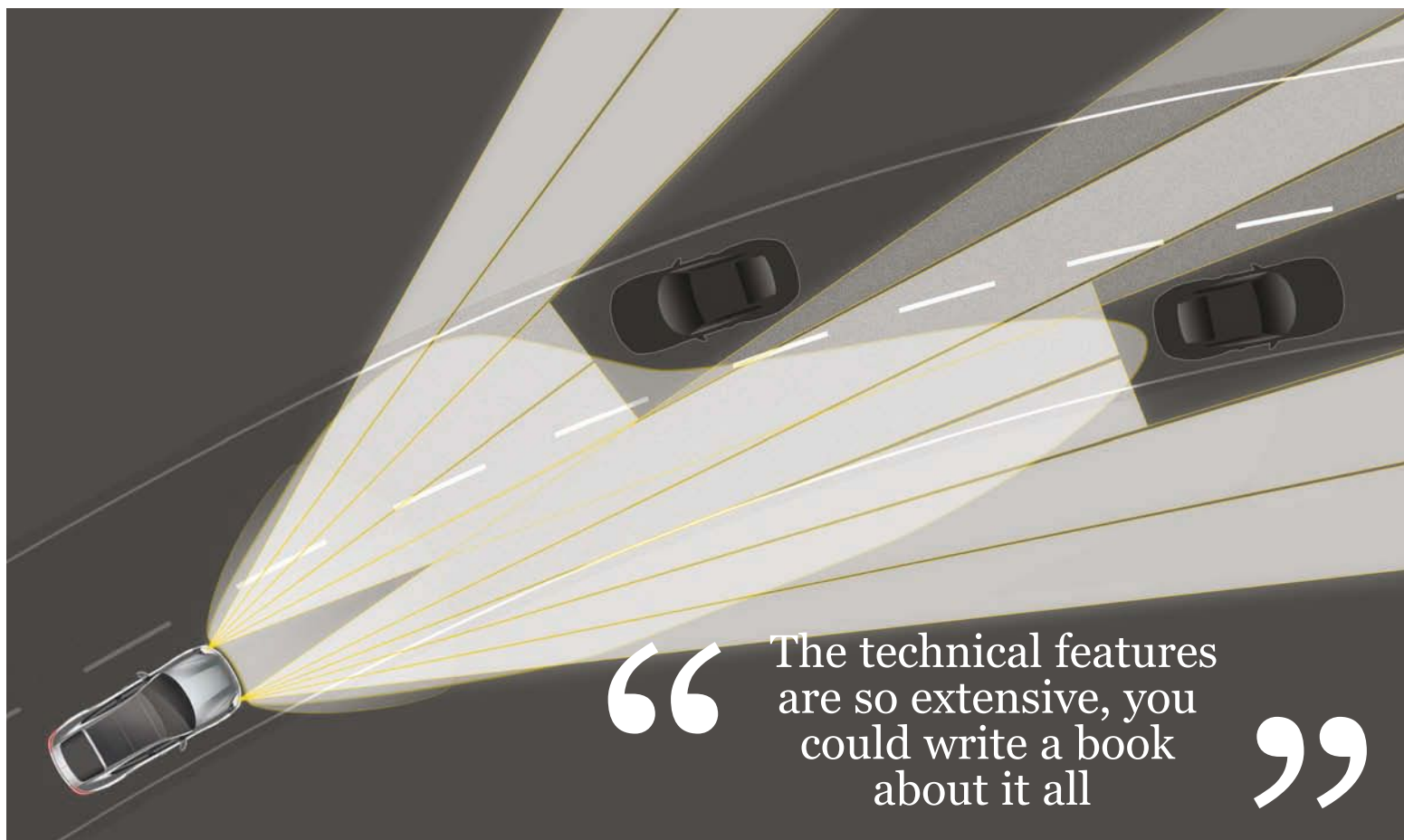
As you would expect the new Panamera is packed with tech including Audi-style LED matrix headlights, with active masking, so as not to blind oncoming traffic. Very thoughtful!

CHASSIS

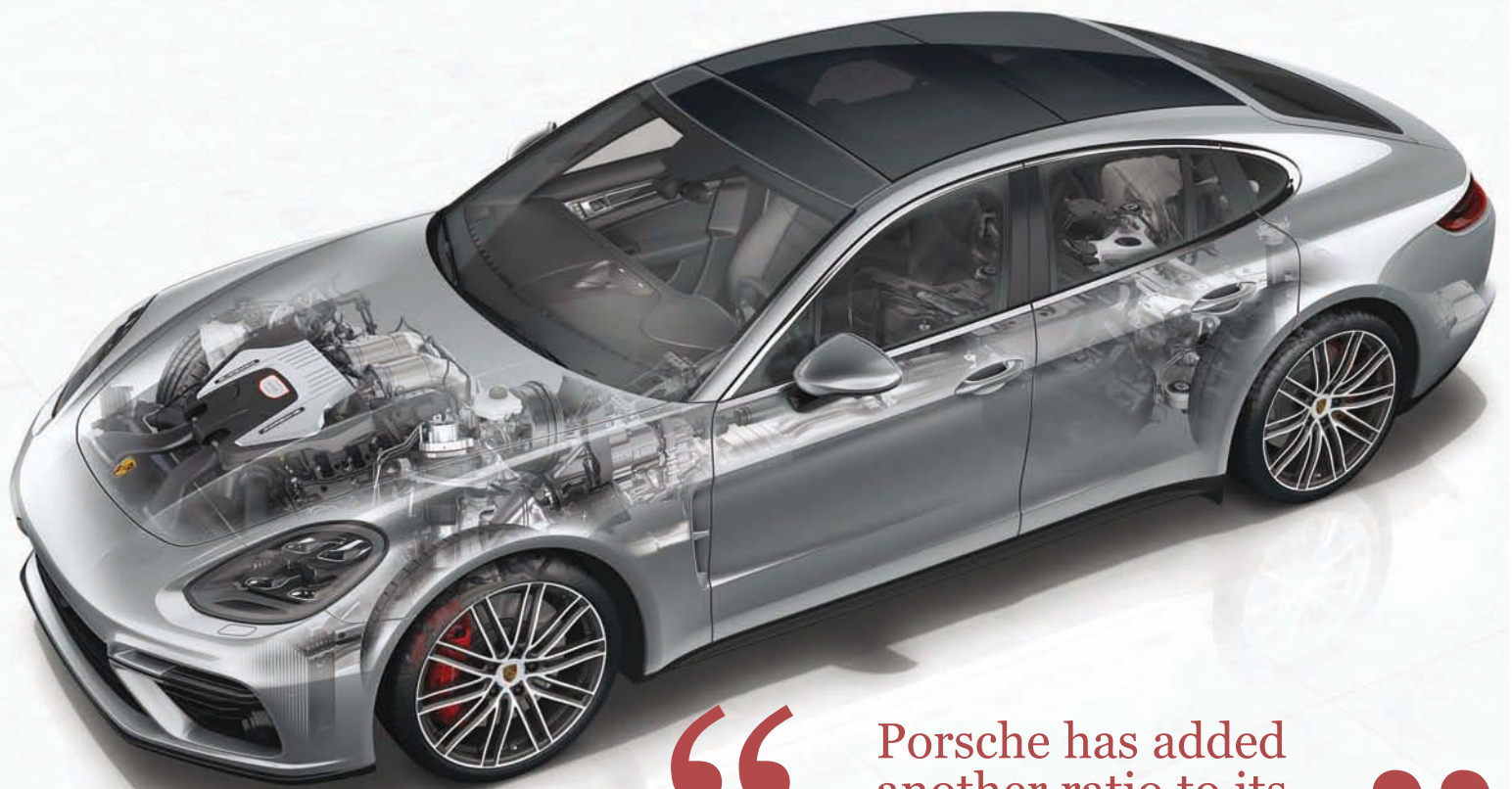
The basic concept of the Panamera's chassis hasn't changed, but the technology has had a serious upgrade. The optional air-suspension now boasts three chambers to the old model's two. The upshot is a wider range of adjustability that allows for both more compliance and more control compared to the outgoing Panamera. Meanwhile, the Panamera also gets the rear-wheel steer system first seen on the 991 GT3. All of which adds up to a two tonne saloon that laps the Nürburgring faster than a 997 GT3.

TECH

The Panamera's cabin has always been a thing of beauty, now it's also cutting edge. The new Porsche Advanced Cockpit concept includes a totally rebooted PCM multimedia system with a gorgeous HD touchscreen, a slick user-configurable interface and connectivity upgrades including real-time traffic data and Apple CarPlay. Elsewhere, the Panamera sports Audi-style LED matrix headlights with active masking and a new smart cruise control system known as InnoDrive which edges the latest Panamera towards semi-autonomous driving territory.



“ The technical features are so extensive, you could write a book about it all ”



“ Porsche has added another ratio to its fantastic PDK 'box ”

New Panamera features new V8 engines, too, including a V8 diesel. The V8 Turbo S engine features the turbos positioned in the vee of the engine. PDK will be standard across the range. Joint developed with ZF, it gets an extra ratio for a grand total of eight

ENGINES

So-called 'hot-vee' engines with turbos snaffled away between the cylinder heads for optimal response are all the rage among the big German cars brands. Ditto capacity downsizing. No surprise, then, that the new Panamera Turbo sports a bit of both in its new 4.0-litre, 543bhp V8. Arguably just as significant is the introduction of a V8 diesel option for the first time in a Panamera, complete with 627lb ft of torque. A 2.9-litre petrol V6 rated at 434bhp rounds out the launch offering of all-new engines.

TRANSMISSION

The best just got better. Porsche has added another forward ratio to its fantastic PDK transmission, for a grand total of eight. Developed in conjunction with ZF, the gearbox is exclusive to Porsche and actually more space efficient than the outgoing seven-speed PDK. Unlike the previous Panamera, which used a conventional torque-converter transmission on the E-Hybrid model, the new 'box will be standard across the full range and has been engineered to accommodate an electric motor for as-yet unannounced hybrid versions of the new model.

BODY

With Porsche now part of the greater VW Group, platform sharing was a given for the new Panamera. But the modular MSB platform which the Panamera will share with numerous large luxury beasts wasn't just engineered by Porsche. It's also state of the art. Porsche says pure aluminium is suboptimal for this class of car and actually results in a heavier, less space efficient solution. So an intelligent multi-material mix of aluminium and steel predominantly, plus a smattering of magnesium is the answer.



No mistaking the Panamera for anything other than a Porsche. We hitched a ride at the Lausitzring and we were impressed. However, we didn't get close to the Panamera Turbo's ultimate pace. It will lap the Nürburgring quicker than a first generation 997 GT3



HITCHING A RIDE

Impressive lap times at ye olde Nürburgring Nordschleife are the stuff of marketing gold. How much they really tell you about the driving experience is another matter. And yet the new Panamera Turbo's ability to outpace a first-generation 997 GT3 around the Green Hell is awfully hard to ignore. The same goes for its on-track performance, even from the passenger seat.

Porsche wasn't quite ready to let us loose behind the wheel, but the new car's raw ability is so staggering, actually helming the thing is almost redundant for a first take. Almost. Based on a few laps riding shotgun round the Lausitzring circuit near Dresden,

what we can say is that the combination of the new triple-chamber air suspension plus the GT3-style rear-steer technology is utterly devastating.

Given the circa-550hp engine output, Millennium Falcon-style thrust isn't a huge surprise. But never has such a large car felt so agile. The impact of the rear-steer system in tighter corners is genuinely electrifying,

rotating the whole car with shocking alacrity. Then factor in the air springs and dampers constantly recalibrating the chassis on the fly, not to mention the digitally managed anti-roll system, and you have a big luxury barge that obliterates race tracks. Some may question the relevance of that capability. But the new Panamera is undeniably a marvel of modern engineering. **PW**

“ With 550bhp, Millennium Falcon style thrust is no surprise ”



Rear styling is very clearly in line with the Boxster, Cayman and 911 and is far more appealing than outgoing model



THE ULTIMATE IN PROTECTION & PRESERVATION

For over 35 years, we've been the market leader in supplying innovative solutions in car protection.

British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our products.

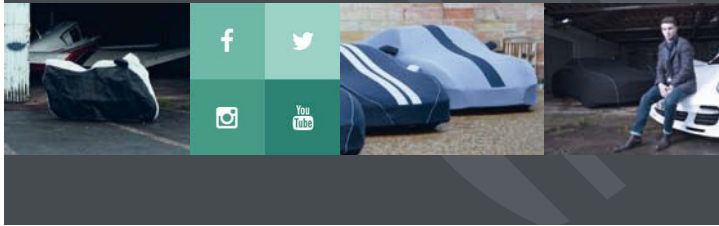
SPECIALISED COVERS

Offer code: PWM-2016

Call us on 01943 864 646

Email info@specialisedcovers.com

Visit specialisedcovers.com



HARRISON

SERVICING - RESTORATION - CAR SALES

2016 Under Restoration - 911's

1967 - LHD - Coupe - 307875, **POA - £142K.**

Tangerine - Ex Porsche Factory Car - M/Numbers.

1967 - LHD - Soft Targa - 500605, **£78K - £118K.**

Polo Red - West Coast USA - M/Numbers.

1967 - LHD - Coupe - 909866, **£57K - £112K.**

Sand - Some 'S' Extras - USA, Hawaii - M/Numbers.

1968 - LHD - Coupe - 11830119, **POA - £112K.**

Sand - 69 'S', Porsche Warranty Case - NY USA Car.

Other Restoration Stock Available

Pre 73' - Supplied or Restored:-

8x 911 'S' spec: 4 RHD, 4 LHD, Coupes & Targas. 4x 911 'E' spec: 2 RHD,

2 LHD, Coupes & Targas. 4x 911 'T' spec: all LHD Targas, 2 Euro spec with some 'S' extras.

At Harrison's we specialise in restoration and servicing and always hold a large stock of restoration cars, mostly matching numbers, early 'S' and 'E'. All cars are offered with a Porsche 'letter of Origin' and a 'T1', with delivery from us in Guernsey to Southampton, UK or St Malo, France ports - Local taxes will be due on registration.

STOP PRESS

'68 Porsche 911S, Coupe - WE (Works Model) - Good restoration project with matching number engine case - first registration in Germany - offered with European delivery - Please enquire.

www.harrisonautomotive.co.uk



Contact David or Justin on 0044 (0)1481 240770 or email info@harrisonautomotive.co.uk for more details

TARETT ENGINEERING

Competition Suspension Components

PORSCHE SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM



New EBS website means...

Have a Parts List? [Submit your Request and Get a Quote within 1 Hour](#)
During normal business hours M-F 8-5 PST

My shopping cart: 0
Wish List: 5 Cart total: \$0.00

MEMBER LOGIN
REGISTER ACCOUNT

Live Customer Support 8A-5P PST ☎ (800)-462-3774
International ☎ (775)-673-1300

OEM PARTS | BRANDS | EXTERIOR | ENGINE | EXHAUST | SUSPENSION | Search

VEHICLE TYPE: Select Year
SELECT CATEGORY: Select Main Category
SELECT BRAND: Select Brand
SEARCH BY VIN: [Input Field] Search

PORSCHE GIFT ITEMS

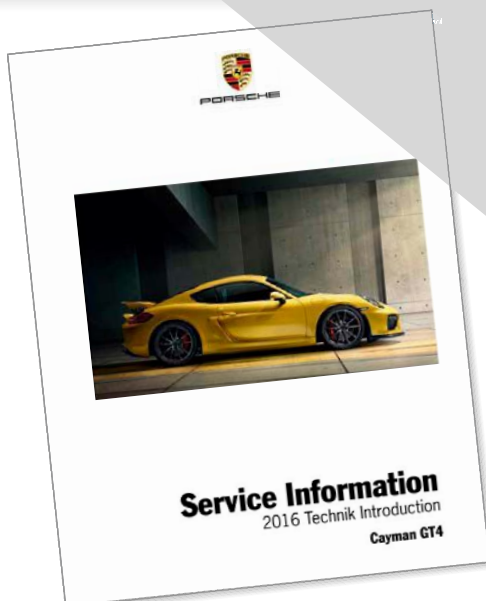
NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



Join Team EBS Racing
at
www.ebsracing.com

Dealers and customers:
Subscribe to our newsletter to see new product releases, tech info, videos, photos and more.
Signing up is absolutely FREE!

Enter Your Contact Info

Your First Name...
Your Email Address...
SUBSCRIBE HERE

This subscribes you to our newsletter

Join Team EBS Racing
Dealers and customers: join Team EBS Racing to receive our newsletter filled with new product releases, tech info, photos, videos and more. Sign up this month and receive a free pdf copy of the 2016 Porsche Cayman GT4 Technik Introduction.
Sign up at www.ebsracing.com.



EBSracing.com
email ebsracing@aol.com
toll-free **800-462-3774**
international **775-673-1300**
international fax **775-673-2088**
4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502

718 CAYMAN S TO THE 'RING

A chance to catch the WEC at the Nürburgring and the Eifel Rally all on the same weekend. Oh, and to drop into Spa and grab a quick interview with Walter Rohrl. Sounds like a road trip. What to go in? How about the new 718 Cayman S?

Words: Adam Towler Photography: Tom Gidden

For the first minute or two we wonder whether this was such a good idea. Heading north, on the A1 Autobahn, instead of west past Spa again, was my idea: 'let's see what it'll do', I'd said to photographer Tom Gidden with the kind of conniving glee that Just William would have been proud of, "and leave that peachy cornering shot seen through the trees near Stavelot for another time." Now, with the speed limit an unwavering 130km/h, despite only light traffic and good quality two-lane Autobahn ahead of us, I'm beginning to feel uneasy. 'Maybe they've

changed the limits since I was last here,' I think aloud. Tom says nothing. But then, just when I'm beginning to despair, that little white circle with two faint lines across it appears, and instinctively I drop two gears and give the little blue car full throttle. It roars in retaliation, an ugly, hard, throbbing sort of roar that makes conversation in the cabin impossible – not that it's the time to chat about the weather. Not now. Not now the digital speedometer is surging past 200km/h.

It really doesn't take long. Neither Tom nor I can quite believe it. After what feels like simply a trifling matter of mere seconds

there's just the slightest jolt through the car: a soft sort of nod, as if a giant invisible hand has grabbed the stubby little tail of our 718 and said 'no more, sonny'. I flick my vision downwards and the digi-number now reads 297km/h, or 185mph to you and me. And there it stays for a blissful, pure, interminable, beautiful moment: just the little blue car and us, scorching across the planet, my mind 100% absorbed in a way not attainable via any other means. The jolt? Oh, that was the rev limiter in sixth gear. 'Not bad for a car with a four-cylinder, 2.5-litre engine,' I reflect, as we coast back down to a more relaxing 150mph or so. It is the final act in a hectic





A road trip always requires plenty of this. Is the four-cylinder Cayman noticeably more efficient fuel wise than the out-going six cylinder machine? In a lab maybe, but not so that you would notice on the road

Below: That corner! Eau Rouge has the power to instill a sense of awe, even on a dull Friday, when there's no action. Right: Alpine A110 at the Eifel Rallye.

48-hour road trip that, while not blinding me to the 718 S's faults, has certainly built a bond between it and me.

It all starts normally enough. The alarm sounds too early for comfort, the shower is brief and breakfast skipped for the promise of the Flexi-Plus bag at the Tunnel. There was a trip in the offing from Porsche to come and see the Nürburgring round of the WEC. This alone was a Very Good Thing. To drive out was optional, but after some pestering the possibility of a 718 Cayman S came to the fore, and the link – all four cylinders of it – with Porsche's all-conquering 919 Hybrid LMP1 racer was too good to ignore. More than anything, it would give us some proper seat time in the 718, a car that has been nothing if not controversial in Porsche circles so far.

However, there's another dimension to the trip, and that's down to the pure coincidence that the very same weekend sees the Eifel Rallye Festival (eifel-rallye-festival.de) take

place about 10 miles down the road from the 'Ring, based in a small German town called Daun. A celebration of rallying through the ages, this is an absolute must-see event if you like rally cars, of which it must be said I really do. I was lucky enough to take part last year, reading the notes for a friend in his ex-Colin McRae Subaru WRC. I had given up on going this year, but suddenly a beautiful plan hovers into view...

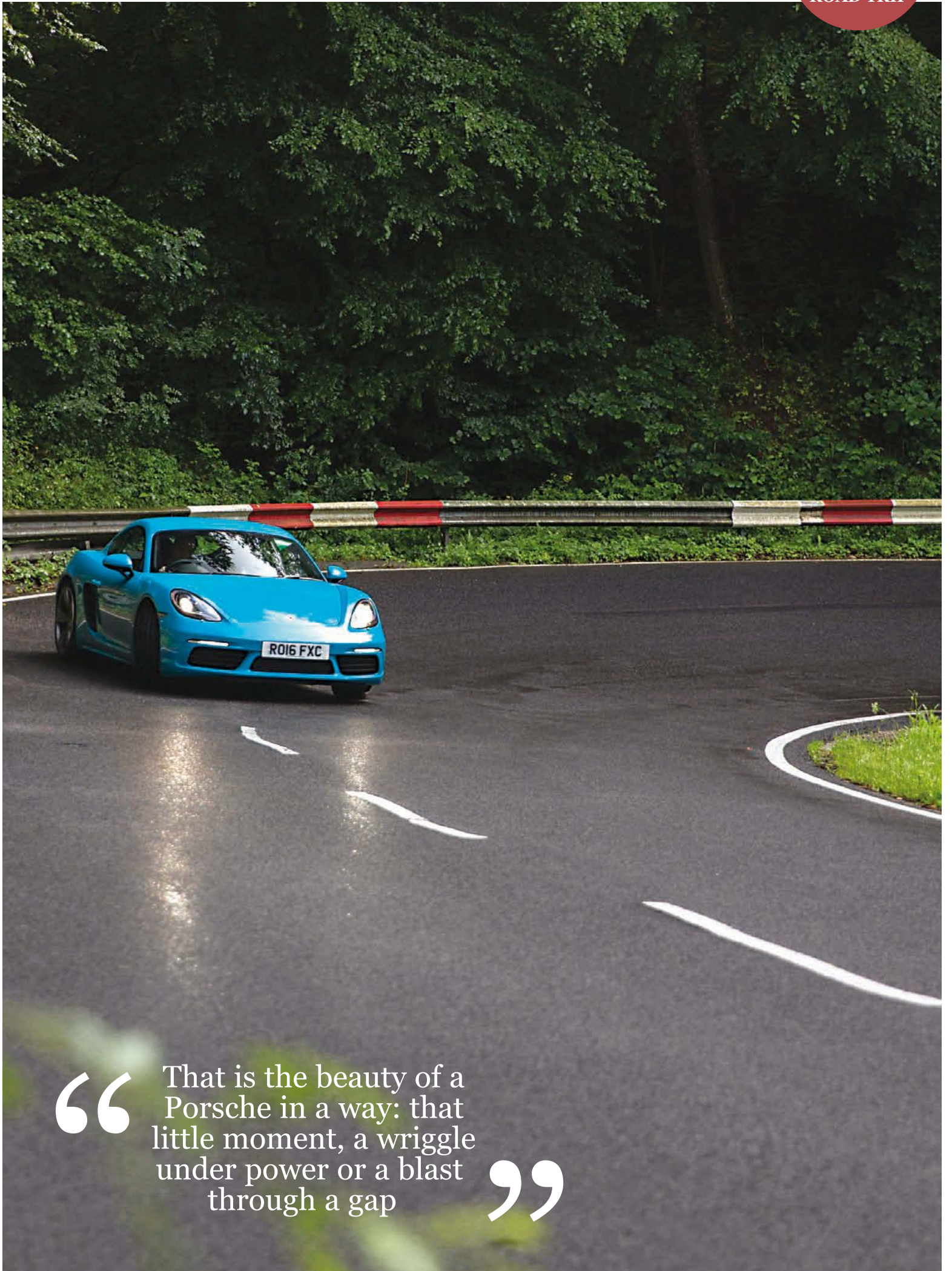
It's amazing how much camera equipment and soft, squidgy travel bags you can fit into a 718. Its overall practicality may always be hamstrung by offering just two seats, but beyond that it's hard to fault in this regard. Indeed, everything, and I mean everything, is easy with the 718. It's such a doddle to drive, to see out of, to keep your stuff in, to park, to just get on with when you don't want to be thinking about cars. And yet that's also precisely the point where it can unexpectedly make you smile, which is surely the beauty of

a Porsche in a way: that little moment, a wriggle under power or a blast through a gap, when it makes life seem that little bit better.

Right now, slipping through the early morning air, the 718 is making me feel very good indeed, even though I'd really like a coffee. We chum around the M25, and mercifully I seem to have reached it just before the worst of the traffic starts. That makes it no less dull, although a spectacular fighter escort in the shape of a Lava Orange 991 GT3 RS enlivens the journey. Waves and smiles are exchanged when we eventually part company, which reassures me that not all the world's RSs are parked up in dehumidified storage. Given the striking Miami Blue paintwork of 'our' 718 S, we must have made quite a convoy.

I meet Tom just outside the terminal, and we're soon through and into France, our journey slightly upset by roadworks on the Autoroute which necessitates a detour





“ That is the beauty of a Porsche in a way: that little moment, a wriggle under power or a blast through a gap ”



Blot on the landscape? Yes, that castle is rather spoiling the view. Er, seriously, Cayman is rather stealing the view thanks mainly to its vibrant Riviera Blue, which attracts attention everywhere

Walter Rorhl is a great Porsche brand ambassador and is virtually mobbed on the Eifel Rally. Still finds time to chat to our man, Towler, though. Right: Team work. Porsche WEC 919 in the pits

alongside the canals. Finally we're past Brussels, but elect to come off the E40 early, looking for a more interesting route across country to our first destination at the famous Spa circuit.

Why Spa? Because you can't come to this area and not call in, however briefly, to what is arguably the best racing circuit in the world. Well, Spa and its German neighbour that is, something that's far from a coincidence given their situation in the beautiful if foreboding Ardennes forest. Less well documented is just how good the roads are in this part of Belgium: quiet, fast, but with technical sections that feel made for the 718, all immersed in the rolling fields of green. As a hopeless romantic of motor racing history, I find it difficult not to imagine Jim Clark in a Lotus Elan driving to the circuit along these lanes, or perhaps the late, great Stefan Bellof, in his 911 or 928, driving to the 1000kms race in the early 1980s, perhaps even in 1985 for the final time...

Neither Tom nor I have got used to the rorty soundtrack of the 718 yet. There are still times when I'm close to bursting into spontaneous laughter at its gravelly tones, but I do love the

way the variable vane turbocharger comes in with such a rush. Despite the curse of the long gearing, the S still feels rudely quick, zapping from one curve to the next with complete authority and subsequent balance, its quicker steering rack and improved damping then allowing me to revel in the corners.

way off what a 917 would have thundered through here at. Think too long about it, and the hairs stand up on the back of the neck, and you can almost hear the wail of the flat-12 as a pale blue shape followed inevitably by a rooster tail of spray thunders through the trees.

I want to show Tom the rest of the 'old'

“ Spa? Because you can't come to this area and not call in ”

The Spa circuit sort of appears without fanfare or warning. We join the old circuit at Stavelot, pause on what was once one of the world's quickest and most frightening corners, and then blast down to the end of the 'old' lap, to where the road would have continued onto the current track where it heads back to the startline. You have to use your imagination a bit: I crank the 718 up as much as I dare – it is almost a dead end, after all – but I'm still

circuit, and also to at least call in at Eau Rouge even if time is rapidly draining away from us, so we jump back into the little blue Porsche after some impromptu gorilla style photography and work our way back round, pausing at the Masta Friterie for some chips on another mind-bending stretch of Tarmac. The Masta kink was a slight lift in 1970, on an average lap that exceeded 150mph, and I'm sitting on a bench eating chips just a few feet





PARAGON

The Natural Choice for Porsche

01825 830424



911 GT3 RS

Jet Black • Black Nomex Bucket Seats
Manual Gearbox • Satellite Navigation
Porsche Ceramic Composite Brakes
22,012 miles • 2008 (57)

£149,995



911 Turbo (993)

Polar Silver • Black Leather Sport
Seats • Manual Gearbox • 18" Turbo
Wheels • Electric Sunroof • 57,096 miles
1996 (N)

£124,995



911 GT2 (996)

Arctic Silver • Black Leather Bucket
Seats • Manual Gearbox • Porsche
Ceramic Composite Brakes • Rear Roll
Cage • 48,992 miles • 2002 (02)

£119,995



Boxster Spyder (981)

Carrara White • Black Half Leather
Bucket Seats • Manual Gearbox
Touchscreen Satellite Navigation
2,348 miles • 2016 (65)

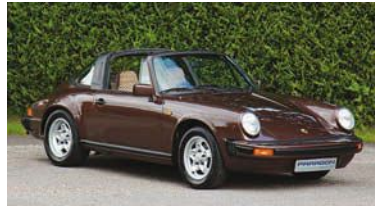
£79,995



911 GT3 (997)

GT Silver • Black Half Leather Sport
Seats • Manual Gearbox • Satellite
Navigation • Sport Chrono Pack Plus
37,739 miles • 2007 (57)

£79,995



911 SC Targa

Rosewood Metallic • Brown Pasha Seats
Manual Gearbox • 15" Cookie Cutter
Wheels • One Owner From New • 23,091
miles • 1981 (W)

£76,995



911 Turbo (996)

Arctic Silver • Black Leather Seats
Manual Gearbox • 18" Turbo II Wheels
BOSE Sound System • 47,979 miles
2003 (03)

£49,995



911 Carrera 4 S (997)

Carrara White • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels In Black • Touchscreen Satellite
Navigation • 38,258 miles • 2009 (09)

£46,995



911 Carrera 2 S (997)

Meteor Grey • Black Leather Sport
Seats Manual Gearbox • 19" Carrera
'S' II Wheels • Touchscreen Satellite
Navigation • 35,067 miles • 2008 (58)

£42,995



911 Carrera 4 S (997)

Basalt Black • Cocoa Leather Sport
Seats • Tiptronic Gearbox • Satellite
Navigation • X51 Factory Power Upgrade
26,657 miles • 2007 (07)

£38,995



Boxster 2.9 (987)

Meteor Grey • Black Leather Seats
Manual Gearbox • 18" Boxster 'S'
II Wheels • Touchscreen Satellite
Navigation • 25,924 miles • 2010 (10)

£23,995



911 Carrera 2 (996)

Meridian Silver • Black Leather Seats
Manual Gearbox • Satellite Navigation
18" Carrera Wheels • 54,265 miles
2002 (52)

£21,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com



Hopeless motorsport romantic, Towler, plus Cayman positioned on the Masta kink on the old Spa circuit. Now imagine a 917 howling around without lifting...

from where the top cars would have been exiting the S-bend at 200mph.

Today the circuit is holding what looks to be a test session for historic racing cars. Having dumped the Cayman in a parking area behind the outer paddock, we watch the racers – Abarth 500s, classic Minis and the like – strain out of La Source hairpin and then pile down to Eau Rouge before seemingly heading for blue sky over the top. Spa is almost too perfect in its modern F1-spec perfection, and its challenge is not what it was 30 years ago, let alone 40. Still, it's a pilgrimage every motor racing fan must make at some time in their life, and a track day is even better.

There is no such entertainment for us today. Satisfied we've at least acknowledged the existence of this great circuit we dive back into the car and head east, crossing the border and running onto the Nürburgring. I just want to get to our destination as quickly

as possible now, and the 718 S is a good car for that task. Overtaking is now a real strength of the Cayman, and as long as you don't let the revs drop below 3000rpm it doesn't matter a great deal what gear the car is in: it just pulls.

Once there we check in and dump our bags, collect our WEC accreditation and then drive south to Daun to do the same. The cold, hard commercialism of the 'Ring's 'Nurodisney' – the botched attempt to turn the 'Ring into a ghastly theme park – is in direct contrast with the Eifel Rallye Festival. Its headquarters are in a town hall situated in the high street, while the servicing parks for the rally cars take over the main platz, plus any other area of the town centre the organisers can commandeer. The result is a terrific atmosphere, with complete access to the cars, drivers and teams for the fans. There's a single night stage tonight, but we skip it to get into position for our main prize: an

interview with Walter Röhr.

Walter is one of, if not the main attraction for the large numbers of fans that descend on this little town. He is driving the group S prototype Audi for the first time ever this weekend, plus his regular Sport Quattro E2 – it is a Group B celebration this year after all – and also the kind of early 1980s 911 that he's also become associated with during his career. We've abandoned the Cayman in the high street – you'd never get away with it at a UK event, but it's relaxed here – and are now staking out Walter's 911 at his service point, a pitch on the lane that leads from the town square to the main road. Ever since he appeared, he's been mobbed. With the fragrance of Currywurst, chips and beer on the breeze from the one and only stall and bar in the platz, Walter is bombarded with requests for photos, autographs, model car signings, T-shirt signings, more selfies and suchlike. An interview looks impossible, but

No it's not a Porsche, but we can't resist a Martini liveried GpB Lancia Delta S4. Right: Jagermeister liveried RS is made of the right stuff



then I've played an ace card up my sleeve: knowing the organisers from last year, I've asked when the best time to grab a chat with Walter might be. Contact had been made with Walter's long-standing navigator Christian Geistdörfer, and he reportedly said at dinner tonight. After what seems like hours Walter suddenly slips away from the crowds and into the back entrance of the Italian restaurant opposite; Christian is nowhere to be seen either. It's now or never.

Tom and I make our way over to the restaurant, and there, in a private area behind the bar is Walter tucking into some pasta. I know I'm supposed to be a professional but I can't deny that the nerves are panging badly – the man is such a legend, and I feel like a complete nuisance. Geistdörfer looks up from his plate and sees our noses making condensation marks on the glass. He beckons us in. It's not what you know; it's who, etc...

The chat with Walter is brilliant. He is the consummate driver, a man who everybody has a deep respect for, and he's also a really nice bloke. Rallying is not something on Porsche's radar these days: their big effort is taking place just a few miles up the road this weekend. But I ask Walter what he thinks of the modern WRC. This is his answer, delivered between mouthfuls of pasta: "I think Ogier, who's the best, has a much harder life than I had, because everybody can go fast with the modern cars. He has to make a big attack to be 10 seconds faster – I was a minute faster. The suspensions, the technical things, are unbelievable now. In my day there

were so many areas where you could show you were better – fast (gear) shifting, night driving – but what now is left? It's a sprint." I can't disagree with the great man – in my mind the sport has fallen a long way in recent years. Warming to his theme, he continues: "If I was making the rules now I'd try and reduce the electronics in the cars. Why not bring back manual gearshifts? I would say "You just have one differential, 35% lock, limited slip" – it would be cheaper, and fun for spectators. For the driver it would be easier: if you can change a lot on your car you're never sure about it: you always think it could be better; if it's fixed you live with it. Rallying in

also for where road cars are heading. You can't help but long for Walter or someone like him to take control of the sport and introduce some common sense to it all. It nearly happened with his great rival Ari Vatanen, but, of course, politics got in the way and Ari's old team manager, Jean Todt, got the FIA presidency, and look where that's got us. Nowhere. Most of all, it makes me long for Porsche to return to rallying – if only the sport would embrace the change. Sure we've had the appearance of 997 GT3s in recent years, particularly in Tarmac events, but the whole Rally GT thing hasn't really got off the ground at international level. I look at our Cayman S

“ I let Walter get back to his food, and swapping tales from the old days ”

my era was endurance for humans and cars. When you drive for 40 hours without a rest, then the man in better condition is faster. I think more of this would bring back the fans. Also, a set of regulations where the differences in the drivers was clear to see: at the moment gearshifts are perfect, braking is perfect, suspension is perfect.”

I let Walter get back to his food, and swapping tales of the old days with double world champion Miki Biasion who's sitting opposite (did I forget to mention that?!). Of course, he has a point, not just for rallying but

under the street lights, and with a small turbo motor, MacPherson strut suspension at each corner and a 'relatively' affordable price tag, I can't help but wonder if a rally car such as this one, oversteering everywhere, wouldn't make for a very exciting alternative. It would surely be so easy to do: the cage from the GT4 Clubsport plus most of the running gear, and the engine has enough power and torque already, although imagine it with anti-lag...

When my head hits the pillow I am tired but very happy: I've already bonded with the 718, I've seen a wealth of Ford RS200s, Lancia

You've got to love Germany. In Blighty you would go to prison, but on the de-restricted Autobahn this is perfectly legal. What is? Take a closer look at that readout and the rev-counter. Not bad for four-cylinders!





Delta S4s and Audi Quattros to name but a few, and enjoyed a chat with a driving superhero. That's quite a good day by any stretch of the imagination.

Practise for the WEC has begun, and while the modern Nürburgring GP circuit was heavily criticised for being sterile when it opened in 1984, compared to today's hideous new venues it's more like the Isle of Man TT course. I'm standing in a car park that goes up to the fence on the inside of the final corner, and far from being chucked out by some fluorescent bib-wearing jobsworth, a handful of fans and I are allowed to stand only some five-ten metres from the track.

What really frazzles the brain about the 919 Hybrid and, to be fair, its rivals from Audi and

there being driven by a works hot-shoe.

It's also no secret that the 911 has been struggling in the GTE class of late. Despite a set of rules that artificially tries to equalise all the runners – and which turns me off the class to be honest – the 911 RSR is up against turbocharged, mid-engined supercars in the new Ford GT and Ferrari 488. I wonder how long Porsche will let this situation go on for.

Our weekend now falls into a pattern. First, check the itinerary at the track: there's the World Endurance Championship, of course, but also the 'Porsche Cup' and a DTM legends race that gets the juices flowing. Then there are the six stages today of the 'Eifel'. The 718 is our transport to all of them,

sort of bark that commands the air around them – on the stage they're an obvious handful, but awesome to watch as well. While back at the 'Ring the 919 Hybrid is all about efficiency, of eking out fuel, even energy, as best as possible – better than the next team. In the race Porsche take their ninth win in the past 10 races, a run that includes two successive Le Mans 24-hour victories. It's not without a fight from Audi, but Porsche maintains a small advantage over the Ingolstadt marque that has been hard won. The high point of the race for the fans is not so much the win for the number one Porsche, but more the battle between the troubled number two car and the lead Audi, which at one point results in a panel scraping duel, side-by-side for an improbable amount of time. It's real, stand-up out of your seat racing, of the kind not seen at the very top of the sport for years until now.

What of our own four-cylinder machine? I have to admit, I love it. The spec is so nearly right, but it does need the limited slip differential option, and that's not just me trying to sound pointlessly macho. The 718 S has more than enough torque to get out of shape, but without the predictability of an LSD it's hard to know what it will do when it breaks traction. Sure, you can leave the PSM on, but if you want to drive with it off then it snatches into unpredictable slides that are hard to sustain. The ride quality on the PASM dampers is fabulous, and these are a must purchase, no doubt. I never stop missing the six-cylinder boxer, but I've grown to find the little 'four' endearing rather than annoying, a feeling that grows into something more during the run at dusk back to the Autobahn where I really use all the performance the car has to offer. It is exhilaratingly quick, but I wonder just how quick it can go, and now it seems as though we might have an opportunity to find out. Time to join the A1, and see what it'll do... **PW**

The 718 Cayman and something seemingly from the future. The rules of sportscar racing say nothing about the cars having to be good looking, but you can't argue with their efficiency

“ We're constantly struck by how much attention the Cayman is getting ”

Toyota, is the way it suddenly jumps from one corner to the next. The 919 appears at the exit of the chicane, and then without much noise or fanfare seems to teleport to the final curve where I'm standing, lap after lap. I suppose that's what 900bhp and the punishing sudden effects of electrically boosted torque does for you. It's all very impressive, and the racing has been really entertaining over the past two seasons, but I still long for these LMP1 cars to be a bit more...well, visceral. This isn't just aimed at Porsche: none of them look good, either their design or their livery, and the noise they make is muted and non-descript. Yes, I know they're rolling laboratories for new technology, and it's that very reason that has enticed the manufacturers back into the sport, but even so, if only that was a 'Rothmans' 956 out

obviously, and we're constantly struck how much attention the car seems to be getting. Is it the colour? Or are the fans really recognising this is an early 718 and not a 981; it does look subtly different, and in a good way, too. I love the pure curves of the original 987 car, but overall I think this is the best looking mid-engined Porsche road car yet, and from the amount of times we're 'papped' it appears the locals agree. At one point our path in the road is blocked by a couple of racing fans determined to capture the 718 in all its glory – it's almost the authentic Group B rally spectator experience; the bad old days that is.

The sound of a rallying 911 SC RS and a Carrera 3.0 put the relative lack of aural drama with the 919 Hybrid into clear relief. These rally 911s have a guttural, ferocious

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!

The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top, there is a navigation menu with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-menu for Porsche models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and Search. The main heading is "Suspension Builder".

1 Select Year & Model
Year: 2004
Model: 996/997/986/987 (selected)

2 Select Your Package
Street Performance 2

3 Review & Approve
Add, update, or remove parts using the tables below

Front

Rear

PACKAGE CHARACTERISTICS

RIDE COMFORT	41
PERFORMANCE	63

Add To Cart



+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping





**SERVICING | SALES | RESTORATIONS
ON ALL PORSCHE MODELS
CLASSIC TO MODERN**



WWW.RPMTECHNIK.CO.UK
LOCATED NR. TRING, HERTS.

AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



PRE-OWNED PORSCHE BOUGHT & SOLD
We now have a selection of Porsche vehicles for sale.
Call for details of our current stock.

Call us on **01525 861182**
www.autoumbauporsche.co.uk
WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS





**VARIOUS PORSCHE MODELS
CURRENTLY DISMANTLING -**



**Large selection of New and Used parts
Over 800 Genuine Porsche Alloy Wheels in Stock
A comprehensive selection of used and
refurbished engines and gearboxes in stock
PLEASE CALL FOR DETAILS**

**18,000 sq.ft of Shelved Parts
Used Cars & Parts Bought and Sold**

Full Workshop facility to undertake all
servicing, mechanical repairs & diagnostic
work on all models of Porsche

9-APART Ltd

www.9apart.co.uk
e:9apartsales@gmail.com
t:01706 824 053 f:01706 824 665

Field Mill, Harrison Street, Ramsbottom, Bury, Lancs BL0 0AH




Find us on Ebay and Facebook



M&A COACHWORKS

Londons only Porsche Recommended Repair Centre

Established in 1973, specialising in Prestige Body Repairs and restoration.
A reputation built on quality, fine detail and integrity. London's only
recommended Porsche Repair Centre. Officially approved, recommended
and trusted by the leading motor manufacturers of the world.



Porsche Restoration Day
The Fan's Choice winner



M&A Coachworks
135 Highgate Road
London NW5 1LE

Call 020 7267 6538
Email customerservice@macoachworks.co.uk
www.macoachworks.co.uk



TRANSAXLE CARS AT 40: THE PIONEERS

Last month we drove a 928 GTS to Stuttgart for Porsche's own official Transaxle 40th Anniversary celebrations. This month we gather the four-cylinder cars together to trace how the 924 became the 944 and, finally, the 968

Words: Adam Towler Photography: Antony Fraser



Before I wrote this feature I thought I'd take a look back. Delving through the file of past articles I've written for this magazine, I found a story I am particularly proud of: one day in 2012 when we amassed virtually every variant of 944 at the Blyton Circuit and had a jolly good drive in them all. What struck me though was my introductory paragraph, for it contained the following sentence: "Porsche has invested millions into making the most of

its past recently, but it is nothing if not selective when it comes to the message it wants to get across through these enthusiastically fronted activities. The 944 is simply no longer on-message."

That was a reflection of the times, a period when Porsche sank their corporate teeth into promoting the 911's history above anything else. It worked, we now know, and interest in the 911 has blossomed to hitherto imaginable heights. Now Porsche is looking beyond it, and once again with a clear purpose: it suits

them to 'big up' the four-cylinder back catalogue given they've just launched the controversial 718 Boxster and Cayman, complete with flat four engines. Anyone who visited the Silverstone Classic event recently can't help but be struck by the restoration competition entries, this year for front-engined cars. It was wonderful to see 924s, 944s and 968s – amongst the 928s – being lavished with care and money, and presented in a condition that you just don't tend to see them in. A rise in values may put them out of reach of





PORSCHE 924

Engine:	4-cylinder in-line
Transmission:	5-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1080kg
Economy:	30.7mpg (combined)
Top speed:	124mph
0-62mph	9.6secs
Power:	125bhp at 5800rpm
Torque:	122lb ft at 1700rpm

Characteristic 924 cornering stance, with slight roll and rear end digging in, is as much a product of old school ride height and suspension compliance as anything

Interior of this rather smart example has aged well, which is rare because they can be rather fragile. Three-spoke wheel is a direct link to the 911 as are seats, which help to distance the 924 from its VW roots

some, but it should also mean more cars restored to this sort of shiny condition. However, this is no accident on Porsche's part – it's a clear business strategy.

I'm happy to say that *911 & Porsche World* would have marked the 40 year anniversary of the 4-cylinder cars come rain or shine, or corporate encouragement. We love them around here, so we've decided to mark the occasion by dividing our feature into two parts. Part one, here, will be representatives of the original variants within each of the three model series. Part two, which all being well you should be able to read about next month, will feature our 'ultimate' versions of each generations.

It all started in the early 1970s with a consultancy project to design a sports car for the VW-Audi group (known as EA-425), using as many off-the-shelf parts as possible to keep the costs down. All was well until the partnership between the firms

broke up – it had often been uneasy since the 914 days – and VW threatened to have the project all to itself. That didn't happen, and eventually a deal was worked out: Porsche would buy the rights to the car for a not inconsiderable sum, but it would be built in an Audi plant at Neckarsulm.

It was Porsche's pragmatic engineering that would come back to haunt the firm in later years. It had created a practical, sporting coupe of futuristic design, but using relatively cheap parts that were widely available, and using an engine block of VW parentage. This was a 2-litre four-cylinder unit earmarked for a number of different vehicles including the new Audi 100 and, infamously, a Volkswagen van. It's this that has tainted the 924 for decades, and as I shall find out today, while it's undeniably a factor, it doesn't have to spoil the car. As with any myth, stereotype or otherwise, the reality for the 924 is much more

complicated than it first appears.

This particular 924 is a very late example of the breed, registered by JCT600 in 1985. Its second owner bought it a year later, and drove it until 1990 when a head gasket failure took it off the road. The car then remained in storage until it was bought off an internet auction site by Robin McKenzie of Auto Umbau, who originally planned to break it for spares until he realised all it needed was a respray and the aforementioned gasket change. Robin sold the car a couple of years ago to its present owner, who has kindly allowed the car to be present today. During his ownership the car has travelled an admirable 20,000-miles.

"The 924 is a very underrated car", says Robin. It's only the short block that is shared with Audi – not VW – and the injection system is all Porsche/Bosch. 125bhp at the time was none too shabby, and they're incredibly reliable engines –





“ It was Porsche’s pragmatic engineering that would come back to haunt them ”

FIND
MORE
FREE
MAGAZINES

[HTTP://SOEK.IN](http://soek.in)



Few would have predicted that the 924/front-engined concept would stay in production for 20-years, but it's testimony to just how right the original 924 was in the first place

bulletproof. A lot of the running gear is Mk1 VW Golf/Scirocco – these have to be the cheapest Porsche of all to run. The handling and balance of the car is brilliant and the design is so futuristic for its time.” Safe to say, then, that Robin is a fan.

Having driven this example, I can clearly see why. This car has the later five-speed 'box, not the original four-speed or the early option of a Porsche five-speed unit, but unlike the Porsche-powered 924S it still has drum brakes on the rear. It's a simple sort of car, uncomplicated in its actions and workmanlike under the bonnet, but none the worse for that. Yes, the engine isn't the last word in refinement, and given its price tag at the time it's not hard to see why buyers expected a bit more from a car with the Porsche crest on the nose, and also why the van jibes took hold, but it is a lot of fun and eager to get the car moving.

This car is a much more sorted proposition than the previous 924s I'd driven, and it turns in crisply despite plenty of initial body roll and with steering that lightens up appreciably on the move. The gearchange can be a bit slow between first

and second but is swift after that, and only the brakes – which require a decent shove and a bit of foresight – 'slow' the package down. The engine may not be a natural revver, but it offers plenty of thrust in the mid-range, with a crisp throttle response that immediately eggs you on to trying harder.

Perhaps the biggest issue for me is the interior ergonomics. The simple square

Nevertheless, that aside it's hard not to feel positive towards this honest little car and what it can do. The 924 was the root for the whole 4 cylinder family, and it's a testament to everything that was so right about Porsche's design that it spawned such great cars later on in the model's lifecycle.

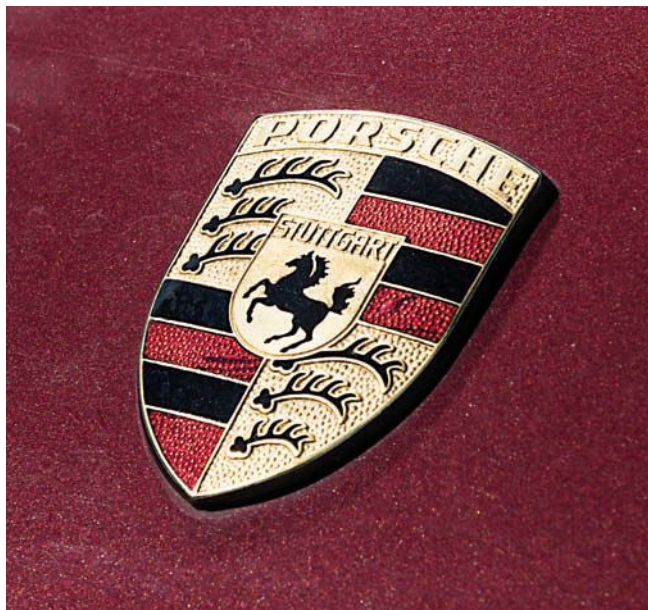
Now to the 944, and this one looks familiar. In fact, I think I've driven it before. Indeed, I have, because the editor of this

“ The engine offers plenty of thrust in the mid-range ”

Some felt that the Porsche badge should never have adorned the front of the 924. The engine shares only the block, with an Audi unit, not VW. Head and injection system etc, is all Porsche developed

dashboard, upright and almost wilfully plain in design, features a steering wheel that juts out at an oddly low angle and position. It means the large wheel is sat in my lap with my legs splayed to either side. I'm over six foot in height, so it may be less of an issue for drivers of lesser height, but it's a major hindrance for me in driving the car.

very magazine once owned this particular car. It has since passed through another's hands before ending up with current owner, Keith Day, who uses the car regularly. You'll have read about Keith's ownership experiences recently in issue 270 of this magazine in a 'You and Yours'. He bought it after his 924 was condemned for rot and it's



A complete range of Porsche classic & modern day replacement exhaust and body panels

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



Design911 are proud partners with Dansk & SSi Exhausts.

Manufacturers of high quality exhaust systems, catalyts, heat exchangers, body panels, chassis repair panels, oil pipes, engine heat shields, service products and lighting.

5% OFF

use online code
DANSK9
at checkout

Retail & Trade enquiries welcome

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

DESIGN 911
Centre for Porsche



PORSCHE 944 LUX

Engine:	4-cylinder in-line
Transmission:	5-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1180kg
Economy:	24.8mpg (combined)
Top speed:	137mph
0-62mph:	8.4secs
Power:	163bhp at 5800rpm
Torque:	151lb ft at 3000rpm

No doubt that the 944 is an altogether more 'pumped' 924 variant, with its wide arches and bigger rear wing – all inspired by the 924 Carrera GT and 924 Le Mans race cars

Below: It says Porsche loud and proud on the cam cover. Big 2.5-litre, 4-cyl unit was unusual for the time and shared much with the 928 V8. Performance was smooth and seemingly effortless

about to go in for a new front wing and other bits of attention. It has 150,000-miles on the clock – far from unusual with one of these cars – and is still going strong, as I'm about to experience.

There's an incredible purity about the early 944 design. It's there when you walk around the car, admiring the details, but it's most obvious when I pass the car driving in the opposite direction when we're doing our panning photography. Seeing it from sat down low in another Porsche, the way it moves along the road, the sheer crispness of those box arches and the heavily angled frontage – it all reinforces the belief that the 944 is a very handsome car, and way before its time. It's almost as though it hasn't aged, or perhaps more accurately, is trapped in a bubble where it will never age, removed from the world of fad and fashion.

The new model set out to answer the critics of the 924. At its heart lay a new

engine, albeit effectively half that of a 928. Well, that was the idea, but in the end only around 50 components were shared with the big V8 because the 'half a 928 engine theory' didn't quite materialise in practise. The new engine produced 163bhp and 151lb ft of torque, while the chassis was based on that of the 924 Turbo but with detail modifications. An Audi five-speed gearbox was used, as shared by our late-model 924. At 'just' £12,999 in the UK at launch, the 944 had the stench of success wafting all over it, and the car would sell extremely well throughout the decade.

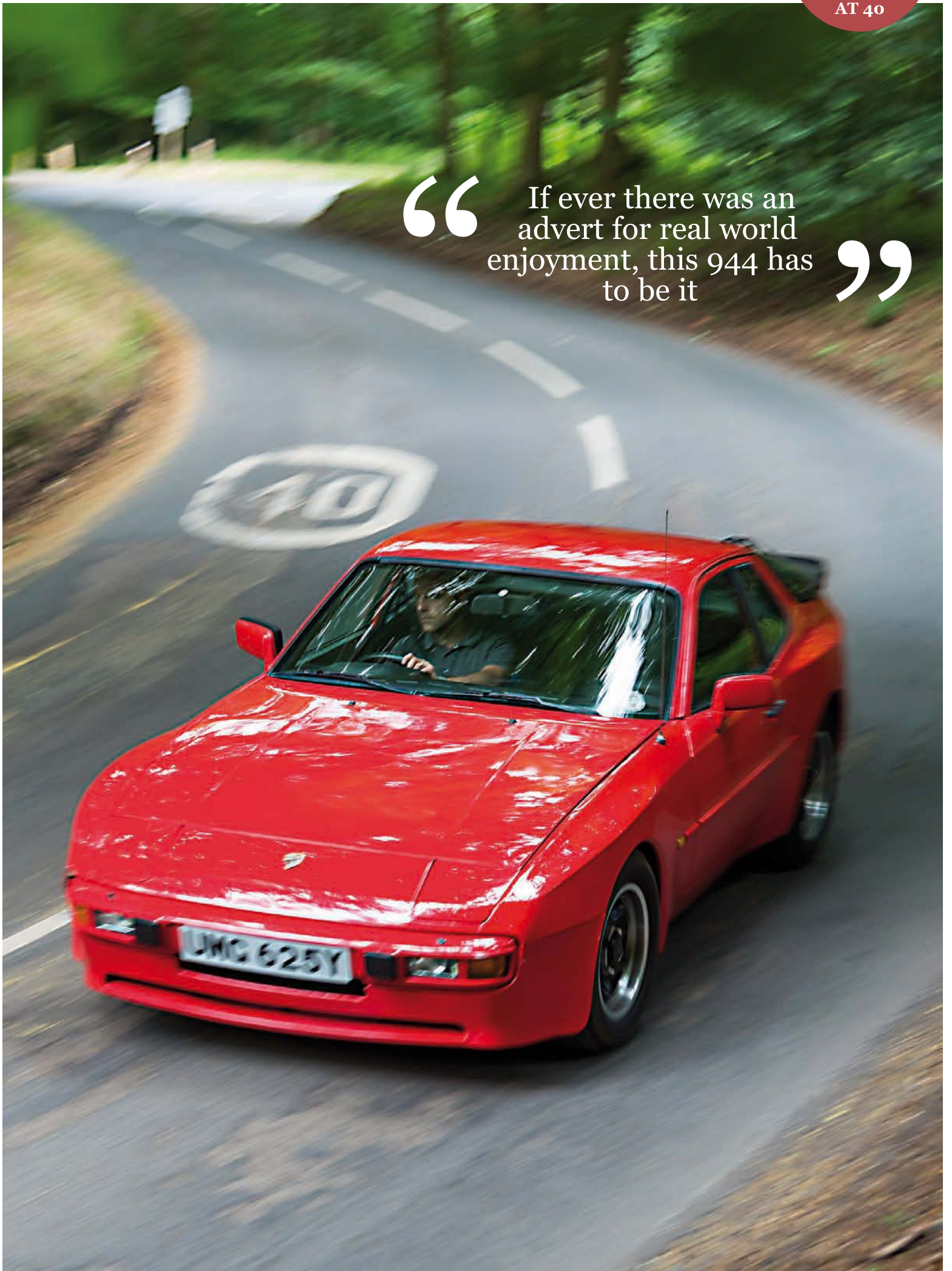
It shares the boxy dashboard with the 924 – the classic 'oval dashboard' didn't appear until the gen 2 model in 1985 – and with it the same low-set steering wheel, which is a colossal shame. However, I love the yellow font on the dials – it's a small detail, but somehow lifts the interior over that of the 924. The unassisted steering is

heavy at parking speeds, but soon lightens up, and from then on I'm grinning away to myself. This lovely old car might not be perfect, but there's nothing wrong with the way it goes: the big 'four' is smooth and responsive, and every inch further depressed on the throttle pedal seems to bring a beautifully linear progression in character and acceleration. There's a real 'parp' to the exhaust, perhaps emphasised on this car because I later discover the tailgate doesn't fit properly on that side.

Driving the 944 makes you realise how some cars are just 'right' from the off. Every time I look down at the speedo it's the opposite of the 991 Turbo S I recently had for a while on test: the speed is on or below the speed limit, despite the feeling that we're really cracking on and the smile on my face. If ever there was an advert for real world enjoyment this has to be it. In the 991 it was 30mph up on where I'd rather it had



“ If ever there was an
advert for real world
enjoyment, this 944 has
to be it ”



PORSCHE 968

Engine:	4-cylinder in-line
Transmission:	6-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1370kg
Economy:	26.8mpg (combined)
Top speed:	157mph
0-62mph:	6.5secs
Power:	240bhp at 6200rpm
Torque:	225lb ft at 4100rpm



have been: not so here, and who cares?

There are some good numbers associated with an early 944: a 49/51% weight distribution and a kerbweight of 1180kg spring to mind. It means the car handles in a wonderfully progressive manner, and although I'm not going to push it too hard today in deference to the owner, I can still feel how it moves across the ground. Heck, at one point I even lift the pop up headlamps into the raised position, to make a form of gunsight for the upcoming curves. Told you I was enjoying it...

I'm always slightly torn when it comes to 944s, between the pure shape and purity of concept of the first series, and the greater

standard coupe that replaced the 944 S2 in 1992 and hence this is our 'early' model within this branch of the family tree. Porsche claimed that 80% of the parts in the 968 were new over the 944, but press and public were sceptical of the claim, and Porsche were punchy with their pricing as well. The 968 had originally been planned to adopt the badge '944 S3', which in itself is quite telling: would the public have received it better – or worse – had it kept a stronger link to the S2? Only at the very last minute was the name changed.

The 968 landed in recessionary times, and at the height of the Japanese sports car boom, which had seen new rivals such as

coupe soldiered on, albeit in fairly limited numbers. It's interesting to reflect now on those aforementioned Japanese rivals because, RX-7 notwithstanding, the others have almost sunk without trace while values of 968s have been climbing steadily over recent months.

The early 1990s were an unsettled time for Porsche as a company, with divisions within the management structure over how to get out of the financial mess the company was in. Then-head of development, Ulrich Bez, was determined that the 'S3' should be seen as a new car, and pushed through the choice of an all-new name – 968. In his defence, the car did receive a substantial redesign, with 928-style pop-up lamps, later echoed in shape on the 993, and a heavily revised 3-litre engine that debuted Porsche's new VarioCam system, soon also destined for the 993. There was a six-speed gearbox as well, plus numerous detail changes throughout the car.

Chris Sweeting is the Membership Secretary at Porsche Club GB, and a prolific Porsche owner. It all started 20 years ago when he won a competition for a 2.5-litre Boxster before the type had even hit the roads. He elected to take the cash alternative, but jokes that the 2.5 Tiptronic Boxster that currently shares driveway space with this 968 – and an early Cayenne – cost him just 10% of the car's initial purchase price all those years ago. In the meantime he's owned 924s and 944s, but this 968 is very much the apple of his eye and spends most of its life parked in the clubhouse at Porsche Club HQ. It's a very bright, very 1990s combination of blue with

Clever front and rear end updates, plus modernising side skirts and mirrors do a good job of bringing the 968 into the '90s

“ The 968 had originally been planned to adopt the badge '944 S3' ”

comfort and modernity of the '85-on machines. The driving position means I'd always opt for the latter, but an early car like this one is such a beautiful thing. If the 924 is the genome, then the original 944 is the car that really showed the potential of what this car is capable of, and it's so obvious why the model was such a success. If Porsche Classic's sudden embrace of these cars helps save a few more from being scrapped, then it can only be a good thing.

Our final car tends to divide opinion, it must be said. Although this 968 Coupe was actually registered in 1994, it was the

Toyota's Supra, the Mitsubishi 3000GTO, the Nissan 300ZX and the 'FD' Mazda RX-7. Most of these cars offer far newer designs, more performance and equipment, and all at a lower price tag. They also weren't hamstrung by the perceived or real disadvantage of a four-cylinder engine: what had seemed like an ace card in 1982 with the birth of the 944 was now a tough sell for an already beleaguered Porsche salesman.

It took the Club Sport for the same press and public to really take to the 968, and the UK-only 968 Sport to really amass the sales. There was a convertible version, too, and even a Tiptronic option, but the regular



“ The 968 landed in recessionary times, and at the height of the Japanese sports car boom ”



blue leather – and that's blue everywhere in the interior. I like it in a very retro sort of way. Ordered from Glenvarigill in Glasgow (now Porsche Centre Glasgow), it came south in 2007, and Chris is reluctant to ever let it go.

This 968 is a contradiction waiting to happen in that it feels very obviously like part of the same family as the 924 and early 944, and at the same time completely different. From its power steering to the six-speed 'box, and not to mention the considerable 240bhp and 224lb ft of torque, its performance and refinement dwarf the other two. With the option of full leather sports seats, with their comically oversized side bolsters, the driver is held very securely in place, and while it's perhaps a little less immediate to drive than the older pair, after a few miles it's the car that I want to drive more and more, to explore what it can do. It has a level of performance that makes it competitive in a contemporary sense, and I particularly like the VarioCam

'kick' that comes in around 4500rpm along with a hardening of the induction note: once you're in this zone the 968 really surges forward keenly, as the numbers – 6.5-sec to 60mph and 156mph flat out – suggest.

That same sense of balance is there, even though by now the car weighs appreciably more than the early 944 at 1370kg. You can't criticise Porsche for that because the 968 feels like so much more 'car' than the spartan original, and a far more capable one at that. Like all these transaxle cars, there are some rattles over bumps in the road – you just have to learn to live with them on these cars, particularly with their open rear void below the hatchback – but that deep sense of quality engineering is there in the 968, just as it is in the 924. It just proves how much development potential was in the original design. Could it have gone further? Probably: when the 968 died in 1995 there were many who felt the concept had more room to develop, but it would be the last

four-cylinder Porsche until the advent of the 718 Boxster and Cayman this year.

It's only when we stop that I reflect on what was written and said all those years ago. It may have been 'only' a logical progression of the S2, and the Club Sport may have dazzled with its handling and value for money, but with the benefit of time the regular 968 looks like an ever more appealing car. It's a rare one, too, as Porsche made less than 13,000 worldwide, a fraction of 944 production over the years.

Three really great cars then, each showing the strength of Porsche's water-cooled, four-cylinder, front-engined concept. It's a formula that has been providing Porsche enthusiasts with real-world motoring excitement for the past 40 years, and perhaps now appreciation for them is really starting to gather momentum, they'll play an increasingly vibrant part in the Porsche scene for the next 40 years to come. Hear, hear, and happy birthday, from all of us. **PW**

Rear end of the 968 is a masterclass in evolution and brings the 924 concept bang up to date. Under the skin they are largely the same car

CONTACT

Thanks to: Robin at Auto Umbau (autombaultd.com), Keith Day and Chris Sweeting

Below left: Gutsy 3-litre, 4-cyl engine put out 240bhp and, with VarioCam, gave good torque, too. Oval dash interior was lifted straight from the 944 S2 and before that 944 Lux





sun visors

356 AT2 - BT5 / Cabrio
SET 215,00 EURO



356 BT6 / C Coupe
SET 215,00 EURO



911 65 - 68
SET 299,00 EURO



914
SET 195,00 EURO



911 Coupe • black / white
68 - 89
left / right
EACH 39,90 EURO

911 Coupe • black / black
68 - 89
left / right
EACH 39,90 EURO



911 Targa / Cabrio
69 - 89
left / right
EACH 39,90 EURO

GOING DUTCH

In just 10 years, Porsche Classic Center Gelderland has become one of the largest specialist dealerships in the world, selling an amazing 20 cars a week – classic and modern. We paid this jaw-dropping facility a visit – and drove a 911 R and 997 Sport Classic, too

Words: Johnny Tipler

Photography: Antony Fraser







Quite a line-up. New 911 R flanked by 997 Sport Classic and Tipler and Fraser's transport of choice, a new turbo generation 991 S

‘Would you like to drive an R?’ asks proprietor Mark Wegh. This man now has only one hand, metaphorically speaking, because I just bit one off. Drive an R? Of course! He’s nothing if not generous, and that, he claims, is why his business is so successful. ‘It’s all down to the service we provide for our clients,’ he says. ‘Nothing is too much trouble. I am available on the end of the phone, day and night.’ It seems to work – certainly did for me, getting behind the wheel not just of the iconic 997 Sport Classic for our feature, but with the bonus of a go in a brand-new 911 R as well.

‘Last year we sold a thousand Porsches – we are big, sure, and my building is big, but that is not my goal; my goal is to please my customers, and in order to please them I need a big building.’ The cogs tick. A thousand cars averages 20 a week (yeah, I was once a statistician on the *Financial Times*!) and that is amazing by any standards. Sure, it’s a mixture of new, used and classic, and though they might only sell a handful of classics, those cars make more money than all the new and used vehicles put together.

This ‘can do’ philosophy has paid off, and continues to do so. Mark is proud of his rapid success. ‘I started ten years ago, in March 2006, with my first client. I didn’t take over

another company; I started from zero. And now we have the first Porsche Classic Center in the world – and I will always be the first, like the first man on the moon, nobody remembers the second!’ Clients come from all over the world (hence I suppose the American spelling of Center is OK), and the business now occupies a 2000 square metre showroom, state-of-the-art, as determined by Porsche head office, that’s full of the current product line-up, mainly in black and dark grey, and across the Porsche-flanked yard there’s a similarly spacious showroom containing upwards of 30 classic Porsches, ranging from 356 Carrera Spyder to 964 Carrera Cup NGT. Something for everyone. Best thing is, you can see the cars individually; they’re not all jammed into a small space. ‘These are all our own cars,’ Mark explains; ‘they’re all for sale, we don’t sell cars on commission for other people.’ I don’t see a single one with a windscreen sticker price of less than €200K, even the unrestored and deeply distressed 901 Maine barn-find, and especially not the pretty Gulf blue 2.7 RS or the 356 Carrera Speedster. Is this Gelderland? Guilderland, more like!

To the rear is a vast workshop with ten lifts bearing cars undergoing service or restoration, served by a machine shop and engine shop, which Mark plans to augment with bodyshop, paintshop and in-house trimmers, to be housed in a further 1600 sq m

workshop. Meanwhile, I contemplate a soft-window Targa hull installed on a jig, which looks like the kind of basket-case that would have been written off not so long ago, but air-cooled values, plus Mark’s commitment and expansive facilities, mean it will eventually run again. He’s not fazed by the difficulties of sourcing increasingly rare parts: ‘everything is out there to be found, though when you need it tomorrow then you have a problem, so when you’re starting on a restoration like this you must already be searching for the parts you’ll need. That’s the mistake a lot of people make, they go looking for the parts only when they need them, and then it takes longer and it’s more expensive.’ He currently employs a staff of 75, of whom 25 work in the Classic department, mainly involved in restorations. ‘All my staff think like me,’ he says; ‘don’t be too difficult, make it simple. I’ve invested a lot in my clients in the last ten years and it brings me this; I’m not in it for the short term, I’m always thinking long term.’

I gaze in wonderment at the space and cleanliness. But the real surprise is up above on the first floor. That’s where Mark houses his 100-strong collection of vehicles. They’re not all Porsches; probably half are VWs with a token Audi quattro, but every one’s a model-of-interest, from the WW2 VW Schwimmwagen and ‘50s VW Hunting jeep to the Polo Harlequin and genuine ‘Herbie’ Beetle (bought from Disney Productions – and

Below: Porsche Classic Center Gelderland’s Mark Wegh, a man with a penchant for more than just Porsche. VWs feature large. Camper is factory built, with a Carrera 3.2 engine. GpA rally Golf





356 BROCHURE DATABASE

Mark Wegh produces a folder full of brochures. It begins with adverts for pre-war and wartime adverts, the original Volkswagen advertising, followed by every 356 brochure that was issued. 'We will make a database website with all the 356 brochures in it, from '48 till '65, so you can search for them, and all the accompanying information will be in small text. The advantage is that there are more brochures in the pipeline, so you have everything on one database. I have two names copyrighted, Porschebrochure.com and Porschebrochure.nl, and people can view them there.' They won't be able to download, however, but Mark plans to make a web shop offering around 100 brochures for downloading commercially. The 356 database will provide him with the template to follow up with a 911 equivalent.



911 2.8 RSR rubs shoulders with early 911s plus 356 Speedster and split-window Camper and Police Beetle

we learn the secret of its driverless actions). Without exception, they're all special and, equally, ultra-low mileage. Mark walks us around: there are plenty of high-end Porsche 911s, RSs, GT2s and GT3s, two 918 Spydors, plus rarities like a 901 masquerading as a wide-body SS, a Jaegermeister-Kremer RSR that came 9th at Le Mans in 1975, a 356 that's done the Mille Miglia; cars to die for, but it's the real oddballs that catch the eye. And none are more show-stopping than the coachbuilt Volkswagen specials, including the fabulous Rometsch, Wendler and Hebmuller VW sportscars (*à la* Karmann Ghia) from the '50s. There are curiosities, too – such as a VW Golf estate that served as an ADAC rescue vehicle, complete with every conceivable tool for effecting roadside repairs and even the operative's uniform. 'This was a very cheap car, but the story behind it and the complete thing fits me. Here we are open 24/7, so when you call in the middle of the night, I pick up the phone. A customer was stranded with a flat tyre and he called me, and within the hour we were picking up his car and giving him a spare to drive home, and it's all free service.' There are some touching

counterpoints in the collection, too. 'A few years ago you could get front-engined Porsches virtually for free, and this 924 Turbo with only 30,000kms cost €2500.' Alongside it is the 928 CS given to Hans Stuck by the factory in recognition of his '86 and '87 Le Mans wins. You see how eclectic it gets. 'I have all the GT3s and all Turbos, I've all the

and when my clients are satisfied they tell others, so I'm not going into the market with high discounts and gimmicks like that; no, when I please you, you come back and when you're pleased, you tell your friends you've had a good experience. That's the only goal, you must do a good job and you go the extra mile.' Mark's hospitality extends to a

That's a real Herbie and that's how they used to do the driving sequences, when Herbie is apparently driving itself. What do you mean you thought that was really happening? Quite how the hidden and reclined driver actually saw anything is another matter

“ Now I lend cars to Porsche and to Volkswagen, too ”

special front-engined cars, and now I loan cars to Porsche! And to Volkswagen, too: 'I also have a lot of VWs including the oldest VW GTI in the world, and that is on loan to the Volkswagen museum for their 40 years Golf GTI exhibition because they don't have one of their own.' He's also lent five Porsche police cars to the Schlumpf Collection at Mulhouse. All examples of his magnanimity: 'My most important rule is keep my customers satisfied,

seemingly non-stop chronicle of receptions and presentations, around 50 a year (or one a week), from small gatherings of a dozen customers to full-blown parties for 2- or 300 guests lasting long into the night. 'We are going to host a ladies' night this September, with only girls!' Oh what a night (thanks, Lionel)!

Mark began collecting cars 25 years ago. Indeed, cars are in the DNA; his father was



HENDON WAY MOTORS

HWM established 1952



1998 PORSCHE 993 TURBO S - SPEED YELLOW - 61k MILES

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

393 -395 Hendon Way London NW4 3LP tel +44(0)20 82028011 fax +44(0)20 82028013



997 Sport Classic is a wondrous thing, with its ducktail, Zagato style double-bubble roof and retro grey paint job. It's more than a pretty face, too, with one of the best 911 chassis set-ups ever

workshop manager at a VW dealership for 39 years. 'I have every special VW, Audi and Porsche model,' he reveals; 'and I bought most of them during the last seven years before the big bubble. A good example is this 356 Speedster, 41,000 miles, never repainted, only a new roof, the rest is completely original.' This, Mark reveals, is his favourite in the whole collection. Alongside is the 914/6 that was the Porsche GB (AFN) demonstrator, and he holds all the magazine features and documentation that go with it. At the other end of the scale is a Cayenne Transsyberia, one of 600 built, but which never ran the gruelling event and is thus effectively a brand new rally car. Equally unusual is the prototype VW T3 bus with Carrera engine installed – one of nine, which Porsche used as a pursuit car for its technicians when road testing prototypes. 'I'm not going for the value of the car; the history and purpose of the car is my thing. I know a lot about the cars, and I like what I have. I have cars that are worth from €3000 up to €300,000, but it's the story behind the

car that's important, as well as low mileage. I like limited editions, or the first or the last in the line. I prefer to give more money for an untouched, un-restored car than a cheap car with a high mileage and then have to restore it.' Unsurprisingly Mark also collects Porsche paraphernalia, and as well as a vast collection of 356 brochures from which he will create an international database, he also has the largest assemblage of scale-model 356s in the world, housed in a couple of museum-sized glass cabinets in amongst the full-size versions. Mark relies to an extent on tip-offs about cars and objects he's interested in acquiring – for resale or for his collection: 'I let everybody know that, when you find a car which you think would appeal to me, give me a call and I will make a profit for you, and beforehand we agree on what you want to earn in commission, whether it's €5000, €100,000 or you only want a weekend of Porsche driving, it doesn't matter to me, but in the end I always do the actual deal with the owner, and when I have the car I pay the person who gave me

the lead directly. And then they do it again the next time. Maybe they only made one phone call, but it's a very important phone call.'

We've arrived in our 991 Carrera S press car, as suave a set of wheels as you could wish for, though my colleague considers a 7-speed manual gearbox to be too much graft compared with PDK – I beg to differ, taking satisfaction in popping it into 7th on the autoroute and cruising at the legal limit at barely 3000rpm. The car I'll be driving out of Mark's collection is a 997 Sport Classic, one of just 250 cars built, and which received the 6-speed manual transmission rather than an anachronistic PDK 'box. Born in the heady days of Porsche's classic revival, when 911s of all ages were being furiously backdated like there was no tomorrow, the 997 Sport Classic was introduced at Frankfurt in 2009, on sale from January 2010 priced at £140K in GB. This car was first registered on 12th April 2012 and it's done 16,585kms. Its stand-out features include a pert ducktail engine-lid spoiler, a pair of retro racing stripes over the

No surprises that restoration is a big part of the Gelderland set-up. Right: 356 shell appears flawless





roof and front lid, aluminium doors, Carrera GT Zagato-style double-bubble roof, a front panel bereft of splitter but retaining minimal lower air scoops sculpted pendulous from the valance, plus black grilles, and the aerodynamic cut to the sills is different from standard, and there are vents behind the rear wheel arches to dissipate the hot air from the brakes, with subtly different lights front and rear, while the stone guards on the leading edges of the rear wheel arches are also in matching grey. The fuel cap purports to be classic alloy, too. It runs on 19in factory-made Fuchs alloys, shod with Pirelli P-Zeros, 235/35 ZR 19 on the front and 305/30 ZR19 on the back, and the offset on the front rims manages to look okay and not too shallow. The Carrera S 3.8-litre flat-six develops 23bhp more than standard, giving 403bhp, achieved via mods to the intake manifold, airflow and special exhaust system with split twin tailpipes. It's coupled to a short-shift six-speed manual gearbox, enabling a top speed of 187mph and 0–62mph takes 4.6sec. Under the ducktail lives a carbon air-intake box that describes itself as a Porsche Exclusive Power Kit, and it's interesting to see something a little out of the ordinary inside a modern Porsche engine bay. The 997 Sport Classic is fitted with decidedly non classic ceramic composite brakes, and a limited-slip diff and PASM sports suspension with 20mm lower ride-height and wider rear track clad in 44mm broader-beamed bodywork. Known as Sport Classic Grey (of course) the body colour – and the stripes for that matter – is a matter of taste; pale grey is a deliberate understatement, and the stripes are so pale you can only just make them out in certain

lights. It is certainly different, and nothing like the ostentatious hues of the early '70s RSs that the Sport Classic seeks to celebrate. I drop into the 'Espresso' brown woven leather and tweed cabin, instantly comfortable in the retro yet supportive Recaro seat. It's the work of moments to shuffle into the optimum driving position. I feel so at home here. First thing I notice is that we have a proper handbrake. The racing stripes are echoed on the gear knob and the rev counter, too. The basket weave seat upholstery is echoed in the door panels, so it's a largely brown interior. The

the Rhine) and the picturesque IJssel are close by, waterways I cruised on when me and Mrs T lived aboard a Dutch barge two decades ago. In rural regions of the Low Countries the dyke-top roads are often the high points, and driving along them provides extensive views of the landscape, helpful when getting a bearing or scoping out a photo location. For the most part we're on country lanes (never forgetting that bicycles rule!) but occasionally we hit a stretch of A-road – dualled, even – where I can give the Sport Classic a bit of an open-up, and it's a very

Porsche Gelderland is as much a museum as it is a dealership and showroom. Above: 356 Speedster is untouched and unrestored and even features its original hood

“ With the Sport Classic I've discovered my ideal 911... For now, anyway ”

dinky rear seats are present as well, and the 911 Sport Classic legend is embossed in the head rests, scripted in chrome on the door sills, while on the glovebox it reveals that this car is number 106 out of a 250 limited edition run. From the outset it's beautifully responsive on the throttle, and there's a different exhaust note as I ease through the gears. I've got Wouter with me, Mark's personable transport manager, who guides us to a leafy lane where myriad cyclists take perilous priority. Gelderland is the largest of The Netherlands' 11 provinces, with Arnhem at its centre and encapsulating delightful mildly undulating woodland and the sandy heathland which is the location for the fascinating Kroller-Muller Museum. The rivers Waal (what the Dutch call

taut ride, firm but not bonking over bumps. This is a fabulous car; it has the looks, the ergonomics and controls, plus dazzling performance and secure handling that enable me to say that, at last, I've discovered my ideal 911... For now, anyway. It feels like my favourite armchair and it's powerful, handles superbly, and I might even see if I can replicate it in some way...

Back at the Classic Center, beside the period petrol pumps, I'm handed the keys of one of the two 911Rs – number 718, Mark's own car – and, with the proviso not to put too many kilometres on it, we ease out once again into the Gelderland countryside. As much as I'm smitten by the Sport Classic's trip down memory lane, at least in its cabin

Everyone is very excited about the 911 R, with its retro looks and return to a manual gearbox. To describe it as just a manual GT3, sans wing, would perhaps be churlish but...





CONTACT

Stena Line
Harwich-Hoek-van-
Holland
[stenaline.co.uk/
ferry-to-holland](http://stenaline.co.uk/ferry-to-holland)

Mark Wegh
Porsche Classic
Center Gelderland
Muskushouwe-
straat 31
6666 MA Heteren
Netherlands
Web:
[porscheclassic
center gelderland
.nl](http://porscheclassic
center gelderland
.nl)

Email:
[info@porscheclassic
center gelderland.nl](mailto:info@porscheclassic
center gelderland.nl)
Tel: 0031 26356
0901

Thanks to Porsche
GB for lending the
991 Carrera S.

Tipler isn't quite
as taken with the
911 R as he is the
Sport Classic, but
then he is a bit of
a classic himself

architecture, the R takes the nostalgia spree a stage further, offering substantially more purposeful competition-style seats upholstered in houndstooth tweed but lacking electrical adjustment, and a harder edged seating position and performance to boot. A carbon-fibre strip across the dashboard provides a nod to modernity, while RS-style pull handles on the door take you back in

spoke wheels carry Michelin Sport Pilot Cups, 245/35 ZR 20s on the front and 305/30 ZR 20s on the back, with enormous RS discs and calipers visible behind the 20in wheels. This is a 991 GT3 in an older wolf's garb that somehow contrives to look modern, and of course it delivers scintillating performance, acceleration and the tautest ride and handling you could wish for in an on-road context. In

snarling along the dykes and notching just the middle ratios of the six-speed gate. It's endowed with four-wheel steering geometry, so swings easily in and out of turns. It's alive from the start, and it's much more of a raw beast than the Sport Classic. On the other hand, having driven three of the original 911 Rs from 1967 and '68, I can discern no similarity whatsoever, apart from a certain raucous rawness. With those cars, R might just as well stand for 'Raw', not 'Renn'. But who cares, this is what the state-of-the-art 911 has become. But I don't quite like it as much as the quirkiest 997 Sport Classic.

They've very kindly cleaned our 991 press car for us – all part of the service – and we head north for the Hook-of-Holland where we pose the car on the quay for a photo alongside the SS Stena Britannica. On board in the ship's Metropolitan restaurant there's much excitement among the waiters who've been watching our antics from above as we dodge the trucks for our snappery. It seems like an extension of the feel-good, can-do factor fostered by the Porsche Classic Center Gelderland. An amazing array of Porsches and such a positive outlook? Let's go Dutch! **PW**

“ This is a 991 GT3 in an older wolf's garb, but somehow looks modern ”

time, with '911R' embossed in the headrests. There are no rear seats, though no half-cage, and I'm also sitting lower and closer to the steering wheel, more of an attack-the-Nordschleife posture. The R has the similar double-bubble Carrera GT style roof as the Sport Classic but the ducting goes the other way in the rear valance, and it's got reflectors and the different shaped 991 styling, plus the carbon detail on the door mirrors. The ten-

ference to Mark's request that we don't rack up the miles we take a shorter loop around the intersecting polder backroads; this isn't our feature car, but I am so glad to have driven it. Benchmark 911? It's what you'd expect, a hard-edged, up-to-the-minute GT3 RS, with retrospective looks to match. I don't have to travel far to appreciate the enormous volume of noise that fills the cabin as I power up the 4.0-litre 500bhp Mezger engine,

Below left: Not your average Porsche dealership. Below: No surprise that, as well as full size Porsches, Mark Wegh also has a thing for miniature examples and 356s in particular





Porsche Club
Great Britain



From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our 14,000 members. We do this by embracing all models of the marque, from the earliest 356 to the very latest 991 Gen2. Whether it is £600 or 600 hp, Porsche Club Great Britain is here for you.

Porsche Club GB benefits

- Porsche Certificate of Authenticity
- High quality monthly magazine
- Comprehensive events calendar
- Club insurance scheme
- Members' discounts
- Regions & Registers
- Race Championship
- Valuation service
- Factory visits
- Trackdays

Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we would love to welcome you as a member.

To become a Porsche Club member visit www.porscheclubgb.com or call the Clubhouse on **01608 652 911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)

Patron: Dr Wolfgang Porsche





Need Quality Used Porsche Parts?

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

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





Worldwide Shipping Available

LA DISMANTLER

**SPECIALIZING IN
USED PORSCHE PARTS**

LADISMANTLER.COM

9819 Glenoaks Blvd,
Sun Valley CA 91352

sales@ladismantler.com

+1 818.767.7243

Contact and see us on









NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS



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

*Repairing and servicing of Porsches
for over 20 years*


USED PORSCHEs IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333

MOBILE: 07831 424911

EMAIL: INFO@NORTHWAY.CO.UK

WWW.NORTHWAY.CO.UK




XXX

NEED AN IDEA FOR YOUR PORSCHE?

WE GOT COOL STICKERS!

or



PHOTOSHOP HELP NEEDED?

SEND US PICTURES OF YOUR PORSCHE
TO OFFICE@CAR-BONE.PL

XXX

WWW.CAR-BONE.PL



Your Porsche.

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

- Four wheel alignment and corner weight gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, conrolling and trim work
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Air conditioning repairs and regassing
- MOT tests
- Vehicle inspections and valuations



Independent servicing and repair specialists for classic and modern Porsche.

Call 020 8903 1118 or 01727 866 075 or visit www.jazweb.co.uk

WE'VE MOVED – Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB

Electrical Innovation for your Air Cooled 911



CDI+ Ignition



- Fits 911 '69 - '83 (+ Turbo to '89)
- Dyno proven power increase
- Custom ignition mapping
- 3 rev limiters
- Tacho calibration
- Shift light
- MFI fuel cut off

Fuse Panels



- Fits 911 '74 - '89
- ATO Blade fuse reliability
- Integrated headlamp relays
- LED fuse blown indicators
- No cutting of wiring loom
- No holes to drill
- Rear panel also available

www.classicretrofit.com
+44(0)1825 830323

ADDSPEED ▪ PERFORMANCE CARS

WE CONSISTENTLY OFFER SO MUCH MORE



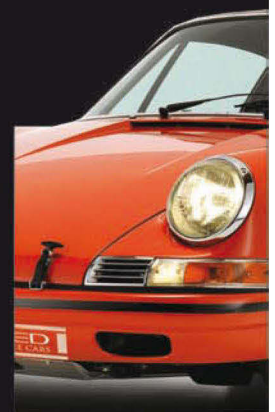
ADDSPEED – YOUR PORSCHE,
PERFORMANCE CAR AND CLASSIC CAR
SPECIALISTS COVERING THE SOUTH EAST

- Servicing & Maintenance
 - Full Engine Rebuilds
 - Gearbox Rebuilds
 - All Electrical Repairs
- Pre-Purchase Inspections
- Free Courtesy Cars Available
- A/C Servicing & Repairs
 - Wheel Refurbishment
 - MOT's

01403 255616

Foundry Close, Horsham,
West Sussex. RH13 5TX

www.addspeed.co.uk



968 – THE RAREST RS

With just four cars built, the 968 RS Turbo is the rarest RS. Three were racing cars, but one was road legal, and we clambered on board to storm the Yorkshire Dales

Words: Johnny Tipler Photography: Antony Fraser



The Weissach skunkworks produced some of the most amazing competition cars over the years, and was particularly adept at recycling redundant componentry to build cars like the 22-off 964 C4 Leichtbau. For example, three 924 Carrera GTRs finished sixth, 12th and 13th at Le Mans in 1980, and these were direct evolutions of the roadgoing 924 Turbo (see sidebar). A decade later, between late 1992 and early 1994, the Weissach boffins were creating

a similar racing evolution from the 968 Turbo S homologation special. There were two versions, both powered by the 3.0-litre turbocharged four-cylinder engine, one for Porsche's customer teams to contest the German ADAC GT Cup and the other to meet 1993's Le Mans GT regs. It was extraordinary by any standards: there were 14 units of the 968 Turbo S and just the four RS/Ts.

Who better to speak to than the maestro himself, Jürgen Barth: 'yes, these cars were built in my Customer Sports

Department in Weissach at the same time as the 964 RSR 3.8 for the ADAC GT and other GT Series like BPR, but only four cars were built because the 911 was demanded more. I personally like it very much, but in the end it was the customer's decision – not enough people wanted it.' Well, more fool them, as far as I'm concerned, having ripped up the Yorkshire Dales with this one. It is a staggeringly fast and capable machine, possibly quicker and more poised than the equivalent 911, and you wonder whether





There's nothing particularly sophisticated about the 968 Turbo RS's engine. It's derived from the 944 Turbo unit, but is 3-litres, rather than 2.5. Incoming charge-air is cooled by a water spray assisted intercooler. Power is 420bhp in this example

Huge Matter roll cage dominates the stripped out interior. Despite the raw race appearance, this is the only 968 Turbo RS that is actually road registered. We're not convinced by the yellow steering wheel details

perhaps there was some lingering prejudice against it because of that. It's more likely the project was canned due to the economic recession rather than being potentially superior to the 911 in competition.

You can tell it's been touched by the hand of god. Or Porsche's Customer Racing Manager, at least. 'There were weight differences between the Le Mans GT and the ADAC GT versions,' says Jürgen. 'The ADAC cars were ballasted by 150kg over the basic 1200kg, and their 5th and 6th gears were also shorter. The endurance cars had a larger fuel tank with fast-acting refueling valves and air-jacks.' Our feature car is on sale at Grmund Cars, Knaresborough, in what some call 'God's own county', imported recently by Andrew Mearns from South Africa where it lived in the Apex museum at Weltevreden near Stellenbosch. This is Number 2, the only one that's road-registered. Speed Yellow is about right, because it is jolly fast.

Contemplating the stance and guise of the 968 RS Turbo, it's impossible not to believe that you're looking at a full-on racing car. It's positively bristling with amendments and additions: the fairing over the windscreen wipers to assist aero, the aggressive front splitter, the absent headlamps, duct on the

rock the body, and it is locked solid. The driving lights have been converted to headlights – complete with plastic lens protectors, and the original headlights are kept in a cardboard box. The sills and side skirts are unique to the Turbo S and RS, too. Under the bonnet the turbo is set at a

“ A comprehensive assemblage of poles constitutes the roll-cage ”

bonnet for dissipating heat from the intercooler, the pair of inlet ducts, tow-eye, rear wing-spoiler, special catches for rear hatch-lid and bonnet; mighty split-rim, three-piece, centre-lock 10x18in and 11x18in Speedline wheels, shod with Pirelli P-Zeros that almost scrape the bodywork. It sits 20mm lower than the 968 Club Sport. Try to

different angle to that of the 924 progenitor, and there's a huge intercooler in the front of the engine bay. The engine's straddled by a carbon strut-brace, flat of profile to clear the bonnet lid. A comprehensive assemblage of poles within the cabin constitutes the Matter roll-cage, probably constructed within the shell and then the roof welded in place over



THE FAB FOUR

Number 1 chassis 968 RS Turbo was the prototype and development car built in 1992 and the one that has the most significant race history. Originally painted red, it is the car that was used for the factory promotional photos. The car was entered by Reinhold Jöst's Joest Racing in two rounds of the German ADAC GT series in 1993 and was a stopgap while the team waited for the factory to build RS Turbo chassis number 4 which they'd already ordered. The car was then painted yellow and prepped to race at Le Mans in 1994. It's the only 968 ever to compete at La Sarthe, #58, driven by owner Thomas Bscher, Lindsay Owen-Jones and John Neilson, and it ran in the GT2 class but was eliminated after 84 laps in an accident. In December 1994 Lloyd Hawkins and Dennis Boada purchased it and it ran in the Sebring 12 hours in March 1995 and Road Atlanta in April '95, still in its Le Mans yellow. It was then returned to its original red, competing in USA Porsche Club events, and went under the hammer at Amelia Island auctions five years ago for \$346,500.

Number 2 is our feature car.

Number 3 is black with pink and purple blobs and hence known as Bubbles. It employs all the endurance mods including 120 litre fuel tank, air jacks and lightweight parts and was raced by owner Erik Hendriksen and Justin Bell in five rounds of the 1994 BPR GT Championship, most notably finishing the Dijon 4-Hours in 6th place overall and Jarama in 8th. It's possibly the last of the four 968 Turbo RSs built, making it the last front-engined, four-cylinder racecar built by Porsche.

Number 4 was originally bought by Joest Racing to compete in the 1993 German ADAC GT series. At its Nürburgring debut, Manuel Reuter qualified on pole, but in the Esses after the start was bumped out of contention by a 911 RS 3.8. It returned to Weissach for repair, and was then acquired by Michael Roock's Roock Racing Team. The original Grand Prix White paint scheme was enhanced with a blue front-end and Mobil 1 graphics, and was driven by Dieter Koll in the 1994 ADAC GT series. Thereafter it was on display in a German Volkswagen dealership, and in 1999 new owner Bruce Corwin shipped it to the States competing in a few autocross and track days, selling it in 2003 to Jason Burkett of Paragon Products in Texas. Unlike its three siblings, its bodyshell contained a sophisticated rollcage tied to all four suspension points, plus it had a Halon fire extinguisher system, air jacks, adjustable rear wing, front air splitter and 43-litre fuel cell.

The factory's Customer Racing Department made several spare 968 Turbo RS chassis in anticipation of further commissions, and indeed some have been used as the basis for non-factory built 968 Turbo RS cars by teams including Hendrick, Paragon, Freisinger, Fitzgerald, Autohaus and Milledge.

The rarest of all RS models, the 968 Turbo RS is quite something on the road. Pop-up headlights have been substituted by driving lights in the front apron. Intake sucks in air for big intercooler before ejecting it through bonnet duct

968 TURBO RS

Engine:	4-cylinder in-line
Transmission:	6-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1350kg
Economy:	N/A
Top speed:	180+mph
0-62mph:	4.5 secs
Power:	350bhp at 5400rpm
Torque:	369lb ft at 3000rpm

the top of it. The plumbed-in fire extinguisher system emanates from cylinders in the rear footwells, and the pipes run reassuringly around the interior of the cabin. Investigate more minutely, and the fasteners that run around the body panels also have waterproof washers; you don't get them on a conventional road car. The modules of the Bosch Motronic engine management system sit at the front of the passenger footwell. A crude plastic tube emerges beside the driver's side A-pillar delivering cool air, rather like one of those speaker tubes on the bridge of a ship. Conversely the gearshift is topped neatly by the knob from a 962.

The intake system and top end are derived from the 944 Turbo mounted on a 968 crankcase. There is no restrictor on the engine – which two of the four were obliged to fit when contesting the ADAC GT Cup, and it developed 337bhp in this

format, against 350bhp without restrictor. Our feature car has been modified to give 420bhp and 620Nm of torque. It's got a single-nozzle Sorbek water spray system to help cool the intercooler and oil coolers that's mounted within the front air intake. The water tank that feeds it is mounted at the back of the rear boot and operated by a press-button on the centre console on an ad-hoc basis as if you were washing the windscreen – it's not thermostatically controlled, so a bit primitive, and none of the other RS/Ts have it installed. It's even still got South African water in it. 'We've a range of different rear spoilers with the car,' says Andrew, 'and you could decide how radical you needed the downforce to be.'

The exhaust system consists of two pipes, one from the manifold and the other going straight to the turbocharger, and then from the end of the torque-tube back. It's as if a black anaconda has attached

itself to the underside of the car. "Is it loud?" 'What's that? Sorry, I'm a bit deaf now...' There is no silencer. No cat, just a single 3in pipe and a large void where the silencer would live in the 968 road car. Head-turner? Sure, though I'm mainly greeted with frowns by the good village folk up on the moors because of the fearful racket I'm making, but if only they knew the significance of the yellow peril.

Here's the history. In April 1993, RS/Turbo Number 2 was sold to Bruce Joelson, a South African motorsport aficionado and friend of Gerd Schmid, Jürgen Barth's colleague in the Customer Racing Department. Joelson was able to specify the colour and commission the water-cooling for the frontal intercooler, as well as the wiper blade fairing, central bonnet duct and a bigger rear wing. The body modifications were carried out by TechArt in collaboration with the Customer





MEET THE ANCESTOR

This 924 Turbo is the direct ancestor of the 968 RS Turbo. Launched in 1979 and in production till 1982, the 924 Turbo was more of a Porsche product than the regular 924, since its engine was assembled at Zuffenhausen featuring extensively revised combustion chambers before returning to Neckarsulm for installation. Our featured car is a Gen 2 car, registered in 1983 having lived in Geneva from 1981. It's in superb condition and is well known in the 924 Owners' Club, and is on sale at Gmund Cars for £19,995. Two tone green, the colours are called Anari Silver and Onyx. Its first owner was Colonel Gaddafi's personal pilot: how's that for an exalted provenance?

The 924 Turbo's family tree is impressive. In June 1980 it spawned the 924 Carrera GT, coinciding neatly with the success at Le Mans - Barth/Schurti came 6th overall in an era when the slant-nose 935 and (winning) mid-engined 936 were dominant. Two versions were available: the road-legal production run of 406 units of the standard GT, which enabled the homologation process - six of these were prototypes. The other version was the GTR, based more on the works Le Mans machines, which would metamorphose into the full-on GTR and GTS Rally competition cars the following year. The street car is equipped with the 924 Turbo engine, augmented by an air-to-air intercooler lying flat on top of the engines cam cover and served by the dedicated air scoop. It develops 210bhp at 6000rpm, which may not be a wildly increased output, but the car derives much of its punch and its raw character from a good power-to-weight ratio. The Carrera GT tips the scales at just over 1,000kg, undercutting the normal 924 Turbo by 181kg. This, combined with the punch from the intercooled turbo engine, enables a top speed of 150mph and a 0-62mph (100kph) of 6.9 seconds. By comparison, the normal 924 Turbo produces 177bhp and makes 127mph tops, with 0-60mph coming up in 9.2 seconds. In March 1981 the 924 Carrera GT spawned two derivatives: the GTS and GER., primarily competition cars, with headlights lurking behind Plexiglass fairings rather than the parent car's pop-ups, with thinner than standard-issue 924 panes.

Next stage in the evolution of the front-engined supercars is the turbocharged 944 GTP which Walter Röhrl and Jürgen Barth took to 7th overall at Le Mans in 1981. Then in 1986 Porsche announced the 944 Turbo Cup, harbinger of the Carrera Cup series. In production from 1981 to 1991, the 944 epitomised Porsche's middle ground in the showroom, and was the obvious model to promote the brand. The flagship 217bhp '951' Turbo variant came on the scene in '85, and that was chosen as the basis for the Turbo Cup race cars. To maintain a relevance for the regular customer, the Turbo Cup racers were very little modified from stock. The transition from leaded to unleaded fuel was in the offing, so Porsche insisted the Turbo Cup cars ran with catalytic converters. After the 944 series morphed into the 964-based Carrera Cup in 1990, three years later the 968 Club Sport and 968 Turbo S and Turbo RS came on the scene.

Racing Department, and thereafter applied to the 968 Turbo S road-going model. Joelson then raced the car in South Africa along with Peter Gough. After its first season he dispatched it to Weissach for servicing via Lufthansa, anticipating it would be delivered in Germany a day later. Alarmed that it hadn't arrived after a few days he tracked it to Saudi Arabia where it had ended up, having been taken off the aircraft at Nairobi in favour of perishable goods. Needless to say, it was eventually returned to him in perfect order. Ownership then passed to former factory test driver Robert Reister who competed in the South African Porsche Challenge series, and he had the car till 2001. Latterly it was housed in the Apex collection of Porsche GTs on the Weltevreden Estate near Stellenbosch.

Accessing the 968 cockpit requires the dexterity of a contortionist, but after a few goes I've got the wriggle down to a fine art as I squeeze between the diagonal door bar and snuggle down into the Recaro bucket seat. There's no carpet or headlining; the armrests/door-pulls are bisected by the roll-cage diagonal down-tubes, and there's a steel plate in the driver's footwell - plain rather than diamond or chequer pattern, but pretty uncompromising. It's unquestionably racer-orientated, bare yellow interior with matching yellow leather Momo wheel, but

surprisingly comfortable and not especially austere for all that. There's a passenger seat, too, which it probably wouldn't have had fitted when it was raced. Both Recaros have Kevlar backs and are enmeshed with four-point OMP harnesses, while the handbrake is where it should be to the left of the driver's seat. Ahead of the passenger, the glove locker is a façade concealing a section of roll-over tubing. It reads 15,442km on the odometer; tick over is just over 1000rpm and on the move it whizzes around to 4500rpm as a matter of

shift, the powerful muscle-building clutch, the wheelspin in first gear, the eagerness of the engine to rev right round to 6000rpm. Sure, I'm bouncing up and down due to the rock-hardness of the suspension and the bumpiness of some of the Dales' moorland roads, with consequent inadvertent modulation of the throttle. Each surge of acceleration evokes a blare from the exhaust, accompanied by the rasping, popping and banging on the overrun. This is an extreme road-going racing car that relishes forward progress and abhors any

“ This is an extreme road-going racer that relishes forward progress ”

course, when the boost gauge is registering 1.5-bar. There's an overboost control on the steering column stalk.

So, off we go! It's loud and it's raw and as we set off from Gmund heading for the Yorkshire Dales I'm feeling the tiniest undulation in the road surface through my backside. This sensation becomes less all encompassing as other factors come into play; the directness of the power-assisted steering, the slickness of the six-speed

kind of interruption. Stones rattle on the underside of the un-sound-deadened wheelarches. Slick, six-speed gearshift, and under braking it's totally assured, though with each downshift the four-piece racing clutch grabs on the transmission. It's a wonderful linear power delivery, sweet as a pussycat at low revs, then at 4000rpm the turbo comes in and it's on the cam and really takes off, with staggering acceleration out of bends and on the long,

looks fast and is chuffing fast! Noisy too, with straight through exhaust hooked directly up to the turbo. Yorkshire Dales roads are the ideal playground for this road racer



Tipler at the wheel. Today he's chosen orange trousers to match the 968's yellow theme. But does Mrs T know that he's wearing the curtains?

undulating straights. It's got its own aural repertoire: there's a deep, sonorous baritone boom echoing off the dry-stone walls, with machine-gun backfire. I've never heard anything quite like the snarl on the overrun – more a deep, mournful bellow. There's no need for wrestling with the wheel because of the power-assisted steering, though there's

drama as they haul the car up. It's a hard ride but not horrendous, though it does bang on the bumps and I'm bounced around like hell. But this is one fun ride, and it's an extremely nice car to drive. A lovely one to race as well, I imagine.

Andrew Mearns sums up: 'It's like a 968 Club Sport that's been given surgery to turn

poised, purposeful, functional and aesthetically pleasing; even the rear wing isn't too big or dynamically insane, it's still an attractive looking car. It's comparable with a 964 RSR in terms of its rawness. And it's the rarest RS that Porsche ever made.'

So there we have it: amazing spec and performance, factory-built race provenance. But what are you going to do with it now? Too amazing to be a mere trackday warrior – and you'd need to clamp on a can to avoid cocking the decibel meter. Not quite old enough to go out in historic, you could get into one of the Porsche Club GB Championships and do quite well, and if you were sufficiently committed yet not necessarily chasing success, try the Britcar series. Or, indeed, the German VLN and, in the USA, C-production class in VARA, SCCA, NASA and SVRA. Just hammering it across the moors is fun but there's way more to it than that. It's so inspirational I could even see myself in a 968 CS. **PW**

“ It does bang on the bumps and I'm bounced around to hell ”

a certain amount of steering fidget under full power, drawing it slightly to the right. But it's actually very compliant, civilised even, with sharp turn-in into the corners where it tracks absolutely true. Brakes are extremely efficient, they don't grab and there's no

it into a track monster. It's got all the racecar components, and it's got all the aggression, though once it's in motion it's nice to drive. In spite of all the racing modifications it's amazing how tastefully it's been done,' he comments. 'It's built as a racecar yet it's

Split-rim Cup wheels are a defining feature of Porsche racers of the early '90s. Carbon weave can be clearly seen in the front strut-brace

CONTACT

Andrew Mearns
Gmund Cars
Limited
Unit 14, Nidd
Valley Business
Park
Scotton
Knaresborough
North Yorkshire
HG5 9JA
Web:
gmundcars.com
Email:
andrew@gmund
cars.com
Phone: 01423
797989





GMUND CARS

SPECIALISTS IN SOURCING PORSCHE WORLDWIDE

WWW.GMUNDCARS.COM

TEL: 01423 797989 E-MAIL: ANDREW@GMUNDCARS.COM
TEL: ANDREW MEARN: 07887 948983

Nidd Valley Business Park
Market Flat Lane
Knaresborough
North Yorks, HG5 9JA

SIMILAR CARS WANTED



1994 Porsche 968 Turbo RS, car number 2 of 4 made, Speed Yellow, unique "Road" spec, only 8k miles, been in a private collection since 2001, pristine condition, £POA



1974 Porsche 911 Carrera RS 3.0, one of the 5 UK cars made, Mexico Blue, documented history, only 43k miles, previous light restoration, recent specialists reports, £POA



1996 Porsche 993 GT2 Clubsport, Guards Red, only 17k miles, full documented history, 2 owners, factory upgraded to 600 BHP, one of only 30 Club Sports made, pristine condition, £POA



1995 Porsche 993 GT2, the '95 Championship winning car with drivers Lilian Bryner / Enzo Calderari, very important car, £POA



1992 Porsche 944 Turbo Cabriolet, 1 of 100 cars built, low miles, Cobalt Blue/Blue leather, £29,995



1995 Porsche 993 RS, 60k miles, RHD, 1 of 40 UK cars, Black/Black, Sports seats, air con, £249,995



1989 Porsche 911 Speedster, as new, only 6k miles, amazing service history, White/Red, £189,995



1999 Porsche 996 Cup Car, ex Johnny Mowlem, only 5k miles, great condition, full history, £59,995



1958 Porsche 356 Speedster, rare Right Hand Drive, fresh 100 point restoration, Silver/Black, £395,000



1981 Porsche 924 Turbo, series 2 car, two tone green, brown leather, 81k miles, full history, £19,995



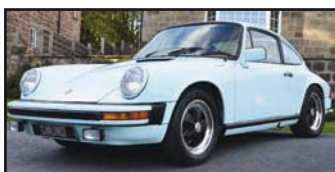
1985 Porsche 911 3.2 Carrera Coupe, LHD, White/Blue, 84k miles, Italian car, full history, £49,995



1983 Porsche 911 SC Cab, White, full history from new, 81k miles, Black roof, pristine condition, £44,495



1987 Porsche 930 3.3 Turbo, 80k miles, full history, White/Grey leather, Standard car, £79,995



1977 Porsche 911 S 2.7 Coupe, LHD, fully restored, rare colour of Cappa Florio Blue, tan leather, £47,495



1969 Porsche 912, Rally spec, long wheelbase car, LHD, competed in many Rallies, good history, £34,995



1956 Porsche 356 Speedster, Signal Red with Tan, LHD, fresh full restoration, USA car when new, £249,995



PORSCHE, BEFORE PORSCHE

Arguably the most creative automotive engineer of all time, Ferdinand Porsche's name will forever be associated with high-performance sports cars. But the roots of the Porsche company and its founder can be traced back to a time when Germany was in economic turmoil following the First World War, and a desire to build a car for the masses

Words: Keith Seume Photos: Volkswagen Archive

Ferdinand Porsche's early career saw him working with the prestigious Austro-Daimler company, which had established an enviable reputation for building high-quality luxury limousines.

Since joining the company in 1905, his efforts had been directed towards designing vehicles which he personally believed to be part of a rapidly dwindling market. In the aftermath of the First World War, his beliefs in this regard were stronger than ever.

Germany had paid dearly for its attempt to dominate western Europe in the First World War. The economy never fully recovered from the war effort or the crippling economic sanctions and reparations forced upon it by its former enemies. By the 1920s, the end appeared to be in sight for an automobile industry which firmly believed that only by building luxury sedans could it make a profit.

Nobody, it seems, saw a real need for a small family car, but the grim reality was that the average worker in Germany could

barely afford to run a motorcycle, let alone expect to own and drive his own family car. Class divides were still strong...

Austro-Daimler had built its reputation by building expensive prestige models, rather than cars for the ordinary man, and senior management would have preferred its new young designer to concentrate on what they regarded as the more profitable vehicles in the range.

Ferdinand Porsche felt differently, believing that there would be a market for an inexpensive saloon, sooner rather than later, but the old guard, the monied classes of old, preferred to bury its head in the sand, ignoring the changes of attitude that were sweeping throughout Germany.

While at Austro-Daimler, Porsche sketched out a number of proposals for what would later become widely known as a *Volkswagen* (or People's Car) but these designs were met with little enthusiasm. In today's terms, the situation would be like somebody suggesting Rolls-Royce build a Smart Car... It was never going to happen.

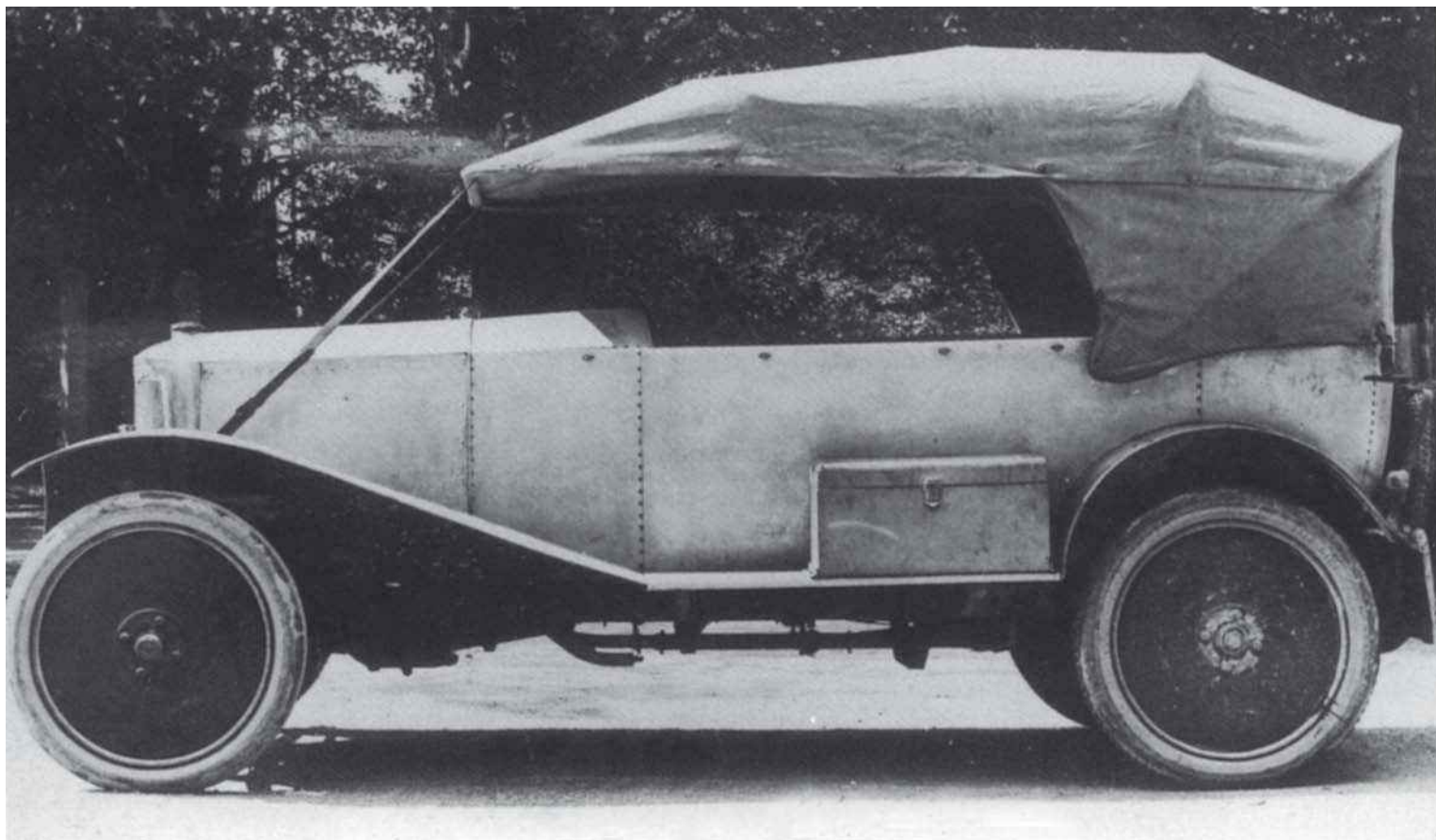
Porsche wouldn't be swayed and set

about designing a small open four-cylinder sports car called the Sascha, a model which ultimately proved to be very successful in competition. The basic chassis and drivetrain lent itself to use under a relatively compact family tourer which, had the board of Austro-Daimler shared Porsche's enthusiasm, could have become the basis for a car for the masses – Porsche's beloved *Volkswagen* project. Inevitably, though, his ideas met with stiff opposition from higher management.

The young Austrian designer kept his head down once again and continued to develop the Sascha, but was accused of being obsessed with speed. His downfall was a fatal accident involving a Porsche-designed six-cylinder model, known as the ADS (*Austro-Daimler-Sportwagen*) driven by Fritz Kuhn while testing in preparation for the 1923 Italian Grand Prix. This was all the proof Porsche's employers needed and he was called before what amounted to a court martial later that same year.

He was accused of wasting the company's money by pursuing his own

Above: Ferdinand Porsche (with a young Ferry Porsche at his side) alongside a Sascha, the most successful of his designs while working with Austro-Daimler. His superiors, however, didn't share his enthusiasm for speed and he left the company to move to rival Daimler



fanciful ideas rather than concentrating on the company's preferred luxury market.

Porsche was furious and tried to argue his case that competition successes were the best advertising any company could wish for – in particular he criticised Camillo Castiglione, Austro-Daimler's major shareholder, for being short-sighted in this respect. It was all to no avail for the board members refused to see his point of view. The talented engineer stormed out of the boardroom in search of new employment.

At first sight, such actions might have

seemed a little hasty on Porsche's part but it is almost certain that he had an ace up his sleeve in the form of an offer of employment with Daimler in Untertürkheim.

Safe in the knowledge that a job was waiting for him at Daimler should he so need it, Porsche was in a strong position to vent his true feelings towards the Austro-Daimler board. If they agreed to his ideas then all well and good – but if they didn't then he was off to pastures new. And so he was.

Unfortunately, his new employers were

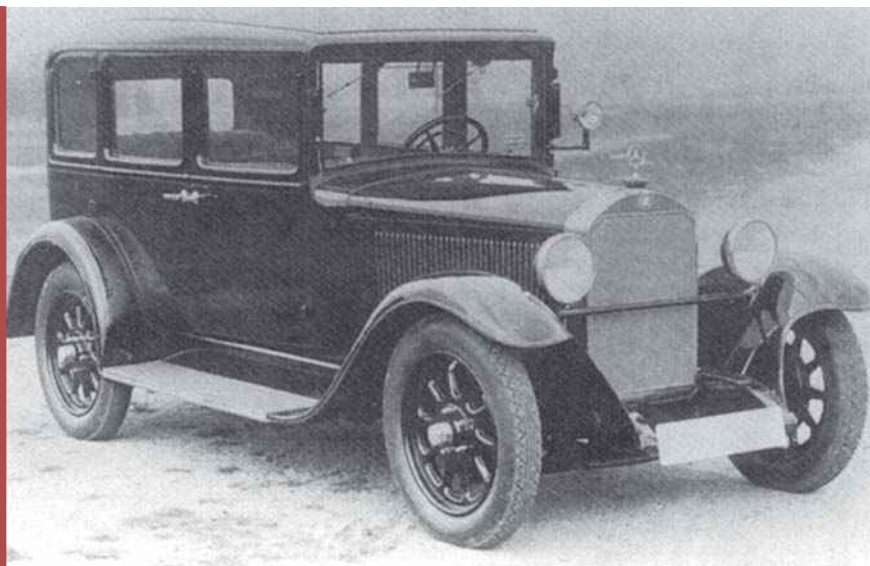
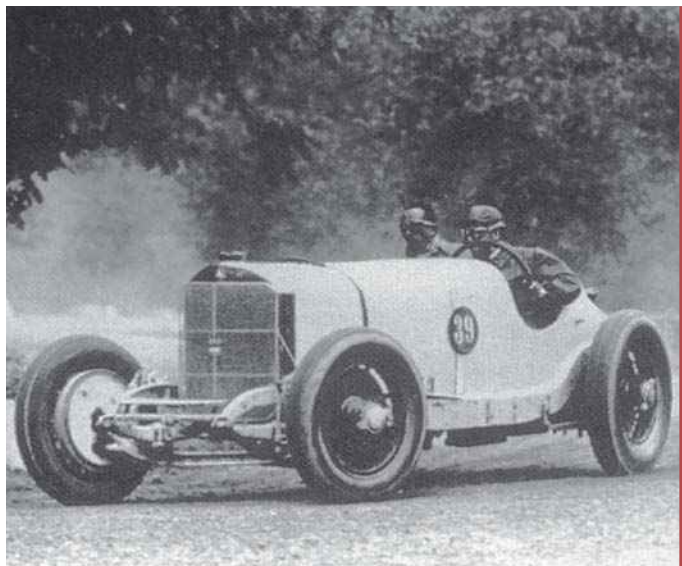
as unimpressed with the concept of an inexpensive car for the working classes as had been the management at Austro-Daimler. To their credit, the board of directors did show interest in building mass-produced touring cars but this wasn't really what Porsche was after.

His interests lay either with high-powered competition cars or the total opposite: a people's car. He was given considerable freedom at Daimler and was consequently responsible for designing some of the greatest cars of the era.

Above: The sporting Sascha spawned this simple yet elegant tourer but it was not the type of car to interest Austro-Daimler's management. It marked the beginning of the end for Porsche at the company



Left: About as far from a people's car as you can get, the big supercharged Mercedes SSK was another Porsche design. Although technologically impressive, Porsche regarded such projects as leading down a blind alley



In 1926, Daimler merged with the long-established Benz company, a consequence of which was the production of cars under the Mercedes-Benz banner. One of the first was known as the 'Stuttgart', a six-cylinder saloon which bore the works code 8/38. Although it sold in respectable numbers, the Stuttgart was plagued with cold-starting problems – a weakness that was ultimately to prove Porsche's downfall at Daimler-Benz.

He was given the freedom to develop high-powered (and extremely expensive) touring cars, many of which were developed into highly-successful racing cars. Several of Porsche's designs, which included the mighty supercharged Mercedes SSK models driven with success by the likes of Rudolph Caracciola, were destined to become classics – but they were still a far cry from his dream car.

In purely technological terms, Porsche saw his work on the mighty Mercedes sports cars as something of a blind alley. After all, there could only ever be a limited market for such powerful beasts. The

German economy was already showing signs of slowing down and Porsche knew that it was only a matter of time before there would be a shift in the market towards lower-priced, simple and cheap-to-run family cars.

Once again, he expressed interest in designing a small car, no doubt inspired by the success of his Sascha model while at Austro-Daimler. The management at Daimler-Benz was less than enthusiastic and, following a heated board meeting, Porsche was asked to go outside and start one of 'his' 8/38 Stuttgart saloons. He was unsuccessful and consequently felt humiliated. Popular legend has it that he threw his hat to the ground, stamped on it and walked out on his employers.

His next stop was Steyr, based in Vienna. Here Porsche felt more at home, working on designs for a small car known as the Type 30, as well as a larger family model which saw production as the 'Austria'. Examples of each were exhibited at the 1929 Paris motor show where they were met with critical acclaim.

However, Steyr was not long for this world and, not long after the show, the company was forced into liquidation, a distant yet direct victim of the Wall Street Crash which saw the values of all shares on the New York Stock Exchange plummet to their lowest ever levels.

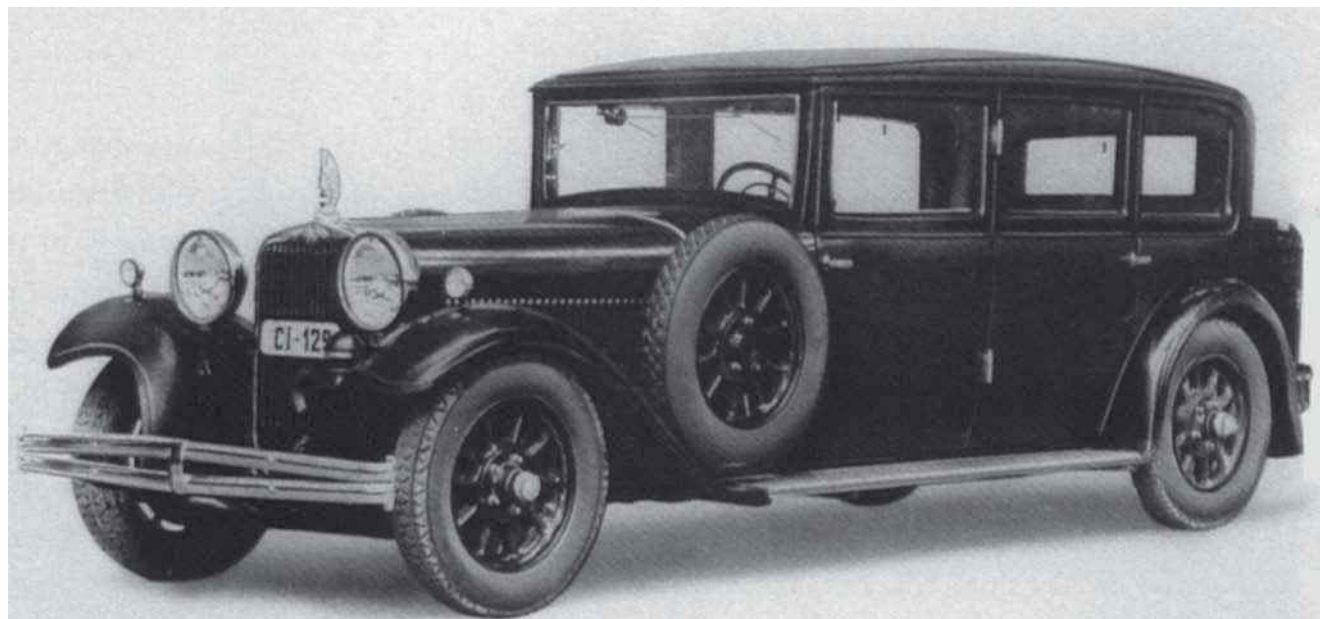
It is something of an irony that the remains of Steyr were purchased by the same financiers who controlled Austro-Daimler. This meant that, for the second time in just a few years, Porsche found himself under the control of a board whose ambitions he did not share.

It was inevitable that the relationship would be short-lived for Porsche had shown himself to be someone who did not suffer fools gladly. He was well aware of his worth as an engineer and it was only a matter of time before he took the brave, but logical, step of going it alone.

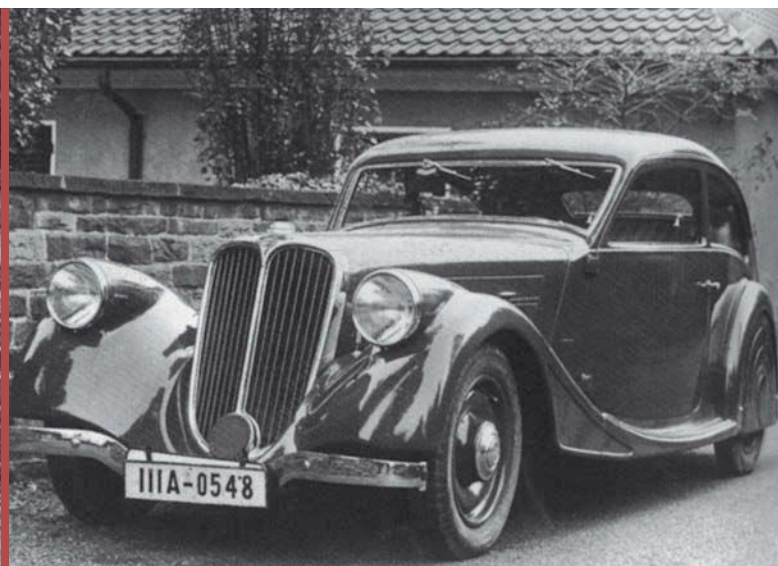
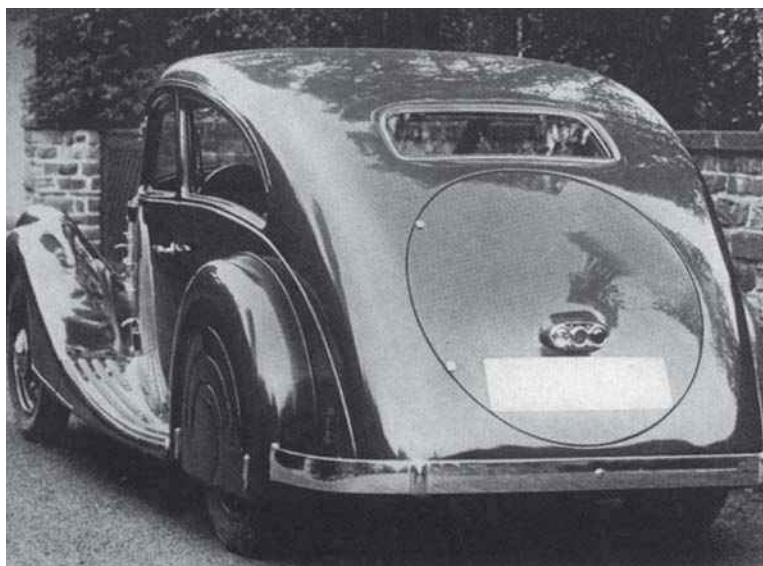
In January 1931, Ferdinand Porsche took the plunge and formed his own design bureau based in Stuttgart, home of his former employer, Daimler. With him he took Karl Rabe, Karl Fröhlich, Josef

Above left: Driven by the likes of the legendary Rudolph Caracciola, Mercedes' SSK was the car by which all other sports models were judged

Above: The 8/38 Stuttgart was the closest Porsche got to designing a small car while at Mercedes. It was plagued with problems, reputedly causing Porsche to storm out of a board meeting in a fury



Left: The Steyr Austria was the last design to come out of the old Steyr works prior to its sale to Austro-Daimler. It was also the last of the traditional upright luxury saloons designed by Porsche before he was able to turn more attention to small family car projects



Zahradniuk and Joseph Kales, all engineers held in great regard by Porsche and with whom he had worked in the past.

Among Porsche's earliest clients was Wanderer for which he designed three cars, known rather unglamorously as Types 7, 8 and 9. None were the

which consisted of swing-axes with torsion bar springing (sound familiar?).

Types 8 and 9 were extremely attractive aerodynamic saloon cars powered by a front-mounted 3.2-litre 'straight-eight' engine. Styled by Erwin Kommenda, the bodies were fabricated by Reutter in

design prowess. He was so proud of them that he continued to use the Type 9 for several years as his personal transport.

It was Fritz Neumeyer of the motorcycle manufacturer Zündapp who gave Porsche his next big break. Neumeyer was convinced of the need for a small car which would represent a step up from a motorcycle. After all, even with a sidecar attached, a motorcycle offered only limited carrying capacity for the average family – and little in the way of weather protection.

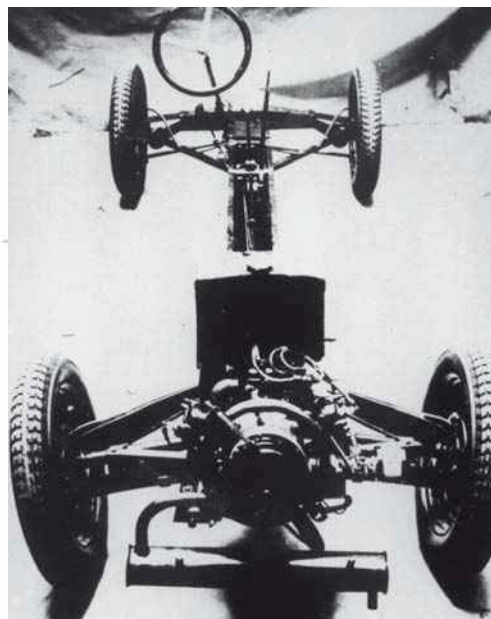
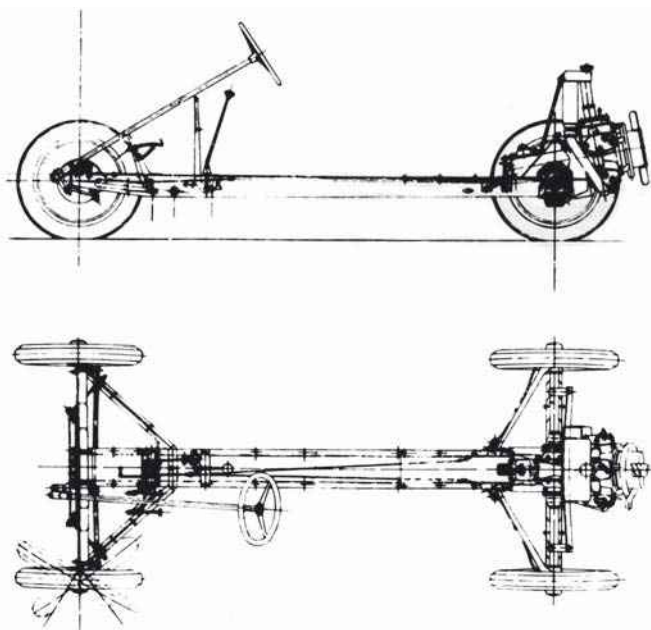
Porsche shared Neumeyer's enthusiasm and so began what became known as Project No.12, a thoroughly unconventional aerodynamic saloon car with a three-cylinder air-cooled radial engine mounted in the rear. It has often been written that this was at Neumeyer's insistence, but Ferdinand Porsche's son, Ferry, dismisses this notion in his book *We at Porsche*. In fact it would seem that Neumeyer showed little interest in the mechanical layout of the car – his prime concern was that it should be reliable, inexpensive and 'small'.

Above: The Wanderer Type 8 and 9 were wonderfully elegant, aerodynamic saloons, the latter intended to be equipped with a supercharged version of the straight-eight engine. They were among the last front-engined designs to come from Porsche's drawing board

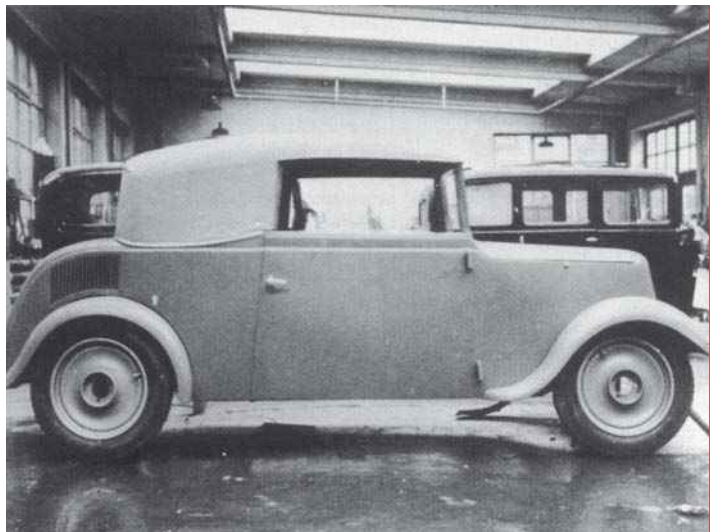
“ The bodies were fabricated by Reutter in Stuttgart, a company which was to play an important role ”

Volksauto he longed to build, being larger sporting saloons, but they did feature some of his more radical ideas which would become a common feature of many of his later designs. The Type 7 (also known as the W22) was a small saloon car which was fairly conventional in most respects save for its rear suspension,

Stuttgart, a company which was to play an important role in Porsche's history. The two cars differed only in that the Type 9 was intended to be fitted with a Roots-type supercharger, although this never happened. Neither design had actually been commissioned by Wanderer but they were built by Porsche to showcase his



Left: The Zundapp prototype, known as Project No.12, featured a rear-mounted radial engine, first with three and then five cylinders. Backbone chassis was a forerunner of the Beetle and 356 design



Before the design even left the drawing board the engine was increased in size to five-cylinders, but this was to prove the downfall of the three Zündapp prototypes (there were two saloons and a convertible) for each suffered from engine overheating. Worse still, from Porsche's viewpoint, his favoured torsion bar suspension proved rather fragile. Subsequent examination,

decided to call things to an end. The main problem was that Neumeyer insisted on producing everything in house. As his company was not really geared up for car manufacture, that would have required a massive amount of investment. Also, sales of Zündapp motorcycles were improving, meaning that Neumeyer no longer felt the need to expand his horizons. It was a

it is believed to have been destroyed in an air raid on Stuttgart. Of the other two examples, nothing is known, although it is rumoured that they were both dismantled in the 1930s following the collapse of the project. This seems the most likely scenario, although there is also a suggestion that they, too, might have survived until the latter years of the war.

Above left and right: Three Zündapp prototypes were built, two saloons and a cabriolet (above left). The saloons looked very aerodynamic, the cabrio rather upright and clunky in comparison. Ferdinand Porsche used a saloon as his personal transport as late as 1944

“ Porsche is known to have used one of the saloons as his personal transport right up until 1944... ”

however, revealed that the problem lay with the heat-treatment of the torsion bars, rather than there being a fundamental flaw in the design.

Neumeyer became despondent about the spiralling costs of the project and, much to Porsche's disappointment,

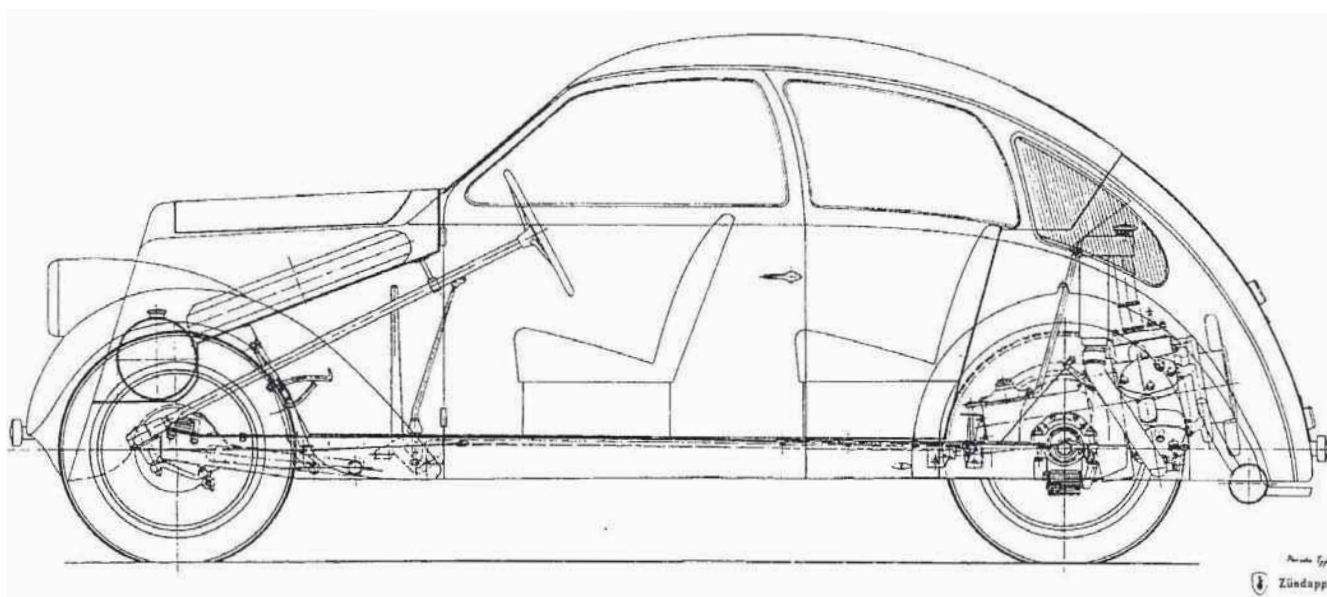
short-sighted decision but an understandable one considering the instability of the economy at the time.

The ultimate fate of the three prototypes is uncertain, although Porsche is known to have used one of the saloons as his personal transport right up until 1944 when

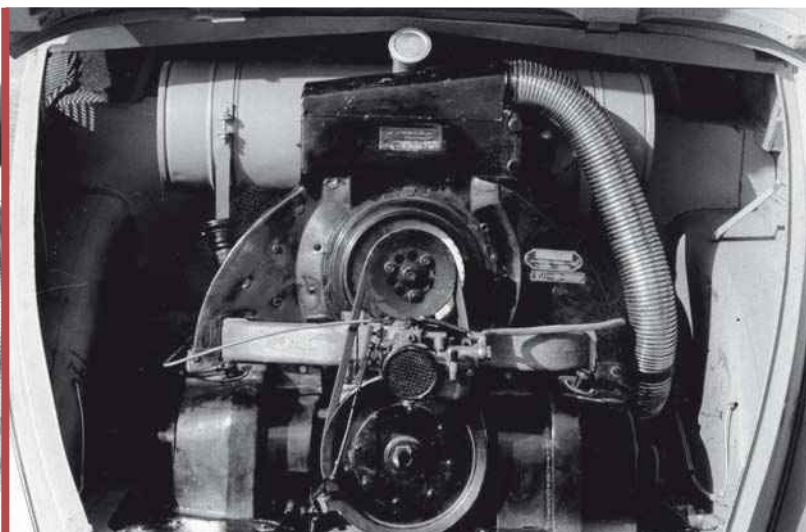
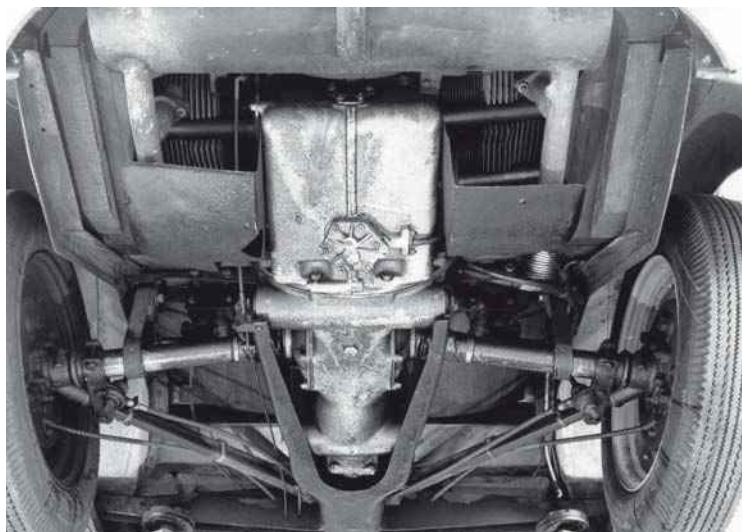
Porsche's efforts were not all in vain for a second motorcycle manufacturer, NSU, headed by Fritz von Falkenhayn, sought his advice on yet another *Volksauto* project. Known as Project No.32 – or Type 32 – Porsche's design once again featured a rear-mounted air-cooled engine.

Three prototypes were constructed early in 1934 by two companies which would ultimately have a long and illustrious association with Porsche: Reutter of Stuttgart and Drauz in Heilbronn.

Reutter's example featured an all-steel body, the other two by Drauz being equipped with bodies constructed from imitation leather stretched over a wooden frame (known as the 'Weymann' technique after the German *karosserie* –



Left: It doesn't take a great deal of imagination to see the similarities between the Zündapp prototype and the later VW Beetle and Porsche 356. Ferdinand Porsche was convinced that a rear-mounted engine was the best possible solution to the problem of providing enough interior space in a small saloon car



coachbuilders – which had perfected the process over a number of years).

Although the idea of a fabric body seems rather at odds with Porsche's modern ways of thinking, the Weymann method of construction made a lot of sense at the time: road conditions in pre-war Germany were poor and metal bodies tended to twist and crack. The flexibility of bodies built using the Weymann technique meant that cars could ride the bumps without suffering damage.

The Type 32's design shared much with the later Volkswagen Beetle and, therefore, with the Porsche 356, for the suspension was independent all round, with torsion bar springing, and there were trailing arms at the front and swing-axles at the rear. The chassis was a platform type with a central backbone to provide rigidity, a design which Porsche favoured as it allowed maximum use to be made of interior space.

Each Type 32 prototype was powered by a horizontally-opposed four-cylinder engine with a bore and stroke of 80mm x 72mm, resulting in a swept volume of 1470cc. A

centrally-mounted camshaft operated overhead valves via pushrods and rocker arms, while a single downdraught Solex carburettor supplied the fuel mixture.

Although the engine only produced a modest 20bhp, the Type 32 was capable of reaching in excess of 90Km/h (56mph). However, the engine was extremely noisy and, once more, the torsion bar suspension proved weak and prone to snapping, although this particular weakness was soon remedied.

Despite these shortcomings, the Type 32 showed a great deal of promise but, once again, fate was to strike a cruel blow. The popular story is that, unbeknown to Porsche, having sold its car production facility to FIAT, NSU had signed a no-competition agreement with the Italian car manufacturer several years earlier. As a consequence, FIAT did not take kindly to NSU's latest attempt to break into what it saw as its market and forced the German company to abandon the project.

A more likely reason for the project's early demise is that NSU simply ran out of money. Costs had spiralled out of

control and the motorcycle manufacturer could not afford to continue with the project. Once again, Porsche saw his efforts come to nothing, although one example of the Type 32 (the steel-bodied version by Reutter) survives and can be seen on display in Volkswagen's own museum at Wolfsburg.

Close examination reveals it to be a well-constructed vehicle considering it is, quite literally, a hand-built prototype. Indeed, compared with certain post-war 'austerity' saloons (the British Ford Popular, for example), the Type 32 is both well-equipped and spacious.

The NSU prototype took to the road in 1933, which was to prove a momentous year in German politics. This was the year that a certain Adolph Hitler became Chancellor of the Third Reich.

He was a man with many dreams, one of which was to put the German car industry back on its feet. Another was to build an affordable car for the working man – a *Volkswagen*. Ferdinand Porsche was about to benefit from the kind of support of which rival designers could only dream. **PW**

Above left and right: NSU Type 32 featured a rear-mounted air-cooled horizontally-opposed engine, torsion bar suspension and swing-axles at the rear – just like the post-war Porsche 356

Below: Three NSU Type 32 prototypes were built, one with a steel body by Reutter, two others using the Weymann technique of fabric stretched over a wooden frame by Drauz



Everything Porsche

Air & Water Cooled Specialists

Porsche trained Technicians. Over 28 years experience.

Cavendish
INDEPENDENT PORSCHE SPECIALISTS

SALES

SERVICING

REPAIRS

RESTORATION

and so much more...



CavendishPorsche Ltd

Unit 6 & 7, Gainsborough Close,

Long Eaton, Nottingham, NG10 1PX

Call 0115 972 2001

or visit www.cavendishporsche.co.uk

Authorised Dealer for...



Specialist Cars

of Malton Ltd



1971 911 2.2T, Pastel Blue



1983 930 Turbo, Vienna Red Repainted, Engine Rebuilt



2008 997 GT2, Carrara White

www.specialistcarsltd.co.uk

INDEPENDENT
PORSCHE
SPECIALIST

Servicing &
Maintenance

Engine & Gearbox
Rebuilds & Modifications

Fault Finding/Diagnostics

Pre-purchase Inspections

AUTOSTRASSE

31-35 Priors Way

Coggeshall

Essex

CO6 1TW

01376 562922

www.autostrasse.co

AUTOSTRASSE

HERE
TO HELP YOU
ENJOY
YOUR
PORSCHE



Wanted – similar quality 911s for stock



964 Carrera 2 Manual - 38,000 miles



993 C2S Manual - 9,000 miles



993 Carrera 2 - 42,000 miles



996 GT2 Mk2 Club Sport - 14,000 miles



996 GT3 LHD - 24,600 miles

More stock on our website. Come and visit us at Goodwood Revival



Paul Stephens. Specialist in original and bespoke Porsche

Classic and Modern Sales
Service and Performance Upgrades
PS Autoart Restoration and
Bespoke Builds

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

paul-stephens.com

01440 714884



PAUL STEPHENS
EST 1994

TECH: HOW TO

REARGUARD ACTION

The Cayenne has acquired a not entirely undeserved reputation for being difficult and costly to repair, but sometimes we make it harder on ourselves by ignoring the obvious warning signs. Chris Horton reports on a PDCC fault in a 2008-model GTS that could have been so much easier – and cheaper – to fix had the owner done something about it sooner. Photos by the author



We have all heard the old proverb, in its modern form usually attributed to the 18th-century American polymath, Benjamin Franklin, about the nail and the horseshoe. It has an enduringly clear and simple meaning. Act upon a problem sooner rather than later, and you will avoid all manner of increasingly disastrous consequences. Legend has it that during World War II it was printed as a

poster and hung on the walls of US government and military offices, not unlike today's seemingly ubiquitous 'Keep calm and carry on'. (Which is itself a British motivational slogan dating back to that same troubled period. But I digress.)

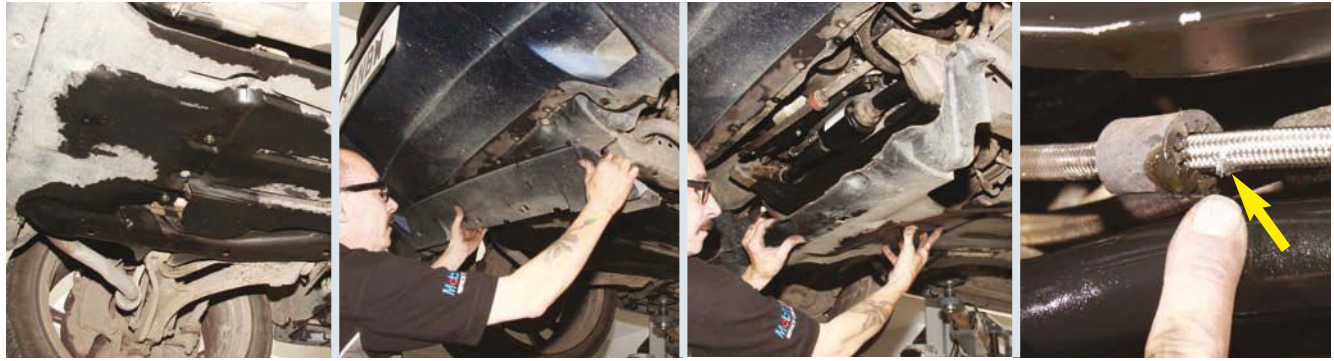
Either way, the owner of this Cayenne learned an expensive lesson by ignoring for quite a long period both a dashboard warning light and what must have been an unavoidably obvious oil leak from beneath the front of his PDCC-equipped 2008-model

GTS. (PDCC stands for Porsche Dynamic Chassis Control. It's an optional system of active anti-roll bars, powered by an engine-driven hydraulic pump, which anticipates and helps to reduce lateral body movement when cornering. In the off-road Cayenne it also allows the two 'halves' of each bar effectively to be disconnected from each other at very low speed in order to allow more articulation in the suspension when crossing particularly rough terrain.)

Essentially one of the two high-pressure

Cayenne's combined power-steering and PDCC pump reached from inside left-hand front wheelarch: not easy, but not impossible, either, with patience and the right tools. Our thanks to Precision Porsche and technician Ian Florence for their help with this story

This car's problems stemmed from a tiny split in one of the flexible hoses to the PDCC servo, down between the front wheels (far right). This quickly emptied the under-bonnet fluid reservoir, and allowed the relevant section of the engine-driven pump to run dry. Oddly, perhaps even perversely, the reservoir (unlike the adjacent power-steering reservoir) is normally entirely hidden by a plastic shroud, although no less oddly it does have a dipstick for those who can be bothered to look for it. The issue would have been flagged up by a dashboard warning light – and not least the substantial long-term oil leak suggested by these photos – but unfortunately the owner had continued to drive the car for some time afterwards

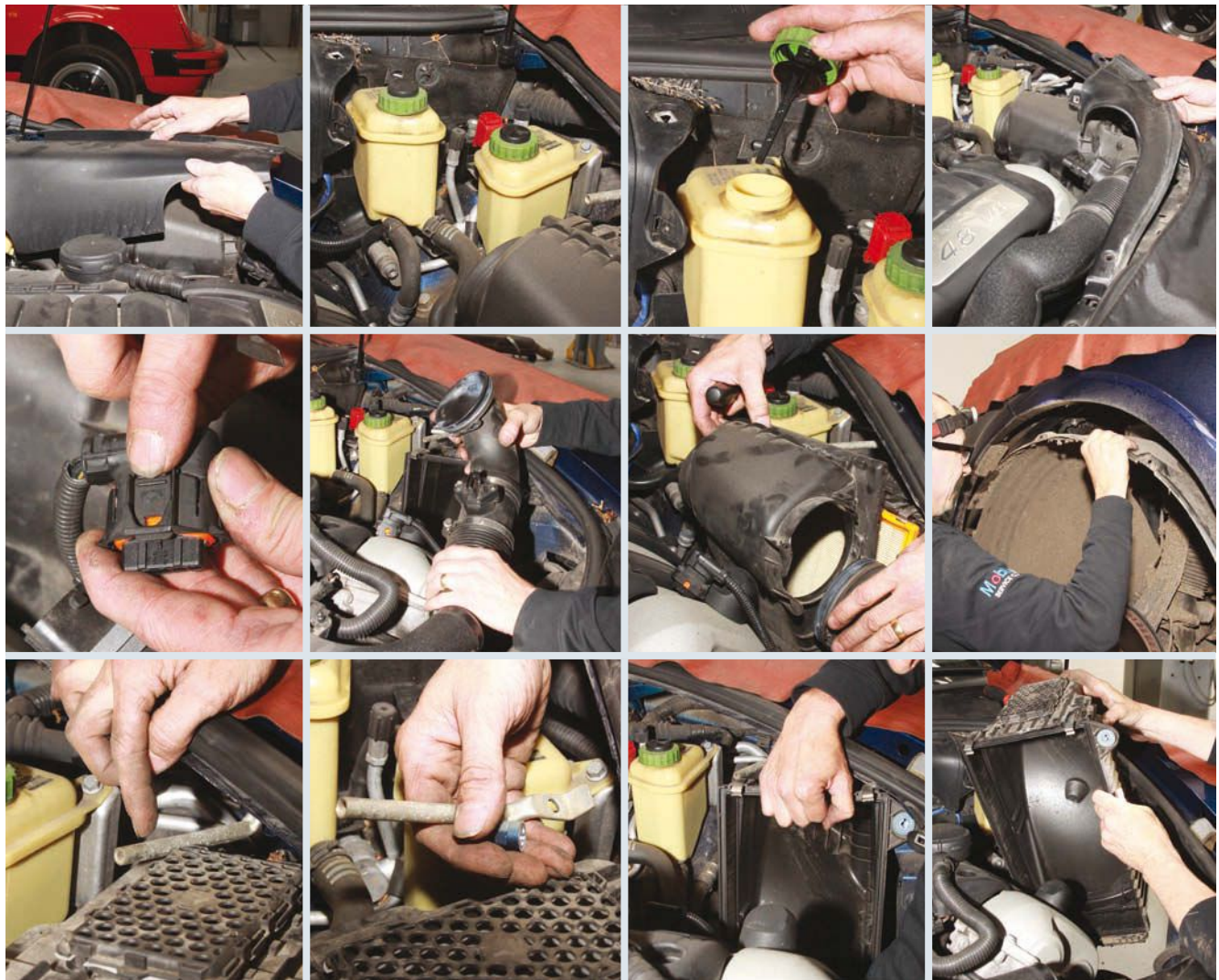


flexible hoses from the pump to the front anti-roll bar developed a tiny split – possibly the result of being hit by a stone thrown up from the road surface, although since the replacement was of a slightly different design, perhaps due to some inherent weakness. Who knows? This quickly emptied the under-bonnet fluid reservoir into the engine undertray and caused the pump to run dry, here for a period of several months and probably 2000 miles at the very least. This had no bearing on the vehicle's overall, day-to-day behaviour – unsurprisingly, the anti-roll bars default to a failsafe, fully connected setting – but it did mean that when the owner finally got around to having a new pipe fitted, by independent specialist Precision Porsche in Uckfield, East Sussex,

he was also going to need a new pump. And, since a hydraulically quite separate but mechanically integral section of the same pump also drives the power-assisted steering, it was going to be expensive. Cost of the failed pipe alone from Porsche is currently a modest £55.49 plus VAT, with perhaps an hour or so's labour to fit it and then refill and check the hydraulic system. (And we are assuming, of course, that if attended to soon enough – ie within a few minutes of the warning light coming on – the pump can generally be saved.) As it was, the total bill, for two pipes (no point going to all this trouble and leaving one of the old ones in situ, quite possibly to fail soon afterwards), the 'tandem' pump (so called because of its two sections, one behind the

other), the special Pentosin hydraulic fluid (more on this later), sundries and five hours' labour, came to a little over £1300. Ouch. Would you ever do the work yourself, and save – at Precision Porsche's rate; possibly more, or less, depending on where you take the job – £300 plus VAT? As usual, that will depend upon your aptitude and your facilities – and not least, perhaps, on whether your own occupation earns you more or less per hour than the job will cost to have done for you. (And if you have never tackled it before you are likely to take longer than the 'book' time.) You will also need access to a diagnostic computer terminal subsequently to prime and then bleed the system – although you could conceivably drive the vehicle to a specialist

The first task was to remove the plastic undertrays (top group of photos), and then the relevant under-bonnet mouldings, to reveal that empty PDCC reservoir (top row, this group), followed by the air-intake ducting and then the air filter – see also *Technical Topics* in the September issue of the magazine. Take care with electrical connections such as this one (right): the tab shown needs to be pressed carefully with a small screwdriver in order to release it without damaging the plug. Plastic wheelarch liner comes out next, and then, to allow the back of the air-filter casing to be lifted upwards for access to the pump, this rod (right), which is secured to the underside of the inner wing. Its purpose, as you may already be aware if your Cayenne has ever needed jump-starting, is to provide a safe earth point for the negative lead



TECH: HOW TO



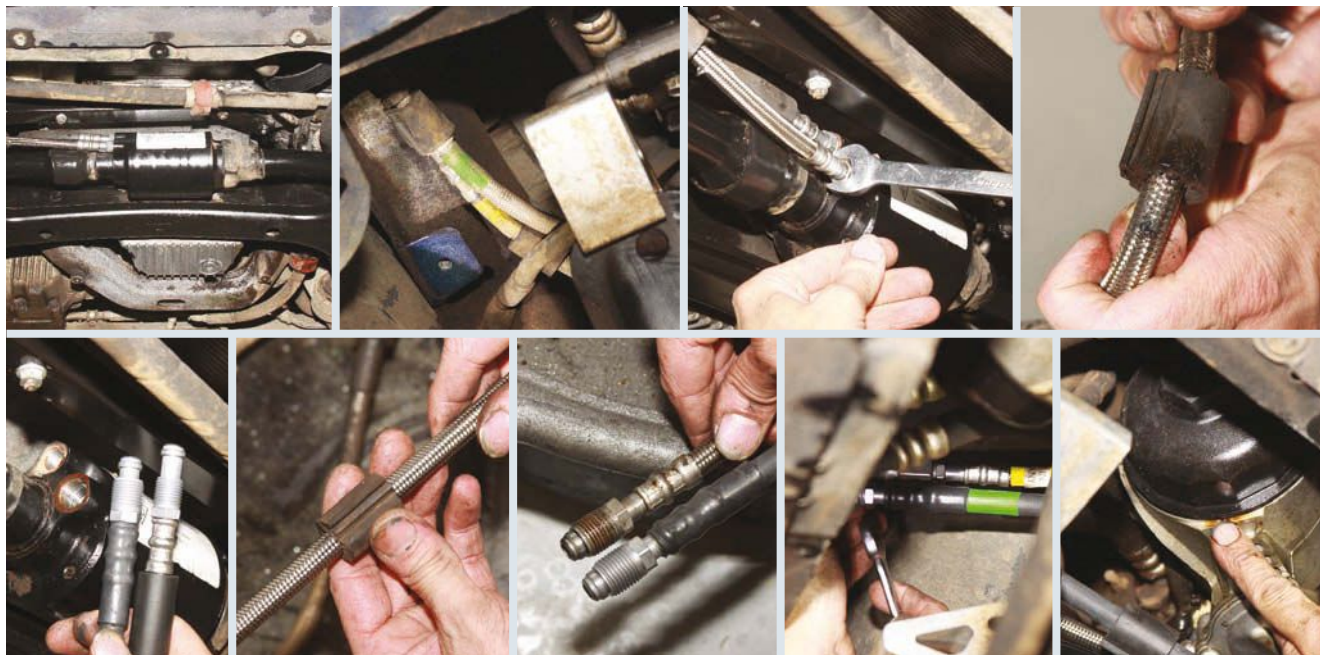
Release the auxiliary drive-belt's automatic tensioner using a 30mm spanner, and slip the belt off the tandem-pump pulley – best not to take it off completely, though, unless you need to fit a new one. Undo the single nut securing the pipe flange to the outer side of the pump, and gently pull that clear. Undo the banjo bolt and discard its two sealing washers – you will need new ones as a matter of routine. There is also a hydraulic connection beneath the rear end of the pump – don't forget to undo that, too. (See arrow on the photo below left.) Counter-hold the pulley while you undo its three securing screws (or before you release the tension on the belt). Removing the pulley is necessary to allow access to three of the four screws securing the pump body to the engine – although even then you will need patience, dexterity and not least a selection of socket drivers and extensions to get at them. And note, too, the fourth screw, adjacent to Ian Florence's forefinger. Pump comes out through aperture in the wheelarch. The flexible hoses that ultimately were the cause of the problem are easy enough to deal with (below). Just make sure that you have well-fitting open-ended spanners to give you a good, secure grip on their hexagonal end-fittings, or proper pipe-nut wrenches, if you can find some that will fit in the rather limited space available. We couldn't show the pipes' upper ends due to restricted access, but suffice it to say that they have the same simple end-fittings – although there you will need an additional slightly larger spanner to counter-hold the other half of each union. It should be difficult to transpose the new pipes when fitting them, but do take care to match both colour-coding and slightly different lengths. Weeping oil-filter needed attention, too (left)

for that task. That apart, it's not overly difficult, just a bit awkward. Predictably, there is not a lot of room in the Cayenne's engine compartment, and you will need to access the pump from both within that and also the left-hand front wheelarch.

This may be, then, a story whose time

has yet to come. At a likely market value of £25,000 or even as much as £30,000 this GTS clearly warranted spending that unexpected £1300 on it, but there will be some PDCC-equipped cars out there already down to £15–£20K, and it may not be too long before they are heading for the

£5000–£6000 bracket currently inhabited (infested?) by the earliest petrol V8s. But in which case being able confidently to handle a task such as this is going to give you an invaluable edge when it comes to buying what will always be a huge amount of metal and technology for your money. **PW**



THE KNOWLEDGE

We covered a relatively small but none the less important part of this task in last month's *Technical Topics* – successfully disconnecting the air-filter trunking without breaking the ingenious plastic fixings. No point repeating it all here, so see page 124 of that edition.

There is little else you need to know that won't either be obvious if you have any mechanical experience, or become so as you work through the job. You will, as we've said in the main text, need to remove the left-hand front wheelarch liner, and also the front section of the engine undertray, so as ever make sure that you can raise the car to a reasonably convenient height, and then place it securely on suitably heavy-duty axle-stands.

Have a drip-tray handy, too, and plenty of clean rags to soak up any spillages and to wipe your hands – chances are that there will be significant quantities of that special Pentosin fluid sloshing about, and however effective it may be as both a hydraulic fluid and a lubricant, it is actually pretty nasty stuff otherwise, with a potentially disastrous effect on any rubber, or rubber-type material, not designed for it. To refill the system you will need at least four litres of what is known as CHF 202, or its equivalent from another reputable oil manufacturer; please note that nothing else will do.

Also required will be a new plastic reservoir and its integral filter for the PDCC fluid, hidden beneath a plastic shroud at the rear of the engine compartment, behind the more

familiar power-steering reservoir. In fact, this is a routine servicing item (every 60,000 miles or six years, whichever comes first), but at only around £40 plus VAT it is not prohibitively expensive, and it would be false economy to ignore it either then or certainly when tackling this particular repair.

Make sure that you have any necessary 'O'-rings, and particularly the three (colour-coded green) sealing the rigid metal pipes into the pump. They, too, need to be Pentosin-resistant (hence their colour), not just generic jobs that might quickly perish and leak. Your nearest Porsche Centre will, of course, be happy both to advise and supply.

It would be worth fitting a new serpentine auxiliary drive-belt, as well, unless the one on the car is nearly new, although you don't need completely to remove it in order to extract the pump (and taking it off, or more precisely refitting it correctly, is a bit of a faff), so you'll have to use your own judgement on that one. Precision Porsche had even ordered in a new drive-pulley for the pump – they can crack, suggested technician Ian Florence – but in the event it wasn't necessary, and naturally the customer was not billed for it.

Few special tools are required. Just bear in mind that almost without exception all fastenings are of the Torx variety, with either internal or external 'splines' on their heads, and so will require the appropriate drivers and sockets. You'll need open-ended spanners for the flexible lines to the PDCC 'servo', down

behind the anti-roll bar, but use proper pipe-nut wrenches if at all possible – essentially ring spanners with a slot in them so that they fit snugly over the hoses.

Finally, and since prevention is always better than cure, may we diplomatically suggest that if you have a Cayenne with PDCC you get out and under it as soon as possible in order to check whether the relevant hoses appear to be in imminent danger of developing just such a split as caused the trouble here? And, even if they are not, that you consider replacing them as soon as possible with those later upgrades.

Even that might cost you a couple of hundred pounds – or once again quite a bit less if you choose to do it yourself, and that job alone is pretty straightforward – but better than the thick end of £1500.

Our thanks, of course, to all at Precision Porsche for their enthusiastic assistance with this feature, and particularly proprietor Jonny Harle and technician Ian Florence. The company is at Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ; tel: 01825 721205; www.precisionporsche.co.uk. As those of you with an interest in heritage railways might have guessed, by the way, the company is literally just a stone's throw from the deservedly famous Bluebell line, the ideal place to spend a day while your Porsche is receiving expert attention in a superbly clean and well-equipped workshop.

Reassembly is a reversal of the dismantling procedure, with new 'O'-rings (which must be of the correct grade for use with Pentosin fluid; see text) and sealing washers. Photo at top left of this group shows the pipe (and its securing nut) that fits into that lower

rear port on the pump that we mentioned earlier. Tighten the nut to 10Nm. (And that larger banjo bolt to 30Nm, +/-3Nm.)

This car's pump pulley could be used again, after cleaning; but a new one had been ordered as a precaution, because sometimes they can crack. Tighten both the pump securing screws and the pulley screws to 23Nm.

Make sure the short spigot on air-filter housing slides neatly into the forward intake trunking. PDCC reservoir (with its integral filter) requires to be replaced every six years or 60,000 miles, and certainly after a job such as this, to avoid possible contamination of new pump. Extract single plastic securing 'rivet' with a suitable forked tool as shown; release the two pipe clips with required special tool, or small water-pump pliers at a push. Final job is to refill both reservoirs and allow diagnostic computer to activate the PDCC system in required sequence to bleed air out. Reason enough to take the

entire job to a specialist, perhaps, although some might be willing to do that last stage alone for you for a modest fee



ZODGE
service station ltd
Manchester's No 1 Porsche Specialist

REPAIRS & SERVICING

MOT'S • ELECTRICS • DIAGNOSTICS
SUSPENSION • TYRES • SERVICING
EXHAUSTS • BRAKES • RECOVERY
AIR-CONDITIONING • FREE COLLECTION
A FAMILY RUN BUSINESS YOU CAN TRUST



TEL: 0161 370 3014
Abbey Hey Lane, Gorton,
Manchester, M18 8TG

elite motor tune 
Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

**Close to Northampton train station
(Direct lines to London & Birmingham)**

Recent new workshop with latest
German technology and 7 service bays

www.elitemotortune.co.uk

NORTHAMPTON Tel: 01604 757510


PRECISION
PORSCHE SPECIALISTS

01825 721205



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



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

911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 25 SEPTEMBER

A return to Mapledurham House for this year's Porsche Picnic, once again following the tried-and-tested formula of a laid-back Porsche and VW show in conjunction with our sister magazine, *Classic Porsche*. Informality is the key-word, with no model-by-model parking

and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 25 September. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free. Pre-entry not required.

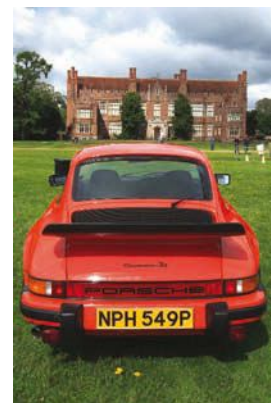
For all enquiries contact Wildside on 01189 475200 or wildside@adren-a-line.com



MAPLEDURHAM HOUSE

Set in acres of beautiful grounds, just off the A4074* Oxford road, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album. The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Freshly made to order sandwiches and homemade soup will also be available. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £3.50 discount on the usual £9.50 admission. For further details on Mapledurham House, go to: www.mapledurham.co.uk
*Turn at the brown Mapledurham House sign opposite The Pack Saddle pub, Mapledurham. Please note that the entry road is very narrow.

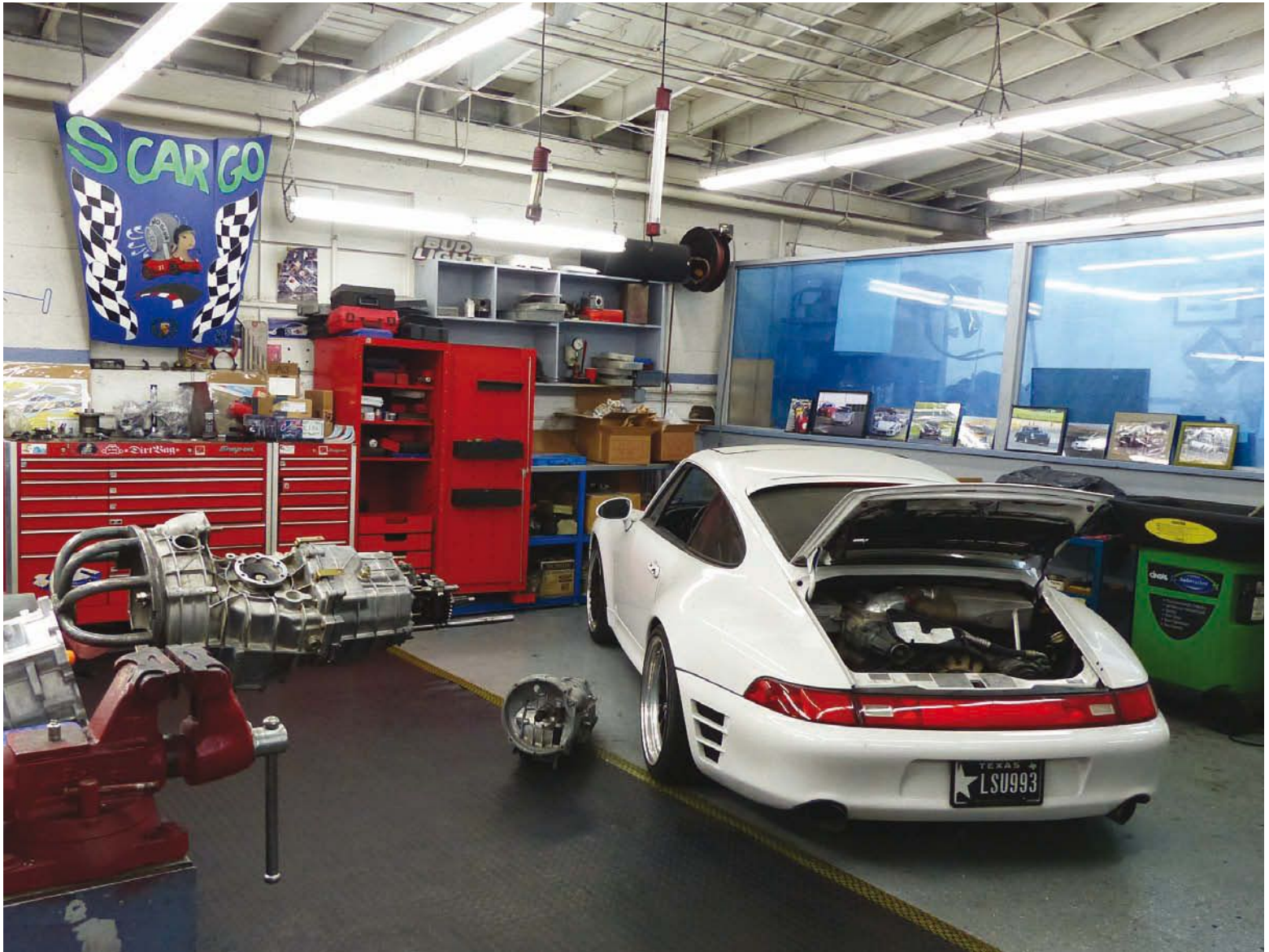
- Entry just £5 per person (under-11s free)
- Open from 10am
- Top Six awards presentation at 3pm
- Tea room
- Discount admission to Mapledurham House and watermill



S CAR GO

S CAR GO? There's not enough space to explain that one here, so you'll have to read on. However, you'll love this San Francisco based Porsche shop and its multi-faceted, can-do mentality

Words and photos by Matt Stone



Prior to launching his own Porsche racing and service shop, Rob King worked for 18 years as a Porsche dealership technician. He learned hard and well, attending many of Porsche's own technical certification courses. Obviously the perfect foundation for a guy aiming at hanging his own shingle dedicated to these cars. Which is what he did 25 years ago in the very same building that still occupies his S CAR GO Racing business. And don't let the whimsical name fool you, with S CAR GO being a tongue in cheek spin on the word "escargot." Because there aren't any snails rolling out of King's shop.

It's fair to say the shop's primary focus is 911s, but in no way restricted to only them. During our visit, there were several 356s in for a variety of service and other needs,

plus a Cayenne S there for a brake job. His client base ranges from just around the corner to all around the world, no surprise given that his parts department stocks an impressive variety of OEM, original, classic and aftermarket components and accessories. Plus the plethora of things that S CAR GO produces, most particularly high performance exhaust systems. The parts department is racked, binned and numbered just like that of a car dealer parts department, if a bit smaller. There's very little this company can't or won't do when it comes to upgrading or restoring a Porsche. King doesn't have his own paint booth, nor does he do upholstery; two well qualified outside specialists handle those chores and their facilities are near King's, so his team can keep an eye on the quality of outsourced work.

No job is too small; if you need a new

distributor cap or a complete race build; King's staff is compact, just a half dozen or so beyond himself. Most have been with him for years and, in a couple of cases, decades. Some are younger guys and a few more seasoned. Among the more experienced is Pat Sexton, a Porsche certified Master Tech who has a wall full of course completion plaques and diplomas from the factory. Given their relatively similar ages and levels of experience in the Porsche trade, Sexton and King early on compared their rostrum of Porsche certified classes attended, and figured out that they were in the same class for several programs together (without previously knowing each other), now more than 25 years ago.

Further demonstrating that S CAR GO is happy to work on any Porsche, no matter how racy or not it is, Sexton was wrenching

S CAR GO doesn't restrict business to one specific Porsche era. All models are catered for here, including this mean looking 993 undergoing a transmission rebuild



Above: The S CAR GO team, each and every one a Porsche owner, too. Right: All Porsche models catered for and more. Getting the cars up in the air allows for more room to work

on a North America-spec only 1976 912E, which you will recall was a one year only model comprising a slightly stripped down 911 body platform yet running an electronic fuel injected 914 engine. Fast? No. Rare? Yes. Special? For sure. Notes Sexton: "This was about the time that fuel prices in America were getting higher and higher, and emissions requirements getting tougher, so Porsche augmented the model lineup with a car that cost less and burned less gas." The particular car Sexton had in his service bay that day was failing its emissions test, so he was giving the car a thorough tune up and fluids change in search of a cleaner sniffing tailpipe. He also pointed at a concours level 356 parked just a few feet away and comments that "it's nice to work on the older, simpler cars, too, so you don't forget how to change a set of points or set up an old school distributor." One particularly interesting car visiting the shop was an immaculate yellow 1968 911S that had been restored, from the tyres up,

by Alois Ruf in Germany. King was most complimentary of Ruf's restoration job on this car, noting that the quality of the work was exceptionally high, as were the levels of originality and authenticity. A highly desirable, and now very valuable, machine for sure.

A complete build that really caught our eye is a '73 911 T coupe that had been stripped to its nubbins and was being modified and built up from a thoroughly restored shell. Destined for its engine compartment is a 4.1-litre naturally aspirated engine, running RS twin-plug "big

“ You don't forget how to change a set of points or set up a distributor ”

The shop was equally filled with other interesting projects and builds in process. There was a Turbo on the lift in for larger turbos, suspension work and a hand built custom high performance exhaust that made it for all intent and purpose something beyond even a Turbo S in terms of spec and performance. This is an everyday job around S CAR GO.

valve" heads, tuned and balanced PMO carbs, custom ground camshafts and an Electromotive programmable ignition system. Horsepower? An easy 400. It will also boast an S CAR GO custom exhaust and a beautifully finished, leather wrapped multi point weld-in roll bar system. The car will connect power to ground via a thoroughly beefed up and overhauled 915



A couple of 356s. Well, this is San Francisco. Everyone drives a 356 here you know!

TECH: SPECIALIST



Mural on front of S CAR GO's premises is about as far removed from corporate Porsche as you can get and we rather like it!

trans with a Wevo shift kit and Porsche Turbo synchros. Nearby Elephant Racing provided all of the other chassis stiffening hardware plus upgraded suspension. This dark blue beauty was in final assembly and will be on the road shortly.

Does King still get his hands dirty? Of course, although he most often leaves the oil changes and less complex jobs to his techs, preferring to invest what shop time he has in building up engines and transmissions. He has his own bench area in the shop, where he "cranks on cranks" and does anything else needed to put together a "motor or a tranny."

Mark Robles is S CAR GO's "Mr. Fabricator" and designs and builds the shop's headers and exhaust systems. We asked Robles what goes into designing a

set of headers or exhaust, and he relied on an old racer's analogy: "How do racers get faster and faster and faster? With lots of practice, repetition, and experience." He likes to call it "seat time." Robles has been around cars his entire life, mostly building and racing them so he's learned what works and what doesn't. As you can guess he's not anxious to reveal all of his hard earned tricks and tips, but did share that the first couple of inches of the header pipes – in other words, what the pipes do right after they exit the flanges that are bolted to the heads – he finds that maximising their "drop length" before the pipes begin to bend or curve is critical. In other words, he endeavours to make the first couple of inches right out of the heads as straight as possible for as long as possible before the

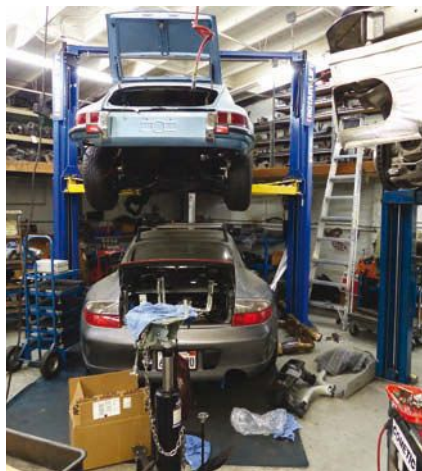
pipe needs to bend. He now makes his systems out of stainless steel and primarily uses two different thicknesses of tubing. We also asked if he felt polishing the headers and exhaust systems is a good idea from an engineering standpoint, or just for show. He said the polishing is fine, as it makes the pipework virtually maintenance free. The nearly chromelike stainless is easy to clean up and polish as most road gunk doesn't stick to it as easily as it does to raw, unfinished metal. He also fabricates custom larger than stock and more efficient than stock intercoolers; air-to-air or water-to-air, for big gunner turbo installations. If wood and rocks could be welded together, this man could weld them.

All of King's technicians own Porsches, which makes them enthusiasts as well;



Left: Mark Robles is S CAR GO's Mr Fabricator. He makes a mean manifold. Colourful engine is a 4.1-litre build with twin-plug heads and PMO carbs. Power? Should be an easy 400bhp

Right: Exhaust headers waiting to be hand finished. Below: S CAR GO is a real Alladin's cave of general Porsche stuff. Looks like a great place to work, or take your Porsche for repair



none of them is working at S CAR GO "just for a job." Any one of his team mates will tell you that their customers are their friends, too. King has been through a litany of Porsches himself, on this day driving his recently acquired 997 GT2 to the shop. The wheels are handsomely pinstriped and wear discreet S CAR GO logos in the graphic. Knowing King, the stock 530 horsepower won't be enough for long, so we can only guess what mods his fertile imagination is dreaming up for this big Grand Prix White monster.

King doesn't operate as a pre-owned car dealer, per se, but has facilitated many transactions among his customers who, based on online customer reviews, seem to be a pretty happy bunch. What of the semi-silly name? Recall that in the early '70s, when King opened for business, the hottest model in the lineup was the 911S, which

he could definitely make faster. Thus he could make your "S CAR GO." And the two buildings that make up the S CAR GO facilities are attractive and worth your visit should you be in the San Francisco Bay/Marin County area of Northern

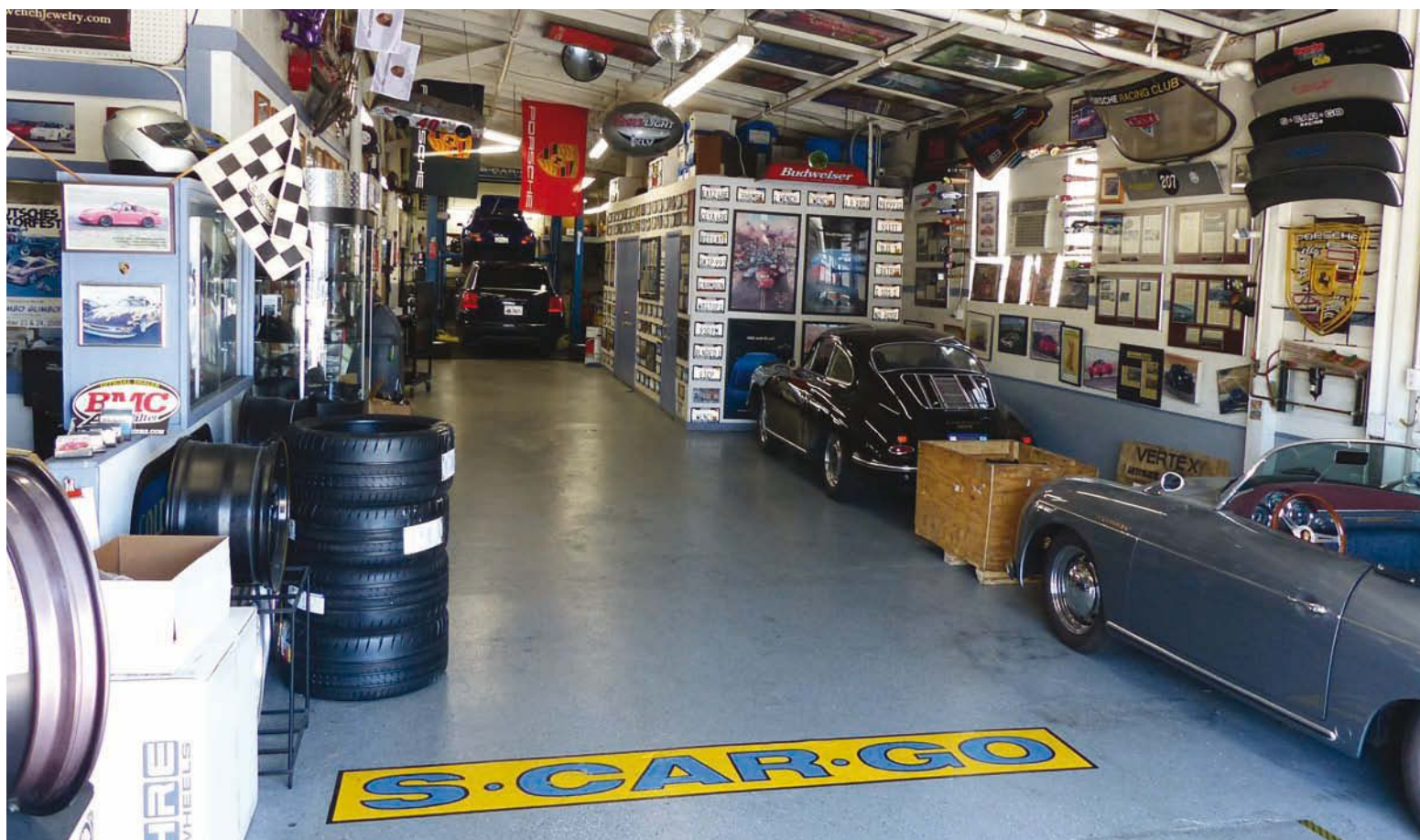
Porsche enthusiasts don't run front plates in order to preserve a cleaner look. While a front plate is required by law in California, most owners just don't bother. Nor do many police officers, although there are some that will happily pull a

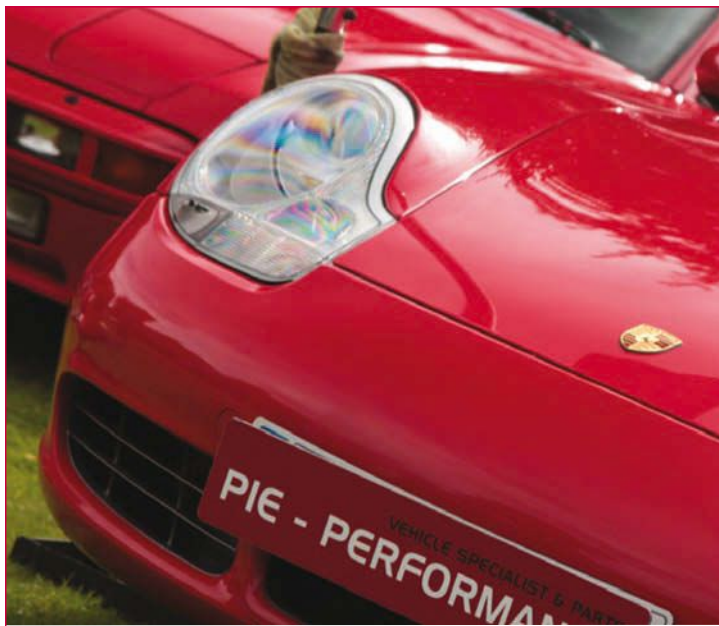
“ S CAR GO facilities are attractive and worth a visit if in San Francisco ”

CONTACT:
S CAR GO
533 Irwin Street
San Rafael, CA
(415) 485-6026
info@scargoracing.com
scargoracing.com

California. Posters and photos line the walls and ceilings, as does a large collection of personalised license plates. You may wonder how King has rounded up so many dozens and hundreds of these vanity plates. In most cases, they are the "other half" from customer cars. Most

driver over and write them a "fix it" ticket for not having a front plate. So on occasion, an owner may still drop back by the shop to temporarily "borrow back" his own plate just to have it signed off at a police or Highway Patrol station. So now you know! **PW**





PIE PERFORMANCE.

PORSCHE QUALITY
THAT YOU EXPECT
YOUR INDEPENDENT PORSCHE SPECIALIST

T 01787 249924
E INFO@PIEPERFORMANCE.CO.UK
WWW.PIEPERFORMANCE.CO.UK
UNIT 9, HILL FARM, BRENT ELEIGH, CO10 9PB



T: 01282 697171

All Porsche Models
SERVICE & MOT CENTRE
Repairs Parts Wheels Engine Gearbox
Restoration Classic Parts Race & Track
1000's of Discount New
and Used Genuine Porsche Parts
Next Day Mail Order Service

PORSCHE SPECIALIST



SERVICING | PARTS | REPAIR | RACE & TRACK

Jasmine Porschalink UK
The Porsch Centre, 3A Pendleside
Lomeshaye Industrial Estate
NELSON Lancashire BB9 6RY
T: 01 282 69 71 71
E: info@jasmine-porschalink.co.uk
W: www.jasmine-porschalink.co.uk



Company Registration No.: 3997925 (Cardiff)
VAT Registration No. 712436363



1970's Wheel Brace...



One Mans Speciality.....
www.thewheelrestorer.co.uk
Tel : 01978 352980

PMO carburetors

Pair 40mm PMO's: \$3800
Pair 46mm PMO's: \$3900
Pair 50mm PMO's: \$4000

40mm, 46mm and 50mm

Installation Kit adds \$600
to the above prices:
PMO Ported Manifolds
Crossbar Linkage Set
Watershield Air Cleaners
Pressure Control Unit
Heat Insulator Kit
Oil Tank Breather
Fuel Line, Clamps, Filters
Injector Plugs, as needed
Power Brake Check Valve



"THE FINEST PIECE OF PORSCHE
MERCHANDISE I'VE SEEN"
RANDALL AASE

Please fax or write us
135 17th Street
Santa Monica, CA 90402
Fax 310-394-6313

www.pmocarb.com

VISA, MasterCard, or Prepaid

Hayward & Scott

Specialists in Stainless Steel Exhausts,
Tanks and One Off Fabrications



Porsche 3.3 complete system - standard style tailpipes

All our supplied and fitted systems carry a full guarantee
UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE,
BASILDON, ESSEX SS13 1LS.

Tel: Basildon (01268) 727256

Fax: (01268) 590772

sales@haywardandscott.co.uk

www.haywardandscott.co.uk

Porsche Restorations


RS911

Body work and restoration, servicing,
pre MOT's. Re-creations.



agents for PMO carburetors

t: 01686440323 m: 07921210593

 e: mark@rs911.com w: www.rs911.com

EuroCupGT.com

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

986

987

955

PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT

996 C2/944 LUX



A moment to strike fear into any 996 owner. Rush hour on the M25 on the 8-lane section between the M3 and M4. Misfire and engine warning light. Stomach churns. A dead coil pack. Bullet dodged!



KEITH SEUME

912/6 'EL CHUCHO'



Would you believe it? Not one broken valve spring, but seven or eight! Hopefully by the time this issue is in print El Chucho will be back on the road and in rude health. More next month...



CHRIS HORTON

924S, 944 LUX



Mid-August, and it's MOT time for the 924S. It hasn't been driven for a few weeks, but I am confident that it will pass. Meanwhile I'm off to Asnu in Watford with the 944's injectors for a clean and overhaul



PETER SIMPSON

911 2.7 TARGA



Moving forward at a snail's pace, but at least it's something. The 2.7 is having a bit of body work done and I'm hoping for the rear quarters to be on by the next issue and then I can say it's progress! Well, maybe.



BRETT FRASER

BOXSTER 986 3.2S



The Boxster didn't seem too put out by the arrival of an equally yellow Cayman GT4 on the drive for a few days and returning to the Boxster wasn't too much of a come-down either. Phew!



JOHNNY TIPLER

BOXSTER 986/996 C2



Rather like my colleague below, Mrs T's Boxster still refuses to sell and so remains with Paul Stephens. Meanwhile the 996 continues to do what modern Porsches do best, acting as daily transport.



ANTONY FRASER

996 GT3, SC, TRACTOR



Stand by for the return of the GT3. An ungrateful nation has declined the opportunity to buy it. Meanwhile, the SC has been pressed into service as a photographer's barge due to poorly Passat.



BARGAIN BOXSTER

We all know there's no such thing but, security issues aside, it's generally been consumables that have required replacing on Mike's new machine



Well, I'm a couple of months into Boxster ownership, and I think it would be fair to say it hasn't exactly been an uneventful time. The list of little problems we've rectified isn't especially long, but equally, it isn't especially cheap, either. Such are the perils of buying a well-priced and rather vintage example of what was once an expensive car...

Let's start with the thorny issue of security. Any Porsche is likely to be something of a target for our nocturnal army of the less than scrupulously honest, so it is critically important that the car should lock securely. My car wouldn't lock remotely, which was a problem as, at the time, it was kept outside. It was possible to lock it manually with the key, but only the driver's door. The passenger's door, of course, doesn't have a keyhole, and remained worryingly and stubbornly unlocked for a few weeks. Interestingly, the previous owner had invested many hundreds of pounds at her local Porsche Centre to fix the problem, only a few months before. They had replaced the electronics in the key, fitted a new ignition lock barrel, fixed a problem with the passenger side window motor, and pronounced all fit and well. Had they misdiagnosed it, or was my problem unrelated? Who knows, but it was obvious to me that at least one of the door locks was faulty, as the remote would unlock the boot without any problem. My local PC had given the car a Vehicle Health Check inspection after I bought it and not picked up on this, which is annoying, especially as the driver's window was failing to drop when closing the door, so not sealing properly, and making itself visually obvious to anybody with eyes in their head. Nevertheless, I entrusted them with the task of sorting it out, and it's now working perfectly. And not before time. Incidentally, the

Vehicle Health Check, while picking up a number of suspension issues, failed to identify a rusted and worn rear anti-roll bar, which is responsible for an occasional mildly irritating clunk on bumpy roads (which, let's face it, means most of them!)

Readers of the July issue will have seen the car at the Our Cars get-together at Bicester Heritage. What a fine day out it was, until, only twenty miles into a 120-mile journey home, the car cruised to a halt by the side of the road. No nasty noises or anything, but no forward progress either. The editor's parting words "Fortune favours the brave" made a hollow echo in my mind, as we waited for the recovery man. On his arrival, a flat battery was the diagnosis, thanks to a defunct alternator. More awkward than serious, fortunately, and an overnight charge at home gave me enough juice to make it to my local PC, who replaced the alternator while dealing with the door locks. The final bill for both sets of work ran well into four figures, but at least I now have a car that locks securely, and, in fairness, the alternator is just one of those things that are sent to try us. Pure bad luck. This all brings up the issue of PC vs specialist, though. The labour rates at PCs are pretty withering, and do you get any more for your money on a car of this age? I'm not sure that you do.

Now, it may seem counter-productive to worry about air conditioning in an open-topped car, but this is the twenty first century and, if it's there, I think it should work. The condensers on my car were well past their prime, and cold air came there none! This, I am assured, is a common problem right across the 911 and Boxster range, as all manner of rubbish gets sucked into the (unguarded) vents in the nose, and congeals into a permanently damp mass under the condensers. This leads to corrosion and, as a result, warm air when cold would have been

Mike's Boxster awaits a new set of boots. Originals were rather past their best

MIKE CROUCH

BOXSTER 986 2.7

Occupation: Retired engineer
Previous Porsches: 911SC
Current Porsches: Boxster 986 2.7
Mods/options: Completely standard
This month: Getting to the bottom of the Boxster's security issues, relacing the tyres and fitting new air-con rads and water rads. Pretty standard old Boxster stuff, really



Far left: Jim at Autotechnics in Chichester get to work on the air-con. Left: Fitting new tyres and not before time. Check out the cracks on the inside wall of rear tyre

much better. All this is an inconvenience, certainly, but there's another very good reason to deal with rotten condensers. The radiators sit directly behind them and, if the condensers are stuffed, there's a good chance the radiators won't be very much better. Obviously, the consequences of major leakage here could be rather more than simply inconvenient. I took the Boxster to Autotechnics in Chichester, who do a great deal of Porsche work, not least for Harbour Cars, a specialist dealer next door. They're also, conveniently, within walking distance of my daughter and son-in-law, who run my old SC and a GT3, also seen in these pages. Sure enough, once chief mechanic Jim had removed the front bumper, the extent of the problem was all too evident, and absolutely textbook. The outer ends of both condensers were rotten to the point of disintegration, and the rads behind were on their way, too. Fortunately, son-in-law Antony had performed the same surgery on his GT3 some time ago, but hadn't needed the radiators he'd bought for the job, as the originals were perfectly sound. This is where it becomes very clear how Porsche started to become a profitable company, because 996 GT3 radiators will fit a humble Boxster. Same part number, no

bodges required. That's clever corporate thinking in action. So, later that day, I emerged with cool air coming out of the vents and, thanks to shiny new radiators, another bullet dodged.

Straight down to Chichester Tyre and Brake Centre the next morning, for new tyres. Those on the car already weren't too badly worn, but were severely cracked. Even assuming they weren't about to go bang, who would really want to run around on rubber that old and hard? Not me. I played it safe, and opted for Pirelli P Zeros, which I'm fairly certain it would have worn when new. I know it's possible to play around with all sort of other tyres, depending on your needs and budget, but I prefer to keep it as original as possible, as developed by Porsche themselves. And I never economise and go for cheapo never-heard-of-them tyres, especially on a performance car. The boys gave me a very good price on the Pirellis and a helpful, smiling service – and you can't ask for more than that! In the process, it transpired that one of the front wheels was less than 100% round, and will need to be sorted out or replaced at some point. But for the moment, it balanced up perfectly, and the slight vibration around 70mph has now gone completely,

which is reassuring. I returned home happily to Wales in an improved car, and my plan is to keep improving, month by month, ending up with a top notch example of what I regard as very good car indeed.

All work and no play makes Jack a dull boy, in the words of Jack Nicholson, so I've been making use of the Boxster, on a pretty much daily basis, enjoying roofless motoring at every opportunity. What a great drive it is, too – not over-powered, but with enough to satisfy my needs, and a terrific chassis with lively steering and loads of grip, especially with the new tyres. Even my partner, Pam, has risked a coiffure catastrophe, and joined in the fun. Actually, with the windows up the breeze is quite well controlled – you could drive without the roof in most weathers, if you were so inclined. Compared to my old SC, it's a very modern car, with modern day usability, and even two good-sized boots. It would be a genuinely sound proposition as an only car, in my view.

So, watch this space for more Boxster improvements. The IMS issue is always in the back of my mind, and we will most likely bite the bullet and deal with that in the fullness of time, and there's plenty more to do, too. Me? I'm off for a blast up the valleys. **PW**

CONTACT

Autotechnics
Chichester based Porsche fixer, more than familiar with the Fraser/Crouch collection of Porsches
Tel: 01243 531117

Chichester Tyre and Brake Centre
As above! Similarly well versed with the Fraser/Crouch collection of Porsches
chichestertyresandbrakes.co.uk

Below: A familiar sight for anyone with a Boxster (or 996 for that matter). Rotten air-con rad caused by leaves and general detritus collecting in bottom corner. Always worth clearing these out when washing the car



PUTTING ON THE MILES

Towler isn't going to be too shy about putting a few miles on his 996 so early in to the relationship. New suspension arms have cured a low-speed clonk, while new tyres are on the way. In car entertainment needs to be looked at, too



ADAM TOWLER

996 C2

Occupation:

Freelance

journalist

Previous

Porsches: 944 S2

Current

Porsches:

996 C2

Mods/options:

Standard – so far

Contact:

adam@adamtowler.

co.uk

@AdamTowler

This month:

It's still early days

with my 'new' 996.

Northway sorted

out some

suspension issues.

New Michelins are

on the agenda

Month two with the 996 hasn't been as exciting as the first. Sorry to put a downer on this right at the start, but it would be foolish to pretend otherwise: if you read my report last month you'll understand why. If you didn't, it involved the best part of 1600 miles in under a week, travelling to the very northern tip of Scotland, and then over the water and beyond. There was a drive in a 918 Spyder involved, a 911 R, and various Porsche 'GT' cars, the best roads you could ever hope to drive on, and, and I must remember to breathe, sorry. Through it all the 996 impressed me more and more, and frankly, I fell hopelessly head over heels for it. It was everything I dared hope it would be, and most of all gave me that unbeatable feeling of pride and satisfaction from owning a 911. Can I admit to the following in this company? Sometimes I lose a minute or

two because I'm just gazing at a particularly epic photo of it somewhere impossibly scenic. Sad, I know.

Once the dust had settled and the dead flies had been washed off, there was at least some time this month to take stock of the situation, and what to do next. First up, though, I sent 'Helga' back to Ray Northway where two new suspension arms were fitted to cure the knocking noise heard mainly at low speed over rough services. Ray also flushed out the oil and refilled to get the level correct, and gave the noisy air con a second look. By the time the logistics of getting the car there and back were sorted, let alone the actual work, I was practically gnawing my hand off to get the car back. It was funny, really: I was actually quite relaxed to see it go off after living in it for a week, but it only took a few days... You may recall that the root of much of the drama last month was the tyres, or their condition

to be more precise. They still sing like a canary at anything over 30mph, but I've learnt to block this out of my mind. I'm replacing them with a set of N-rated Michelin Pilot Sport 2s, much recommended to me, but they're going to take a little while to arrive so I will just have to be patient. At least this way I get to use up the remaining tread on the old, hard Pirellis. It's become clear that the right front has a very slow puncture, too, so I've had to be mindful of getting the gauge on it at regular intervals.

Such a frequency is important because I've ended up using the 996 much more than I thought I might; anyone would think I like driving the thing... Another 1500miles has been added, post-Scotland, and in fact there was a moment the other week when I was driving along that a simple choice crystallised in my mind. On one hand, given my car had 77,000 miles on it when I



Outside Northway for some post purchase work. Clonking from the front suspension was sorted with two new suspension arms. Suspension top mounts are likely to need changing at some point, too



bought it, I could reasonably expect that with adding only limited mileage on over, say, the next few years, that it might turn out to be a decent investment. We've talked a lot in this publication recently about the market for the early water-cooled cars, and I'm firmly in their emerging fan club. I must have pondered on this for all of five seconds, before coming to the simple conclusion that to apply such a mind-set might possibly be the most boring thing I've ever done. Yes, if I did come to consider selling in a few years' time – and that's no way even certain I will – then if it has around 80,000 miles on it, instead of 100,000+ miles, then for a 17-year-old car that figure would make it keenly sought after. But surely better to have the memories of all those drives in the top box rather than a few more coins in the piggy bank? I know which one I'd look back more fondly on in my final hours.

So I've decided I'm going to use the thing regularly, and therefore one consideration is the in-car infotainment. At present, I have the standard-fit Porsche radio/single CD player, with a CD multichanger located in the front luggage area. Not being a Bose-equipped car, the sound quality is fairly average it has to be said, and my selection of CDs without hunting in the loft is meagre at best. The radio finds keeping hold of a decent reception something of a challenge, which I wonder is a fault with it or perhaps it's just fundamentally hopeless?

For the trip to Scotland I knew I was going to have to make some improvements in this area. I thought about getting a Bluetooth headset, even with the understanding that this would make it look like I worked for The National Express. In the end, I found something called the JBL Trip (uk.jbl.com), which is a small but

decent quality speaker with a clip so you can attach it to your sun visor. It can be powered off the 12v outlet, but the battery lasted so long I got into the habit of charging it the night before and it had more than enough juice to last a whole day of motoring. Once connected to the phone, this gives you the ability to stream your music and have hands-free phone calls. The sound quality for music is ok, but I stuck to the CDs to be honest, but it's very good at the phone calls. Teamed with a voice-activated smartphone for genuine hands-free operation, I actually found – much to my surprise – that the setup worked surprisingly well. Google Maps does a great impression of sat nav these days, and all for the cost of, well, £80 for the JBL Trip. I'd also taken something called a Cobra JumPack on the trip (cobraelectronics.co.uk), or a CPP 8000 to be precise. This surprisingly tiny little gadget comes with red and black battery clamps that betrays the fact you can jump your car from it, plus it'll charge smart phones and the like. As it turns out I never needed it, but it's a useful little thing to keep in the tool kit.

Looking ahead I will upgrade the system in the car to include both Bluetooth connectivity and the ability to stream music. Once you've got used to the latter, it sort of spoils you; nav on the other hand doesn't really bother me. Any suggestions as to what works well gratefully received.

The infotainment isn't the only possible upgrade either, although I confess I've been struggling a bit on this point. Do I keep the car standard, and religiously pursue this tangent with every part that I replace on the car through wear and tear? I'm a firm believer in what Porsche does originally, it does right. And as we all know, OE is

always easier come resale time. However, if something can be improved, then that's a tempting prospect. One area, typically with these cars, and as Editor Bennett can attest, is my worn suspension. The new arms have quietened it down somewhat, but it still rattles at times. Greg Cranmer of Heritage Autowerks was in no doubt it's worn top mounts at fault after taking a brief drive, but I also think with 80,000 miles on them the original dampers are well past their best.

So, replace with factory originals, or go aftermarket – and if so, with what? I don't want to create a trackday car, and it's important to me that the 996 retains its versatility. I am extremely fussy when it comes to ride quality (blame the day job). Then again, I wouldn't mind if it sat a smidge lower.

I've also had thoughts about changing the exhaust, although I've driven more than enough 996s and 997s with hateful aftermarket systems to be very wary of this. Loudness is no substitute for quality, particularly when you have a long motorway jaunt to do, and as mentioned above, keeping that all-rounder nature of my 911 is important. I wonder if I could source a used Porsche sports exhaust?

Perhaps even before those points, I want to get the nose re-sprayed as there are a healthy number of stone chips – particularly so after those Highland roads – and where it's been done in the past it's not especially nice. There's some paint chipping behind the front wheels that could do with a blow over, too. Then it's time to get it really detailed, and I have a very special plan for that.

As you can see, the next months are shaping up to be rather busy, which is all part of the fun. Until next time, enjoy your Porsches! **PW**

Although you can't see it here, the front apron has been painted in the past, but not very well. It's also stone-chipped so needs doing again. After that the 996 will receive a very thorough detailing

Below left: JBL Trip is a handy gizmo, which connects to your phone for hands free calls and to stream music through. Below: Keep the standard Porsche Becker head unit or replace with something rather more modern and versatile?

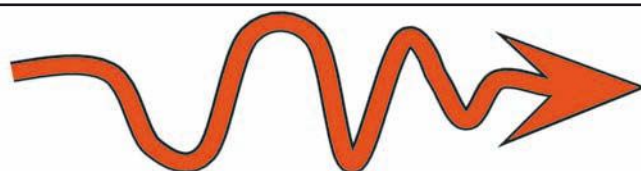




**DIAGNOSTICS
SERVICING & MOT'S
ALL REPAIRS
4 WHEEL ALIGNMENT
SUSPENSION & BRAKE
UPGRADES
SUSPENSION SET UPS
CORNER WEIGHTING
*ROAD - TRACK - RACE***



01603 626 668 - Norwich
www.porsche-servicing-norfolk.co.uk



TWINSPARK

PASSION FOR CLASSIC 911

WEBSHOP

Exclusive WEVO Parts
Brake Calipers
FIA RSR Parts
EB Body Panels

WORKSHOP

Gearbox overhaul
Engine Build
FIA Suspension
Custom Car Build

All parts tested on our own race cars

www.twinsparkracing.com

info@twinsparkracing.com



KEN'S IN HEAVEN.

He can find anything he needs from our endless inventory of **NEW, USED, or REBUILT** parts at www.partsheaven.com.



Sign up online
to get our
Monthly Wrecks
email
bulletins!

Porsche® enthusiasts like Ken have been relying on us for over 26 years to keep their vehicles performing at their very best. From complete engines to the most obscure bolt, we've got the exact part you're looking for and can ship right to your door. Shop anytime online at partsheaven.com, call us at **1.800.767.7250**, or come by and see us. Whichever way, you'll get friendly, knowledgeable customer service to answer any question.

Follow us on Facebook and Twitter.



23694 Bernhardt St., Hayward, CA 94545 • Tel: 510.782.0354 • Fax: 510.782.0358 • info@partsheaven.com • Porsche is a trademark of Porsche AG

Porsche Torque Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Re build
Specialists
Collection & Delivery Service
Alignment and Geometry Facilities
Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE
FROM EX OPC MASTER TECHNI-
CIANS (AFN, RUF & HATFIELD)

DISTRIBUTORS FOR



Mobil 1
SERVICE CENTRE



all major credit cards are accepted

01895 814446
07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

PERFORMANCE AND SERVICE
THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes

PROMAX motorsport

ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com

PORSCHE PARTS



www.douglasvalley.co.uk

01257 472866

eBay shop [stevestrange007](#)

07801 456066

ANOTHER YEAR OF 968 MOTORING

Catching up with Ken Coad and his 968 Club Sport. With 167,000-miles on the clock it's being treated to an on-going rebuild as and when required, but mainly it just gets used. Ken is confessing to an impending glass-out full respray, though...



KEN COAD

968 CLUB SPORT

Occupation:

Retired marketing consultant

Previous

Porsches: One

Current Porsche:

968 Club Sport

Mods/options:

KW Variant 3 coil-overs

Contact:

coadspeed@btinternet.com

This month:

This year, really. More from the life and times of a 968 Club Sport owner

It's fitting that I should be updating the life and times of my 968 Club Sport in this issue, given its front-engined/transaxle theme. Nice also, that I can report on the last of the 924 inspired machines. We 968 owners owe the humble 924 something of a debt of gratitude. Without it there would never have been the 944 or the 968.

968 motoring started this year on New Year's Day with a trip to Brooklands, with many other enthusiasts, who all arrived in classic, vintage and veteran vehicles, despite the cold. I was glad of my modern heater, but plenty braved the event without such luxuries. Such enthusiasm.

As reported last time in these pages, my 968 has been suffering from an intermittent groan from the power steering on slow left-hand turns. At some expense I bought a new

power-steering pump from Porsche. Annoyingly it made no difference. Various other suggestions were forthcoming, but none worked. Eventually, by process of elimination, I opted for a final fling in sorting out the problem and purchased a reconditioned steering rack from Euro Car Parts. Sadly it has not quite cured the problem. JZM – my local Porsche specialist – are as dumfounded as me as to what is causing the groaning, although it now happens far less and is tolerable.

I know some other 968's have the same issue and being PCGB 968 Register Secretary, I am occasionally reminded my car is not unique. Not to be beaten, JZM, at my expense, are changing the high-pressure hose from the pump to the rack as a last attempt to solve the groaning. If anyone knows of a cure, please let me or the

magazine know.

This year pre-Brexit saw a price hike on 968s, especially Club Sports, with £30k being the norm for a straight car and mileage below 100,000. Other models have similarly risen in price. Whatever the value of my car, I use it and have 167,000-miles showing. I fit into it comfortably and no other Porsche is quite so generous with space, plus the performance and road-holding are just fine for me and it's as good as most modern day Stuttgart products, and less complicated.

Other matters arising? Earlier this year I noticed a roughness coming from the rear nearside wheel area and though it was maybe a sticking brake caliper. It turned out to be a worn hub, which needed replacing together with the bearing. No issues with the year's MOT, thankfully.

I've used the 968 to attend numerous

Above: Ken's 968 Club Sport, with an impressive 167,000-miles on the clock and looking good on it. Below: Heading up the 968 contingent at the Silverstone Classic meeting





race meetings, particularly Porsche Club Race Championship events. There's no doubting how rapid 996s are and how 968s are proving less competitive and are being replaced by Boxsters. That said, the 968 is still a force to be reckoned with in the Aston Martin Owners' Club Intermarque series.

Further adventures? My godson, Ian, and I decided to take the 968 across the channel to Classic Le Mans. A brilliant drive on uncluttered roads, the KW suspension working well and the Evans waterless coolant doing its job in keeping the temperature low, with no worrying in heavy race traffic. Porsche Classic had a stand close to the French Porsche club and it was interesting to learn that they are maintaining and increasing spares for older cars, albeit at expensive prices. I enquired about a 968 steering rack and was told they were on back order from ZF and expect delivery around December at £1600 each. Ouch! This year has fortunately been less expensive on maintenance, with belts, seals

and 'O' rings being replaced a few months ago. The Promax chip and top-end overhaul make it magic to drive.

Talking of my godson, I still share a 924S semi-stripped track day car with him. It was interesting, therefore, to note his comments about driving the 968. He kept repeating that we need the 968 engine in the 924S. More power is certainly required. Maybe a 944 Turbo unit – expensive – or even an Audi TT 20-valve engine transplant. It has been done and it's an instant and easy 300bhp. But, of course, with more power comes the need to uprate the brakes and the suspension. We're never satisfied and it's time and money. The jury is still out.

And for the future? Well, it looks like I've been talked into a full, glass out respray by Peter Bartley at Langley Autocraft in Kings Langley. I'm reluctant to spend out, but higher values are somehow convincing me to get on with it. And talking of resprays – a few transaxle cars have been stripped down to the bodyshell by Porsche Centres, and

associated businesses, for the annual Porsche Restoration Competition, which started a few years ago and was this year celebrating 40-years of the transaxle cars.

As is traditional, the completed cars – 924s, 944s, 968s and 928s – were all on display at the Silverstone Classic event and looked amazing. Porsche's own specialist technicians from Reading HQ judged and decided on the winners. Awards were given for bodywork, interior and mechanical presentation. The overall winner was a red 968 Club Sport LHD restored by Premiere Panel Skills Ltd of Farnham. MD, Ian Wallis, accepted the award and told me about the endless hours his team had put into the car, as virtually every component had been replaced and rebuilt. I monitored some progress with a couple of visits over the last few months and was bowled over with the final result. Someone whispered he was offered £75,000 for the car, but was told it's not for sale.

Here's to another 968 year. **PW**

The annual Porsche Restoration Competition this year celebrated the 40th Anniversary of the transaxle cars, with plenty of 968s represented. All the entrants were on display at the Silverstone Classic meeting



Overall winner of the Porsche Restoration Competition was this lovely red 968 Club Sport, restored by Premiere Panel Skills. MD, Ian Wallis, collected the award

TECH: PROJECTS

THAT NEW CLUTCH FEELING

New project reporter, Steve Rockingham, gets that 'clutch-slip' moment and his worst fears are confirmed. Supplying dealer, Charles Ivey, do the decent thing and fit a new one FOC. The benefits of buying from a decent dealer



**STEVE
ROCKINGHAM**

**2006 997
TURBO**

Occupation:
Construction
**Previous
Porsches:** Two
Current Porsches:
997 Turbo/
997 GT3 RS
Mods/options:
Standard
Contact:
srr@stephenrussell
construction.co.uk
This month:
A new clutch. Never
a great experience,
but made near
painless by Charles
Ivey and crew

When 911&PW asked me to write about my exploits with my 997 Turbo on a regular basis, I wondered what I would find to write about. After all, like most of us, I would use it, polish it and enjoy it. Simple. Well, funny how things don't always go quite like that.

It seemed a fairly innocuous overtake at the time, select 4th gear, listen to the two variable vane turbos spin up, feel the huge effect of the torque and 500bhp and...then it happened. The revs climbed very quickly, far quicker than previously, from 5000 to 7000. Strange I thought, with a brief idea that the clutch might be slipping, but not at 29,000 miles, it must be the overboost that comes with the Sport Chrono pack I reasoned. Why is it when you think something is wrong you just have to see if it will do it again? So I did, on a clear bit of A road, and it did it in fourth and fifth gears. My heart sank as I knew it was a slipping clutch, a symptom I have had enough times in rally cars with scarily

expensive carbon plate clutches.

Not sure whether to call the Samaritans or Genaro at Charles Ivey, I opted for the latter who, after a quick discussion, virtually confirmed my diagnosis. As you will recall, I had only recently purchased the car and at the time of the first slipping incident it had covered only about 200-miles in my ownership, and the majority of those miles were on the M25 going to see some friends take part in a rally at Brands Hatch. Unfortunately, anyone familiar with Fulham in West London will be fully aware that a hard acceleration in fourth gear is an impossible manoeuvre, so neither Charles Ivey nor I had had an opportunity to discover the problem on a test drive. The car came with a warranty but the small print carefully excluded the clutch for wear and tear.

The car was duly booked in and dropped off at Charles Ivey and they kindly gave me their loan Mercedes whilst they worked their magic on the car. The gearbox and engine were removed, and the clutch was worn out, not to the rivets but enough to succumb to the

pressure of 500bhp going through it. A new clutch and cover were fitted and when I collected the car it was all clean and gleaming again as to my dismay it was a dreadful day when I dropped it off. I have nothing but admiration for Genaro and his team, they could have said it was fine when it left the garage and we all could have had a big argument, but instead they did a great job and put the car right, not charging me for the clutch. That is what service is all about. Being so thoroughly decent about the whole matter makes paying a small premium for buying from a reputable dealer very worthwhile.

A couple of weeks later a trip to the ever expanding and thoroughly enjoyable Bicester Heritage Brunch meeting with my good friend Huw, following in his Atlas Grey Turbo of virtually identical specification, proved that all was well with the new clutch. Next month I have to get the skinny steering wheel dealt with, hopefully the team at Royal Steering Wheels will be able to re-trim it and make it a little thicker so it is like the optional thicker rimmed wheel, I will keep you posted. **PW**

Above: Steve's 997 Turbo at Bicester Heritage Brunch gathering, together with friend Huw's near identical Turbo. Below: Back at Charles Ivey for a new clutch, which was supplied FOC





"Where Racing Drivers and Teams buy their Model cars"



www.racingmodels.com

PROJECT NINE *engineering*

Porsche Specialists Kent
30 years experience
01892 730997

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> Servicing Diagnostics Vehicle Tuning Restoration & Repairs | <ul style="list-style-type: none"> Pre Purchase Inspections Borescope Inspections Performance Mapping Engine & Gearbox Repairs | <ul style="list-style-type: none"> Wheel Refurbishment 4 Wheel Alignment Exhausts Tyres |
|---|--|---|

info@projectnineengineering.co.uk

www.projectnineengineering.co.uk



LIMITED EDITION 997 DIAL POSTERS

THE PORSCHAHOLIC .COM

PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing
- Standard with all packages !



Conversion Experts Since 1989!

		ENGINE CONVERSIONS 911 / 914 3.6L DME
TRANSAXLE SPECIALISTS		
	"TWIN PLUG" IGNITION 2.0 - 3.6L	

602-244-0911 www.patrickmotorsports.com
Phoenix, Arizona - USA Daily Worldwide Shipping

© 2015 - All Rights Reserved - JE Patrick Motorsports, LLC. - SSN: 9-01 | PORSCHE is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE.



SERVICING ★ RESTORATION ★ SALES

Experienced and trusted with classic air-cooled
356, 911, 912 and 914
Oxfordshire's specialists in 914 engines & transmissions

01295 812002

Your Lifestyle, Our Profession

PORSCHE SERVICE ★ RESTORATION ★ SALES



www.greatworthclassics.com



TECH: PROJECTS

THAT 996 FEELING!

When good journeys turn bad! Bennett has a bitter/sweet 996 experience, when an engine warning light and misfire make an uninvited appearance on the very busiest section of the M25. Will he make it home? Read on...



A recent and unexpected chance to use my 996 for a longish journey to see some friends in Surrey. The plan had been to travel in the late morning for an afternoon of mountain-biking, something that my 996 isn't suitable for, as I don't yet have roof bars and a bike rack. I'm always looking on eBay, but when 996 specific bars come up, they're pretty pricey. And besides, I'm not entirely sure I even want to risk sticking a bike on the roof. Mountain bikes are heavy old things and one slip could lead to paintwork disaster. So, when the bike is required, I stick a £30 bike rack on the back of my old MX-5 and haul it around like that.

However, events conspired against me. I couldn't get away for the afternoon activities, so no biking and no requirement to use the trusty Mazda. Instead I opened the left-hand garage and got that slight tinge of excitement that I always get, when I see the rump of my 996. Even better when I wasn't planning on using it. As an added bonus, it even had enough fuel in the tank for the 300-mile round trip.

It was a fun drive, too. First I had to make

my escape from East Anglia. Despite it being rush-hour the traffic was light, but my plan to go M11 backfired because the M25 junction was closed. No problem, I dodged over to the A1 past Duxford and Baldock on the A505 picking up the A1 and then M25. I had one of those great roundabout moments exiting the A1, with all the lights on green. It's a massive sweeper from the A1 onto the M25 and my 996, on its fresh lowered suspension, was in its element. From there on it was into sixth and amble along at 80mph, watching the fuel consumption sticking to a relatively abstemious 30mpg, and catching up with the Archers. A bit of a cross-country dash on familiar roads past the Longcross test track, and then into Chobham to meet up with the bikers post ride in the pub, followed by a curry. Far less energetic!

Suitably refreshed I headed for home the next morning, after rescuing the 996 from the pub car park. No fear about leaving a Porsche out in the open in this neck of the woods. It was probably the cheapest car there! Reversing the journey I found myself back on the M25 in the tail-end of the rush hour between the M3 and M40 junctions. The traffic was moving OK and then...what was

that? A vibration? The road surface perhaps? No, the car is shaking slightly. There is, I'm sure, a slight misfire. Check the gauges. Shit, the engine warning light is on and there is definitely a misfire. 'This is it,' I tell myself. My 996 is going to do what 996s do and blow up in the middle of the eight lane section of the M25, with no hard-shoulder. My stomach crashed and my mind raced. I looked at the rear view mirror. No smoke. I checked the dials again. Oil pressure was OK, water temp OK, too. I started to move over to the left and managed to limp past the M4 junction and then finally onto the hard-shoulder. Relief.

So what to do? By now I was thinking a bit more rationally. I called Auto Umbau and got the ever-helpful Terry, Robin McKenzie's right-hand man. He could sense my distress. "It's probably just a sensor or something," he said. We went through the variables and concluded that if it was going to blow it would have started to get very smokey. He reckoned it would be safe to limp it over to Auto Umbau's Bedfordshire based workshop. It wasn't much of a detour, so I restarted and headed back into the traffic. It was a buttock clenching journey of high tension, but I managed to clear my head of any thought of impending M96 engine destruction. The misfire was still very much there and the engine warning light still glowing ominously, but all other vital signs appeared stable.

I stuttered into Auto Umbau's rear entrance (stop sniggering), located Terry, who got the diagnostic interrogation machine up and running and stuck into the 996's nether regions. Scrolling through the menus, we soon had the answer. 'Misfire on number two' cylinder, was its very clear diagnosis. Or to put it another way – a coil-pack had gone down. Phew! Bullet dodged, thank goodness. Auto Umbau didn't have any in stock, but no matter, I'll replace all six at my leisure. Terry reckoned it would be perfectly safe to get me home, so off I trotted.

It was, I don't mind admitting, a scary moment. More than anything it was the thought of being stranded in the middle of eight lanes of M25 traffic, that made me feel rather helpless. After that, £150 for six coil-packs is getting off lightly. More next month. **PW**

STEVE
BENNETT944 LUX/
996 C2**Occupation:**Editor,
911 & Porsche
World**Previous**Porsches: 911
Carrera 3.2, plus
numerous 944s**Current**

Porsches:

944 Lux/996 C2

Mods/options:944: Augment
Automotive ECU
and camshaft, Koni
dampers. 996 C2:
Eibach springs**Contact:**porscheworld@chp
Ltd.com**This month:**Heart-stopping
M25 moment, with
misfire and engine
warning light.
Fortunately it was
just a coil pack

Above and far left: Auto Umbau right hand man, Terry, plugs in the diagnostic equipment. Verdict? Failed coil pack. Below middle and right: Here's one we replaced earlier!



DESERT ISLAND DISCS

A visit to Mersea Island prompted Johnny Tipler to have a new set of front discs fitted on Pig Energy

The adventures of Pig Energy, AKA 996 C2, have recently taken me to locations in Yorkshire, Somerset and Essex, including the deserted mudflats of Mersea Island. Not that the braking potential was particularly compromised, but I was conscious of a scratching sound that's normally associated with a stone getting lodged between caliper and disc. So, when last at Paul Stephens' on a photoshoot of a certain 986 Boxster 550 Spyder Anniversary model, I asked Lewis in the workshop to get the 996 up on a lift and have a look-see. Sure enough, there was scoring – but the inside faces of the two front discs were also badly corroded, and the only remedy was a fresh pair of discs. They couldn't do it there and then, so I ordered a pair up from Ian at Porscheshop, packaged as a EuroCupGT kit with a two-year guarantee, for £164.99 delivered. German discs and Pagid pads. By one of those weird coincidences, the anti-roll bar drop link bushes on the front right corner had suddenly started rattling loudly on the bumps, so I got a set of those at the same time, costing £45 a pair. I checked the car into STR in Norwich, whose garage is located in the city centre, which means I can either go and work in the library, do the shopping, or chill in one of my fave hostleries, and then collect the car when they text me it's ready. The bill for fitting was £130, give or take, and braking is now hunky dory. When I picked the car up, Shawn Taylor (the ST in STR) explained that they were intending to get back into Porsche racing, probably in one of the PCGB Porsche Club championships with a 996 or 997 ex-Carrera Cup Car as a toe-in-the-water exercise, and then perhaps venture into Britcar and beyond. Watch this space!

I don't know about you, but I tend to keep my TomTom switched on most of the time, mainly because it tells me more accurately how fast I'm going than the 996's digital speedo, as well as providing some security from speed cameras, especially those on the M25 which seem to change gantries periodically. I can also add new camera alerts when I spot them, if I remember. I

updated it on line recently and now it no longer believes I'm negotiating a ploughed field in Breckland every time I use the A11 via Thetford and Barton Mills. In the days of the left-hand drive Peppermint Pig I used to rely on it permanently simply because it presented my speed in miles-per-hour while the car thought in kilometres. When abroad it's still more useful to know distances and speeds in mph, because one can relate better to time and distance when they're expressed in familiar terms, plus it also advises speed limits in comparative terms, mph to kph. Having had a TomTom nicked out of the Pep Pig I do remove it religiously from the screen, though. Which, having recently been to Spa and back in a 991 Carrera S kindly lent from the Porsche GB press fleet, you obviously don't need to bother about in a modern 911 with its built-in satnav. However, my esteemed colleague and I were a little surprised to discover that the TomTom was much more on the case regarding continental routes and new roads than the built-in system. That's a reflection on the flexibility of an external device – it's easy to update it.

It's nice when all the staff of a restaurant recognise you, but quite rare that they actually hug you when you show up for dinner. We often use the overnight Stena Line ferry from Harwich to Hook-of-Holland when travelling to Europe because it docks early and we can be on a job by 9.00am. So we invariably photograph whichever Porsche we're travelling in on quay at The Hook for the Stena PR people – whether press car or our own – and, on our last gig, the waiters aboard the Stena Britannica had spotted us out of the restaurant porthole as Antony snapped the 991 C2S and I manoeuvred it out of the way of the trucks loading up onto a freighter in the next berth. So when we showed up for dinner we got an amazing welcome, and fortuitously, Antony was able to give them a memory stick with shots of Porsches and ferries.

I've driven several 911s of more recent vintage than my own recently: the 991 C2S press car, Mike Lane's 997 C4S, and at least three 996 and 997 GT3s in the course of compiling the Tried and Tested pages and other features for this publication. A

nice privilege to have the opportunity to compare new and old, but when I got back behind the wheel of Pig Energy after my last job in Yorkshire I felt completely at home. Something about the relative simplicity of the 996 controls, the plain interior and upholstery, unfussy dash and gauges, the weight of the steering, planted on-road feel and handling – though the ride is harder than I'd like; and, dare I say it, the so-called short-shift gearchange too, which I've been critical of in the past. It seems to be behaving itself in that respect: I had STR and Autowerke check it out and they couldn't find anything amiss with it. Another eulogy for 996s, then.

Except, it is silver. Arctic Silver. And though I am inclined to have the wheel centres painted grey or even black as a colour contrast, it's the blank canvas that the plain bodysell presents which presents a daily visual challenge. To wrap, or not to wrap? That is the question. And I think what's most likely is the application of a set of decals that align with a colour scheme that featured on an historic racing team. Am I referring to the JW Automotive Gulf orange-and-blue hue that bedecked 908s and 917s (and Mirages) from the early 1970s? Could be! Though recent outings courtesy of Mark Wegh at Porsche Classic Center Gelderland in his 997 Sport Classic and 911 R have also given me pause for thought; that subtle pale grey with cream stripes on the Sport Classic, or the white with red (or green) stripes on the 911 R could be carried over onto the 996, although it would involve wrapping the bodysell first. What am I getting into? Thing about wrapping is that it can be removed or re-done. And since this is a project car for the magazine, maybe it's something that the reader would derive vicarious pleasure from reading about. It would be interesting to hear from anyone else that's had their Porsche wrapped or extreme graphics and graffiti applied, or anyone (like HighgateHouse or MagnaGrafik) who could suggest an inspiring livery. What's that? Porsche racing cars were almost invariably silver in the '50s and '60s? Fair enough, but that was then, and this is now! **PW**

JOHNNY
TIPLER996 C2,
BOXSTER S**Occupation:**
Freelance writer,
author**Previous****Porsches:**

Carrera 3.2, 964 C2

Current Porsches:

Boxster S/996 C2

Mods/options:

Modified induction

set up/K&N filters,

remapped ECU,

Dansk exhaust

Contact:

john.tipler@paston.

co.uk

www.johntipler.co.uk

This month:

Plenty of miles and a

new set of front discs

and pads, plus more

thoughts on a colour

change

Left: Pig Energy poses for the folk of Stena Line. Middle and below: Fitting up new front discs and pads at STR in Norwich



SUBSCRIBE & SAVE!

PAY JUST £4.00* PER ISSUE INSTEAD OF THE £4.75 NEWSSTAND PRICE

GUARANTEE YOUR COPY OF *911 & PORSCHE WORLD*, DELIVERED DIRECT FROM THE PRINTER TO YOUR DOOR - BEFORE THE OFFICIAL ON-SALE DATE!**

*BASED ON UK ONE YEAR SUBSCRIPTION

**UK ONLY



FIND US ON FACEBOOK

**SUBSCRIBE ONLINE:
911PORSCHEWORLD.COM**

	SIX ISSUES	12 ISSUES
UK	£26.00	£48.00
EUROPE	£36.00	£67.00
REST OF WORLD	£46.00	£85.00

CALL TODAY 01883 731150

ZIMM
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

Kupplung
Clutch
Embrayage

RECHARGER, MOTIVE PRODUCTS POWER BLEEDER, OC 54 Oil-Filter, PERMA LUBE, BOSCH

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

VISA MasterCard DISCOVER AMERICAN EXPRESS

Fax: 001-817-545-2002
Phone: 001-817-267-4451

**Complete Performance Solution
for Ignition and Fuel Injection**

- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944
NEW for 912 & 356

Clewett Engineering
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

Woolies
Workshop

Porsche 924 & 944 spares
www.wooliesworkshop.com
07837 664009

RAAD
REAP AUTOMOTIVE DESIGN

Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.

Prices: Porsche 911 > 90	£275.00
Porsche 964 - 993	£250.00
Porsche 996 - 997	£250.00
Porsche Boxster / Cayman	£225.00
Porsche Cayenne	£250.00
Fitting service	£50.00
Import & export conversions from	£100.00
Repair, Recalibration, Restoration	P.O.A.

Prices exclude VAT

www.reapautomotivedesign.com
TEL: 020 8863 2305

NEW WEB SITE

Yorkshire Classic Porsche

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on 01937 574052

Yorkshire Classic Porsche are a used Porsche dealer in Collingham near Leeds. Our well established family business has been built on passion and a wealth of experience in the Porsche brand. Whether you are an enthusiast looking for your next collectors item, or a first time Porsche buyer finally fulfilling your dream of owning a Porsche, we can give you what you are looking for, with a personal, caring service and a competitive price.

www.yorkshireclassicporsche.co.uk
Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA



A NEW NAME FOR Q&A – AND A NEW LOOK, TOO

Q&A is dead – or on the back burner, at least; long live *Technical Topics*! As we suggested in the August issue, there has recently been a marked decline in the number of technical queries we are receiving, such that last month the metaphorical cupboard was literally bare, and after careful consideration we decided to reflect that trend by using the space for what we informally termed matters arising. That situation hasn't changed significantly, and the new format seemed to go down well, hence now both the new title above and, inevitably, a slightly different look and feel to the spread.

We shall, of course, continue to answer any problems that you care to throw at us – both on a one-to-one basis and, where possible, published within this new section – but by and large the overall rationale of the feature will be us passing on some of the knowledge and hopefully expertise that we pick up in the course of our day-to-day work with Stuttgart's (and Leipzig's) finest. If you do have a query – and remember that we have unrivalled access to the vast majority of the UK's most knowledgeable Porsche specialists, and a number in the US, too – e-mail us at porscheman1956@yahoo.co.uk.

Sponsored by



GLORIOUSLY COMPLEX – BUT UTTERLY CAPTIVATING, TOO

Predictably, I was fascinated by the photo of the rear-engined, front-wheel-drive 944 on page 56 of the September issue of the magazine (below right), an oddball discovered by Messrs Bennett and Fraser earlier this year during their trip to Stuttgart to mark four decades of the transaxle Porsches. In fact, Antony had e-mailed me a quick iPhone snapshot even while the two of them were there in the Museum, generously asking me to adjudicate on whether or not it had a so-called 'boxer' engine.

The answer, of course, was an equally quick and simple negative. The engine – an in-line four-cylinder VW unit, apparently – was mounted 'flat' within the chassis, as in any 911, but that alone does not a boxer make. In fact, that term, as you might guess from its use in the world of pugilism, is generally reserved – in an automotive context – for an engine in which the pistons are somehow facing or, at the very least, directly opposed to each other. (Although it obviously ignores the constant close co-operation between them that is famously not a feature of the boxing ring.)

Co-incidentally, at just about the same time that we were debating this, I had the rare privilege of driving a truly magnificent machine with arguably an even more justifiable claim to having a boxer engine than any Porsche – the former British Railways Class 55 locomotive, number 55 019, aka *Royal Highland Fusilier*, and generically, but not entirely correctly, still better known as a Deltic. (I had a significant birthday this year, and my family had generously bought me a footplate 'experience' on the preserved Severn Valley Railway.)

In truth, Deltic is the 'brand' name of each of the two prime movers within this once 22-strong fleet of iconic locomotives, a frankly awe-inspiring supercharged two-stroke diesel designed by Napier & Son in the 1940s, originally for marine applications. It's a reference to the no fewer than three crankshafts in each engine, arranged in a triangular pattern when viewed from either end, and linked to a single output shaft – which here powers a generator and then the traction motors – via a system of intermediate phasing gears of bewildering complexity. Each crankshaft is powered by a total of 12 pistons (making the engine effectively three V12s crammed into a single massive casing), and crucially in this context the combustion chambers are formed between the crowns of opposing pairs of pistons sharing the same cylinder. That, surely, is a boxer engine.

Sadly, this is not the place to go into too much detail about the Deltic engine, or the Class 55 that it powers, but suffice it to say that its vital statistics are mind-boggling, even today. (And it is nearly 35 years since these locomotives were withdrawn from front-line British Rail service, and relegated to main-line 'specials', or heritage lines such as the Severn Valley, although most of the active survivors are still rated to, and good for, 100mph.)

Each of the two engines in 'my' 1961-built loco, now owned by the Deltic Preservation Society Ltd, develops around 1750bhp – we were using just one of them to haul a roughly 400-tonne train, of which fully 100 tonnes was the noisy bit at the front – and the clouds of black exhaust smoke when you give

it the beans, as you will have the opportunity to do on the SVR experience, even if only briefly, and to only about 30mph, are a joy to behold. It sounds fantastic, too. Tickover as clattery as a dozen GT3s – hardly surprising with all those intermediate gears thrashing around, however carefully they were no doubt machined and then matched – and rising to a high-pitched growl roughly midway between a Porsche 935 K3 and a Supermarine Spitfire.

I shall try to put some of my own in-cab footage up on the *911&PW* website, but failing that there are already countless YouTube videos of Deltics in action that I guarantee will make the hair on the back of your neck stand up. Oh, and more about those memorable SVR footplate experiences – steam as well as diesel – at www.svr.co.uk.



Main instrument in this diesel-electric loco – a true 'hybrid', then – is a 0–2500 amps ammeter, and to its left a 0–120mph speedometer. Transmission lever and throttle are to the driver's right. Not much to see of the two fully enclosed 18-cylinder but crucially 36-piston engines. 'Handbrake' linkage is best described as heavy-duty industrial

DOUBLE MAINTENANCE STANDARDS?

What the eye doesn't see, runs the old proverb, the heart can't grieve over. And that certainly appears to be the case when it comes to our beloved Porsches' annual MOT tests, whose scope is famously restricted to those items that can be examined without any dismantling. I suspect that very few people would be happy to climb aboard an airliner if that is how those complex machines were routinely inspected for critical safety issues.

If you own a 996 or the equivalent Boxster you will probably be familiar with the most likely galvanic corrosion that causes the aluminium ferrules on the hydraulic pipes to the steering rack to split and open up in a rather unsightly manner. Peer inside the

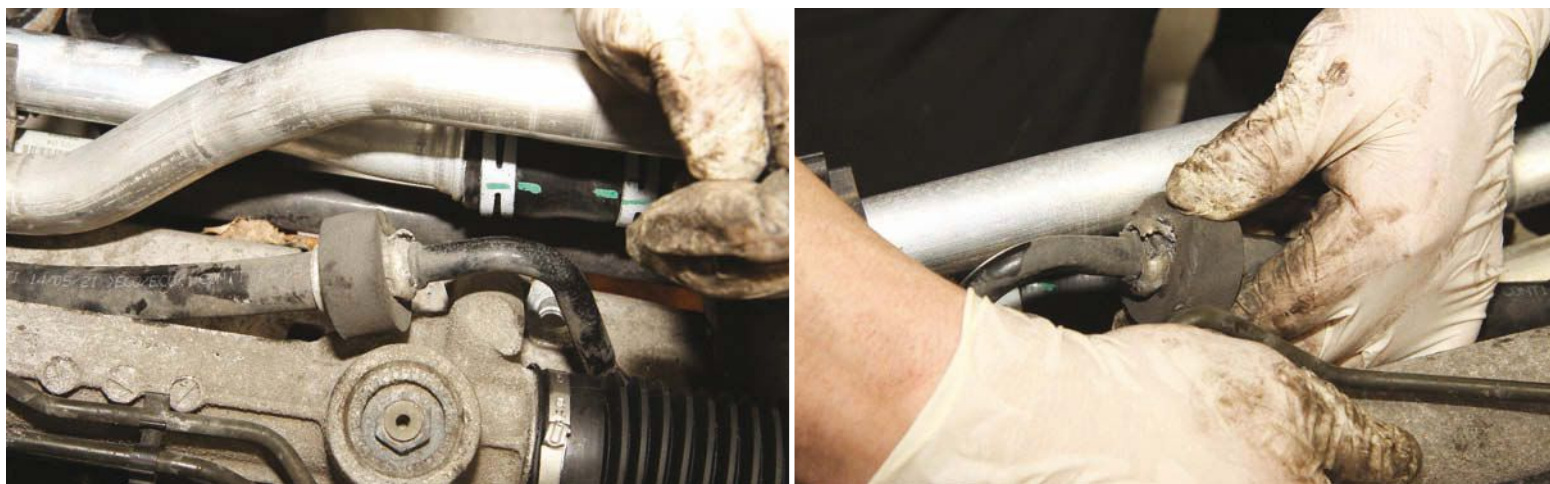
right-hand front wheelarch of just about any such model (or those with right-hand drive, anyway; in left-hookers they are not as easily visible), and the chances are you will be able to see the issue for yourself. As we understand it there is no real danger of fluid loss (and which would itself merely make the steering suddenly heavier, rather than completely eliminating all directional control), but many testers will mark it down as a failure point – or an urgent 'advise' at the very least – and having the pipes replaced is likely to cost several hundred pounds.

Perhaps, then, we can all draw a message from these photos, below, showing the equivalent components from a 997 or 987 Boxster/Cayman,

here tucked away out of sight above and behind those coolant pipes that I made reference to on these pages last month. Assuming – as one has to – that this car is typical of most, then there will be many thousands out there with exactly the same 'problem', with still more joining them with the passing of each year, and yet I have never heard of a single MOT-test failure on that score.

Either way, it would be worth getting in there with a bright torch and a can of Comma WaxSeal, whether to halt any further deterioration or, better still, to prevent it occurring in the first place.

Corrosion, as many of we older-Porsche owners already know to our cost, never sleeps.



997 (and 987) steering-rack hoses would appear now to be suffering from exactly the same sort of corrosion on the permanent unions between flexible rubber sections and rigid steel pipes as in the previous 996 and 986 models, but because they are not easily visible they are unlikely to be picked up in an MOT test. Good or bad? You decide...

BEAT THE SQUEAK FROM A 964 HEATER BLOWER?

Reader Mike Vale has been in touch to say how much he enjoyed the 964 buyers' guide in our August issue (pages 130–133), but also to pass on a possible cure for what the author of the feature labelled – perhaps a little melodramatically, in light of what can befall 996 and 997 owners – as the 'nightmare' of a squeaky heater blower motor.

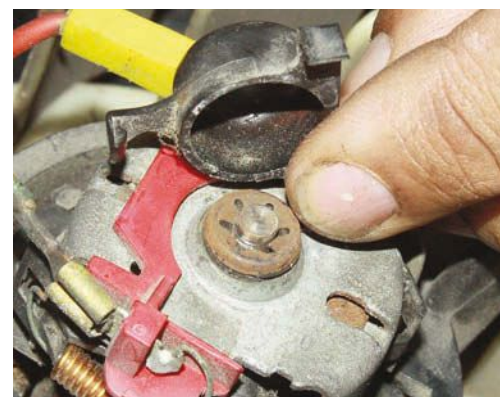
'I don't know whether the 964 has the same type of ventilation system as my 1988 Carrera 3.2,' writes Mike, 'but I am guessing that they must be fairly similar. Either way, I was experiencing a similar squeaking noise from the fan, so I removed the complete heater unit, but before deciding if I needed to take the motor apart to lubricate the spindle and its bushes I took off the tiny black rubber cover over the end of the shaft.'

'This revealed a Belleville-type washer/clip retaining the shaft, so I carefully dripped some light oil on it, which drained down the shaft. After a couple more applications I reconnected the plug to

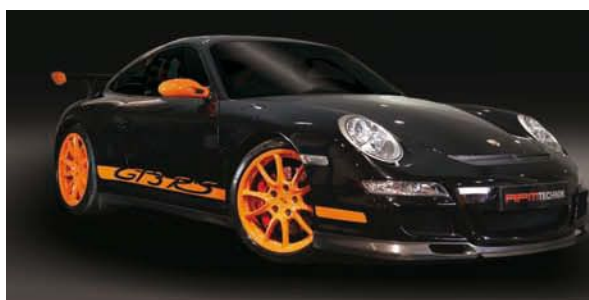
the wiring harness, and was able to run the fan motor at all three speeds in near-silence, apart from the usual rush of air from the blades. I put everything back together, and fortunately the motor was – and still is – as quiet as it always used to be.'

'A friend of mine, who has a collection of classic vehicles, told me that he does a similar thing to his cars' windscreen-wiper "wheelboxes", so after removing all three of the arms and plastic covers on the 3.2 I squirted a few drops of light oil down the shafts. It's amazing how much smoother the wipers now are, especially the front ones, which sweep easily across the glass at all three speeds.'

His heater-blower fix is still quite a time-consuming process, concedes Mike, but the work is not too difficult, and if it saves you a £500 bill at a Porsche Centre or independent specialist then it is plainly well worth a try – and unsurprisingly the preventive maintenance for the wiper mechanism is the work of just a few minutes.



Whether or not lubricating the downward-facing bearing of your Carrera 3.2's blower motor has any long-term efficacy we can't say, but it's easy enough to take the motor out, from beneath the front lid, so it has to be worth a try. Full procedure described next month



**Tested and Approved
by Porsche Specialists**

Used by & available from **RPMTECHNIK**
To find your nearest stockist visit www.evanscoolants.co.uk



**The Ultimate
Cooling Solution**



D9 AUTOTECH
AUTOMOTIVE PERFORMANCE ENGINEERING SPECIALISTS

www.d9autotech.co.uk

D9 Autotech
Porsche specialists for south wales & west.
Servicing, rebuilds & restoration, full autologic diagnostics massive discount on parts

AMERICAN EXPRESS Maestro MasterCard VISA

F:01656 746911 E: discount9auto@aol.com www.d9autotech.co.uk
Unit 23 South Cornelly Trading Estate, Bridgend, South Wales CF33 4RE (Junction 37-M4)



Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS WEB: WWW.LAKEWELL.COM
KLEIN HEIDESTRAAT 7 1 EMAIL: INFO@LAKEWELL.COM
B - 3370 BOUTERSEM PHONE: +32 (0) 475 53 56 22



PORTIACRAFT
INDEPENDENT PORSCHE SPECIALISTS
ESTABLISHED 1982

Sales, servicing & everything Porsche
We usually hold 20-25 cars in stock prepared to a high level & competitively priced.

All cars we sell are fully serviced prior to sale with a new MOT & warranty included in the price.

PHONE: 020 8959 1604
email: sales@portiacraft.com

www.portiacraft.com

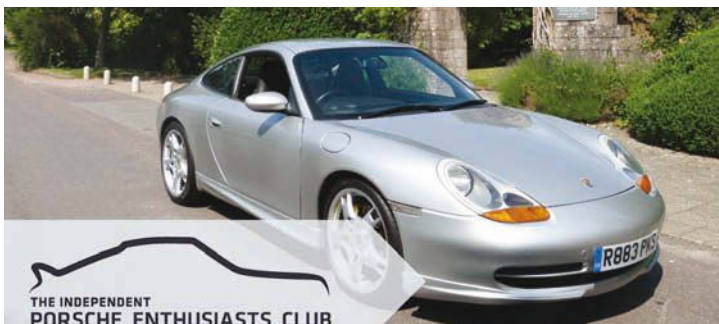


PORSCHE IN DORSET
Put the **oomph!** back into your **Porsche!**

Personal service and fair prices.
Servicing, Repairs, 4 wheel alignment, Restoration, Bodywork, Race prep & engine rebuilds.

t: 01308 459106
e: infomarque21@aol.com
www.marque21.co.uk

Marque 21
Independent Porsche Specialist



THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB

THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche
Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly
MEMBERSHIP: one year £40, two years £60 / 01787 249 245 / www.TIPEC.net



Carrera
ENGINEERING & MOTORSPORT
Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ

DEALER QUALITY SERVICE
at highly competitive rates

- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification
Work fully guaranteed very competitive rates
Over 35 years experience with manufacturer training

t: 01992 892333
w: carreraengineering.co.uk
e: Tony@carreraengineering.co.uk



HILLCREST SPECIALIST CARS
SPECIALIST IN PORSCHE

Service, Repair and Sales by factory-trained technicians

www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB



Nº5 GARAGE INDEPENDENT PORSCHE SPECIALISTS EST 1976

ALL SERVICE REQUIREMENTS

TEL: 020 8993 7318

www.no5garage.co.uk email: no5garage@aol.com
UNIT 1, 46 COLVILLE ROAD ACTON, LONDON W3 8BL

BOSCH Service APPROVED CODE TRADING STANDARDS GOV.UK

END OF AN EVOLUTION

Porsche's front-engined revolution started 16-years earlier with the 924 project and finished with this, the 968. Launched into a recession and the teeth of some tough Japanese opposition, the 968 was considered by many to be to be an evolution too far. But it's stood the test of time and is a compelling 911 alternative

It was quite possibly the lowest key model in Porsche's history. Launched internationally in 1992 and hard to tell apart from the preceding 944, the 968 stayed for four years and quietly departed when the Boxster arrived to change the fortunes and direction of the Zuffenhausen sports car maker. In total, a little under 13,000 968s were made, and a mere 1043 were officially imported to the UK through Porsche Cars Great Britain, a quarter of the 911 volume in the same period. Its launch had to be postponed almost a year to allow Porsche dealers to clear remaining 944s.

Some reckoned it would have been more appropriately named the "944 S3", but nonetheless the 968, the final evolution of the 924 introduced 16 years earlier, was probably the best ever front-engined Porsche: fast, superbly balanced handling, refined and comfortable, and with bulletproof build quality. Like all water-cooled, four-cylinder "Transaxle" Porsches (a reference to the rear-mounted gearbox), the 968 has so far not enjoyed the high values of its air-cooled stablemate, although of late collectors have "discovered" it, nudging prices up. It can

still be a bargain, though, available for as little as £10,000, so if you want to take advantage of this, what – 21 years on from the last one being made – should you be looking for when buying one?

DESIGN, EVOLUTION

Although said to be 80 per cent new (not a claim that convinced everyone), the 968 looked like a 944 with a 928 makeover, due to its lid-less pop-up headlamps and smoothed out body with its cleaner, more integrated front and rear bumper, less square-rigged wheel arches, and more streamlined door handles and mirrors. However, the 968, built at Zuffenhausen rather than at Neckarsulm by Audi as was the 944, benefited from a comprehensive package of engineering improvements.

The principal development on the 944 S2's 16-valve engine was the first use of Porsche's VarioCam camshaft timing that, in simple terms, increases torque by varying the timing of the inlet valves in relation to the exhaust valves, to increase overlap and boost torque. The engine's inlet manifold and exhaust had been modified, too. The 2990cc "big four" came

in a single spec: 240bhp, a 15 per cent increase over the 944 S2, and 225lb ft torque at 4100rpm which was claimed to be the highest twisting force of any non-turbo 3.0-litre engine.

The gearbox was now a six-speeder, and the 968 was an early user of Porsche's four-speed Tiptronic gearbox, with fully automatic or sequential modes. The suspension – front struts and rear trailing arms – was basically tightened up to 944 Turbo standards, while the adoption of 911-style Cup wheels allowed bigger, four-piston brakes (with anti-lock standard). The basic wheel spec was 16-inch wheels, with the customary differing front and rear tyre profiles, 205/55 and 225/50 respectively. The Sport pack ran 17-inch wheels with harder suspension.

In the cabin, changes over the 944 were limited to a new steering-wheel and some minor adjustments to instrumentation. While the powertrain did not vary, Porsche offered four distinct models: the standard coupe, Sport, Club Sport, and Cabriolet.

The Coupe and Cabriolet arrived in the UK in May 1992, but it would be January 1993 before the tastiest prospect was made available, the Club Sport (the first outing for

Less is more. The 968 Club Sport is the must have model, with cult status and rather more expensive than standard spec 968, despite being £6000 less in period. In reality the standard car offers 98% of the CS's performance and handling





Above: Chunky Club Sport steering wheel adds to cabin ambience and driving pleasure. Right: Brawny 3-litre, 4-cyl engine puts out 240bhp and oodles of torque, thanks to Porsche's Varioram system

the "CS" name since 1987's lightweight 911 Carrera 3.2). It came in special colours, most notably Speed Yellow.

The regular 968 seats were replaced by Kevlar framed buckets, cloth trimmed and with the backs matched to the body colour. Normal seats were available but not commonly ordered. Various small weight-saving measures lost 50–100kg depending on which spec of regular 968 the CS was being compared with: no back seat, reduced sound deadening, simpler door trims, a lighter battery and alternator, cable rather than electric tailgate release, no boot light, and manual windows and door locking.

The Club Sport's 17-inch wheels, one inch diameter bigger than standard, run 225/45 front tyres and 255/40 rears. The suspension was dropped 20mm, and the dampers were firmer. The M030 kit provided stiffer springs, adjustable Koni shock absorbers, stiffer anti-roll bars, cross-drilled 340mm brake discs, and a limited-slip differential.

Now can you believe this: the Club Sport was some £6000 cheaper than a regular 968, at £29,975! According to reports at the time, it was launched as a low cost model to kick start sluggish 968 sales. But owners could option up the Club Sport. Air-conditioning was available (some rewiring was necessary to take it), which might have seemed an odd choice, but it did make sense because with a huge glass area, thinner carpets and big transmission tunnel the car does get very hot.

The Cabriolet came with just one suspension set-up, although you could order 17, rather than 16-inch wheels. However, Porsche did not stint on the open car's engineering, as illustrated by this one detail: look down into the recess on the right-hand-side of the boot and you'll see a curious, cylindrical mass, attached to the body by rubber mounts at each end. The purpose of the cast iron weight is to cancel out vibrations that the Cabriolet body can pick up on bad road surfaces when the

hood is down, Porsche said.

The last of the four models to arrive, in early 1994, the Sport was aimed at those who wanted a more lithe 968, but not the Club Sport's discomfort. It had 17-inch wheels and Club Sport suspension, but more modest equipment than the Coupe and hence was £5500 less. Seats were cloth rather than leather (though hide was optional), these lacking electrical height adjustment. It made do with no tailgate wiper, and two speakers for the stereo rather than six. Under the bonnet some of the black plastic covering was omitted, such as the compartment at the front of the bay.

DRIVING THE 968

The 968 engine has the same feel as the 944 unit, but in the transformation the big four lost the slight bottom end coarseness and also gained a sportier, more vibrant tone. It is a delight, in a now old-fashioned way. It sounds great when red-lined (at 6500rpm), but there's

equal enjoyment available from exploiting the enormous mid-range torque.

The 968's gearbox is satisfying to use, even if it doesn't tolerate laziness. Firm, positive shifts are required through a wide-ish gate, but it rarely balks, and the ratios are just right; it's a close-ratio 'box with a direct, rather than overdrive sixth. The clutch should be sweet and light.

In the Club Sport you feel a bit like you're driving an under-powered racing car. The seats locate you absolutely, the stiffer suspension makes the car even more taut and nimble than it normally is, and the steering is sheer delight, weighted perfectly and with good feedback. The Club Sport was among the best sorted cars of its time, and its driving manners still impress now.

The Cabriolet is commendably flex-free on the road, but its electrical hood was essentially a carry-over from the 944, with primitive and irritating to operate screen latches. The 968's interior and fascia look plain, but the plastic and cloth was high

968 TIMELINE

Summer 1991
968 unveiled in Germany

May 1992
968 Coupe and Cabriolet launched in the UK

January 1993
968 Club Sport added to the range

January 1994
The final model, the 968 Sport, was added to the range

SPECIFICATIONS

Porsche 968 Coupe/Sport/Club Sport/Cabriolet

Engine (cyl/cc)	2990cc 4-cyl, twin cam, 16 valves
Power	240bhp@6200rpm
Torque	225lb ft@4100rpm
Brakes	Ventilated discs, anti-locking
Wheels, Coupe, Cabriolet	7Jx16-inch front, 8Jx16-inch rear
Sport/Club Sport	7.5Jx17-inch front, 9Jx17-inch rear
Tyres, Coupe, Cabriolet	205/55 ZR16 front, 225/50 ZR 16 rear
Sport/Club Sport	225/45 ZR17 front, 255/40 ZR17 rear
0-62mph	6.5sec (Tiptronic 7.9sec)
Max mph	156mph (Tiptronic 153mph)
Average economy	26.6mpg
Weight	Coupe/Sport 1420kg, Club Sport 1320kg, Cabriolet 1440kg
Built	1992–1995
All figures from Porsche	

Maintenance costs, Porsche 968 (guide price, including labour and VAT)

Oil/major service: £245/£360

Replace clutch on manual gearbox: £750

Fit M030 roll bars and bushes: £580

Replace water pump (aftermarket/genuine Porsche): £700/£1000

Four premium brand tyres (225/45 ZR17, 255/40 ZR17): £470

Prices from ProMax Motorsport

WHAT YOU'LL PAY

£10,000–£15,000 Entry price for 968s, high mileage, part history
£15,000–£20,000 Good, sub-75,000-mile models
£20,000–£25,000 Near pristine 968s, and starting price for Club Sport
£25,000–£30,000 Low mileage Club Sports – the best are seen for up to £50,000

quality, better in fact than in the 964 and 993 of those years.

WHAT YOU'LL PAY

It's funny, galling even, to think that a decade ago the Club Sport was worth little or nothing more than the other models. But with "lightweight" Porsches now hugely revered, values have gone skyward, and as this was being written one UK seller was asking £49,980 for a 1994 example with the M030 chassis pack, and a comprehensive history. Average condition non Club Sports usually make between £10,000 and £20,000, while immaculate Cabriolets will probably fetch more.

WHAT TO LOOK FOR ENGINE AND TRANSMISSION

The engine is tough and capable of vast mileages, but the camshafts, camshaft sprockets and slipper pads tend to wear. 'Inspection requires the cam cover to be removed, and if worn, are a costly replacement' says Andy Everett of Milton Keynes based ProMax Motorsport, a long standing 924/944/968 specialist. 'But if these fail, it can be terminal for the engine.'

You should also carefully check the engine for general wear and tear. 'Run it from cold, and look for smoke and a coolant type smell, the usual signs of trouble,' Everett advises.

'The engine should be smooth and quiet, the oil pressure 2 to 2.5bar at idle, and 4 to 5bar at around 2100rpm. As ever, the service history is important, look for confirmation of regular oil changes and servicing. Check the HT leads – are they perished?'

It's worth having an expert use a borescope to look in the cylinders for any signs of bore scoring, having a "leakdown" test carried out, and listening for any rattling noises from the VarioCam system. Special attention should be paid to the cooling system: 'Check the water pump for any coolant leaks, or coolant staining that may point to a leak, and enquire as to when the belts were last done,' Everett suggests. 'Also, look at the condition of the coolant hoses, and radiator, and also the strength of the coolant itself.'

The gearbox should be quiet, as gearbox pinion bearings can be an issue. The clutch operation should be smooth and without judder, and look for any oil leaks from the gearbox (and of course the engine, too).

SUSPENSION

Again, there are no major weaknesses, but sheer age introduces complications with, for example, the rear of the car likely to sag due to weakened torsion bars. 'Look for shock absorbers that are damp around the body, which means they are life expired, and check all the rubber bushes,' Everett advises. 'The ones below the oil filter tend to perish

WHAT THE PRESS SAID

'It is not the amount of performance possessed by the 968 but its quality that makes you feel in command of a special powerplant. Four cylinders or not, you'd have to look long and hard before you would find another engine with such instantaneous responses.'

Autocar, Porsche 968 road test, 27th May, 1992

'It's easy to be sceptical about the age of its design, about its four-pot motor and about its cynical new designation. It's easy, too, to lose sight of some of its very important qualities: its brilliantly balanced handling, its ability to perform prodigiously.'

What Car?, twin test with Mazda RX-7 Turbo, August 1992

through oil contamination. If the car is unduly bouncy and unstable, then work is required. On the suspension mountings that support the rear beam axle, the bonding can fail, causing the rubber to separate from the metal mounting, and these mountings are expensive to buy.'

Inspect for side play in the front shock absorber pistons, this can often be mistaken for wear in front wheel bearings, but is actually the side play in the shock pistons. If the suspension needs work, Everett recommends incorporating an upgrade to the Porsche M030 anti-roll bars and bushes, as he feels these are a worthwhile improvement.

BRAKES

As on the 944, the 968's brakes routinely suffer 'plate lift' on calipers, seized pistons if the car isn't used for long periods, corrosion on the calipers and on the inner faces of the discs. If the brakes judder under use, or the pedal isn't firm under pressure, you know they'll need attention.



Front-end styling is a mash-up of contemporary 964 and 928 influences. Underneath it all, it's still largely 924 derived, though

Clever use of polyurethane front and rear aprons, plus side skirts, gave the 968 a distinctive new look over the 944, which it replaced



Ropey calipers are a particular worry, as they are now expensive from Porsche.

Corrosion affects the brake lines under the floor. 'These need to be checked, and also look out for any poorly executed fuel line repairs, we see this a lot!', Everett tells us. 'Corrosion also perishes the brake flexi-hoses and ferrules.' Check that the handbrake lever does not have long travel, and that it actually holds the car.

ELECTRICS

The 968 is generally good in this area, and it's mainly a question of ensuring everything works. 'Make sure that all the gauges work, that all lights work, and that the headlamps don't vibrate and move, as this would indicate broken headlamp mountings, and check that the wipers don't judder, and park correctly,' is Everett's approach. 'The fascia back lights can become dim over the years as the silvering wears off. Check windows go up and down smoothly, as often the passenger side ones start to seize through lack of use.'

The heating should be controllable through hot to cold, as the sensors can fail, giving nothing but heat. 'If there is no heat at all, then possibly the water valve has failed, or the cooling system may be air locked,' Everett points out. There's quite likely to be an aftermarket alarm fitted, which may no longer work properly.

INTERIOR

Look for wear on the seats, especially the driver's, and make sure all the dash trim is

in place. 'Often the hazard switch mounting can break, and when you press the switch it just falls through, and the same applies to the two fog lamp switches on the driver's side,' Everett warns. It's good if the ignition and door keys match, bad if there's water under the carpet, the result of a poorly fitted, and leaking, windscreen or a door membrane leaking.

BODYWORK

Check the bodywork panel gaps look correct, that the tailgate does not rattle, and that the "hockey stick" trims on the side of the hatch glass are present and correct. The Porsche resists rust well, but the side skirts can conceal corrosion – in particular, inspect the rear area forward of the rear wheels, as these can rot badly and are expensive to repair. Front wings can rot near the bottom, and the paint on the plastic bumpers and plastic side skirts can fade.

VERDICT

The Transaxle four-cylinder cars have always been the affordable used Porsche, and the 968 still is – relatively speaking, because you'll now need £10,000 for something that isn't a project, and has an acceptably good history. Although not markedly different to the others, the Club Sport is the version everyone wants, but it can be twice and even three times the price of the others. But whatever one you buy, you'll get a sports car of enormous integrity, is satisfying to drive – and might even appreciate a bit during your ownership. **PW**

BUYERS' CHECKLIST

Check for healthy oil pressure, 4–5bar at 2100rpm
Rattles from the VarioCam system could mean trouble
Side sills tend to rust, and front wings rot
If the car sags at the rear, the rear suspension is tired
Shock absorbers may leak
Look out for worn or rusted brake calipers, as they are pricey to replace
Expect rusty brake pipes under the floor
If the pop up headlamps vibrate, their mountings may be broken
Dashboard instruments can become dim over time

SPOTTED FOR SALE

Sports car specialist
1994 968 Sport, red, 62,000 miles, full history, £29,995, Carbitrace, Suffolk
www.carbitrace.com

Sports car specialist
1992 968 grey, 122,000 miles, full history, £18,995
Platinum Autos, Buckinghamshire
platinumautos.co.uk

Porsche specialist
1993 968 Coupe Tiptronic, metallic grey, two owners, full history, £16,968, Coventry P.C.T Porsche specialists
pctcars.co.uk

USEFUL CONTACTS

ProMax Motorsport
promaxmotorsport.co.uk

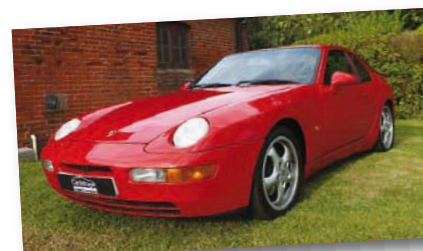
A long standing 944/968 specialist that offers spares and repairs and also a catalogue of performance upgrades

Augment Automotive
augmentauto.co.uk

Well established workshop in Cinderford in Gloucestershire with deep specialisation in four-cylinder, front-engine Porsches. Offers useful modifications for ease of ownership

Hartech
hartech.org

A 924/944/968 specialist based in Bolton that goes back many years. Provides all workshop facilities including complete engine rebuilds



DEALER TALK:

YORKSHIRE CLASSIC PORSCHE

His specialist Porsche business sells a wide variety of models, but proprietor Jon Chambers has a particular soft spot for Boxsters, which he reckons are amazing value



How long have you been in the Porsche business?

I started selling Porsches with my father over 30 years ago to help towards paying for my motorbike racing, which makes me feel old!

What Porsches do you specialise in?

We sell everything Porsche from the 1980s to current models. But our sweet spot is Boxsters, Caymans, 996 and 997 911s, and in air-cooled models, Carrera 3.2s, 930 Turbos, and 964s.

What's your cheapest, and most expensive Porsche presently in stock?

The cheapest Porsche, which we've just sold for £7950, is a 2001 Boxster S six-speed manual with only 48,000 miles. The most expensive will be a delivery mileage 991 GT3RS we are due to get in, which will be in the region of £250,000.



What would you recommend as the best "first Porsche" to buy?

I believe the best first Porsche is a Boxster. A lot of people disregard Boxsters when thinking of Porsche, but the truth is they are vastly under-appreciated and I believe they are not only the best value Porsche you can buy, but also the best value car under £15,000 in today's market.

Where do you get your stock from?

We spend all day, every day trying to find stock to our exacting standard, it's a full time job in itself. We've built up extensive relationships within the Porsche network, and we use an in-house purchaser who finds and buys cars for us. We also buy a lot of our previously sold vehicles back, return business counting for a good percentage of our sales.

What warranty do you give, or sell?

We give a six- or 12-month warranty, depending on the merits of each individual car.

What's "hot" at the moment?

We've found that over the last 12 to 18 months the 996 C4S and Turbo, and even the early 3.4, are now in high demand. Among air-cooled models, the 964 is finally getting the recognition it deserves, and it's also all changing for the 930 Turbo, which has been undervalued for years.

What's best value at the moment?

The best value Porsche are water-cooled: Boxsters, Caymans, and 996 911s.

Name a car that you recently sold, that you would happily have kept for yourself.

A 2006 Basalt Black gen 1 997 911 Turbo Coupe six-speed manual with only 11,000 miles and Turbo S spec that we sold a few months ago. Can I name two? A 66,000-mile 964 in Cobalt Blue and with RS enhancements.

What car do you drive every day?

I get my Porsche fix on a daily basis with test drives, collections, delivery and purchasing, and get to drive every model we buy so I am spoiled. I mainly come to work on a Pinarello Dogma road bike, or a VW 2.0 DSG Caddy van.

What are your plans for the future?

Due to a massive increase in turnover and stock level over the last two years, we've opened a new service and preparation centre, which will enable us to carry another 20 stock vehicles. We are also opening an additional sales site that will carry another 30 to 40 vehicles, which will hopefully be opening in spring or summer 2017.

Contact:
Yorkshire Classic Porsche
The Old Star Garage
Leeds Road
Collingham
Wetherby LS22 5AA
+44 (0)1937 574052
yorkshireclassicporsche.co.uk

HELPING YOU BUY YOUR PORSCHE:

PRICE GUIDES

As from September, car salesmen's desks looked slightly different – no longer would a copy of the motor trade 'bible' Glass's (pictured) appear on it, August marking the last paper issue of

the bulging, but still pocket-sized price guide now that the service is completely on-line. Glass's was probably the best known price guide, which is ironic given that in 83 years in print it was strictly trade only.

Its disappearance reminded us of the importance of knowing what a car is worth before you buy it, and there are plenty of on line valuers, some free, others charging.

WeBuyAnyCar (who'll also buy your car), Parkers, CAP,

Auto Trader and others will all give you a 'trade' (what the dealer buys in at) and 'retail' (forecourt price) figure. If you really want a particular Porsche, you'll probably buy regardless of its assessed value – but it's nice to know what it's actually worth.



USEFUL ACCESSORY OF THE MONTH: WHEEL STUD THREAD RESTORER MASTER KIT

Frankly, you are unlikely to use this DIY aid very often. But when you do, you will probably save a lot of time and money to fix a silly but easily mistake.

The Wheel Stud Thread Restorer Master Kit from Warwickshire-based Laser Tools has everything you need to repair threads on wheel bolts (or studs on older Porsches), which may have been damaged when inserted wrongly and turned with too much force. The kit includes four different sizes of repair die, a split design for ease of fitting over the damaged bolt, and a 24mm socket adapter that enables the die to be turned, this restoring the thread. The sizes are: M12 (1.25mm pitch), M12 (1.5mm pitch) and M14 (1.5mm pitch), thus suitable for Porsches.

The threads in the hub may also be damaged, hence internal restoring dies are included: M12 (1.25mm pitch), M12 (1.5mm pitch), M12 (1.75 pitch) and M14 (1.5mm pitch). The price in shops is £70–£75, and the part number is 6527. More details at www.lasertools.co.uk



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

911



2004 Carrera S 911/997 Silver/Ocean Blue

Stunning 997 Carrera S, full spec with factory sunroof, cruise, Bose surround and 6 CD, auto-dimming mirrors, rain-sensing wipers, full electric memory and heated seats, rear park assist, Alcantara headlining, ex Porsche approved car owned for 5 years, 84,000 miles with full Porsche/Porsche specialist history with massive folder of all expenditure, Porsche Certificate of Authenticity, PCGB member, recent front discs, pads all round, battery, tyres are all matching Continental Sport Contacts with plenty of tread, new MOT March 2016, big service Oct 2015, small service due Oct 2016, no expense has been spared on the car. Tel: 07717 377261. Email: andrew.southall@tesco.net (Worcs). **£23,995** P1016/054

911 Targa 1981

For sale my 911 Targa, lots of work done, too much to put down, for more info call, I can email photos. Tel: 07986 420055. Email: jrc.911@ntlworld.com. **£21,500** P1016/038

911



911 (997) Carrera 2S, huge spec
2006, factory fitted Aero kit Cup (GT3), 6 spd manual, Midnight Blue metallic with matching sea blue leather interior, every optional extra inc hardback Sport seats, PSM2 with sat nav, 6CD, Bose, Sport chrono package plus with PSE sports exhaust system, PASM, PSM, m/f steering wheel, short shifter, seatbelts in silver, 19" Sport Design alloys, 3 owners, 121K mileage with full Porsche SH. Tel: 07580 454645. Email: petersingsh@hotmail.com (West Yorkshire). **£19,995** P1016/052



1984 911 Carrera Convertible
Totally stunning condition 911, new hood and full new leather and tartan interior retrim, she is in mint rust free condition, kidney bowl door shuts and sills are perfect, 116K miles and 4 previous owners, comes with a massive service history folder all specialist Porsche, has to be seen to be appreciated. UK and worldwide delivery no problem. Tel: Ciaran Woods, +44 0 7908 588962. **£34,950** P1016/053

911



911 TechArt GT Street RS
Converted from a 1999 Carrera 2, full bodywork changed over, resprayed, new top mounts, brakes, pipes, hoses, LED Gen 2 rear lights, 997 headlights, complete head turner, looks like the £300,000 GT2 TechArt GT Street, red leather (treated) and heated seats, manual transmission, 77,000 miles, 3400cc (300bhp) engine, MOT: 31/03/2016 (no advisories). Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow). **£20,000** P1016/055



2006 997 Carrera with chrono + sports ex PSE exhaust, Sports chrono, 19-inch wheels, Bi-Xenon, disc CD autochanger, Porsche active suspension management (PASM), Bose surround sound system, navigation module for PCM, sunroof, reversing sensors, the car has recently had all new suspension and shocks and new tyres in Dec 2015, 3 owners, next MOT due 31/12/2016, full Porsche service history. Tel: 07909 995811. Email: matthew.williams@hgp-architects.co.uk (Hampshire). **£24,900 P1016/056**

The Ultimate Driving Shoes

Prices from £115 to £335
Free delivery in the U.K.

piloti Complete range available at:
www.carnoisieur.com
or call 01582 787377

911

1970 911E Coupe

Well maintained and properly taken care of, unrestored and astonishingly original, low original miles of 69K. Rust free with no accident damage, paint is beautiful and retains an excellent shine, the interior is completely untouched, great to drive, pulls from low down to red line with lovely gear change, comes with its original 5 speed manual transmission. Cosmetically and mechanically superb! Tel: 754 223 6850. Email: slacktrd@gmail.com (Florida, USA). **£57,300 / \$83,200 obo** P1016/039



911 996 3.4 Carrera 4
2001 6 speed manual in Midnight Blue with grey ruffled leather interior with private registration, sunroof, Porsche CD stacker, a/c, side airbags, full service history, MOT May 2017, low mileage 68,735 miles, excellent condition, 18" split rim wheels with 4 new Pirelli tyres, recent service work including new metal brake pipes, two rear brake flexi hoses, rear brake discs and pads. Tel: 01208 73200. Email: glenn.wood77@btinternet.com. **£18,750** P1016/057

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953

928



928 GTS
Auto, 87K, FSH, documented £20K just spent with receipts, Cobalt Blue, Linen leather piped blue, great condition inside and out. Tel: 07803 042618. **£32,928** P1016/021

TO VIEW MORE PRIVATE CLASSIFIED ADS VISIT OUR WEBSITE
www.911PORSCHEWORLD.COM
FOR TRADE ADVERTISING CONTACT
JAMES.STAINER@CHPLTD.COM

911virgin.com

Porsches bought & sold

Porsche wanted urgently
Payment immediately
Call today
Speak to Terry or Tom

01895 255222
info@911virgin.com

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Porsche has always said it does NOT give discounts on its new cars. But there are reportedly a few available, and David Sutherland wonders if with Porsche's UK sales falling, there might be more in the pipeline



One "car introducer" was offering £2400 off a Cayman GTS

Most new car buyers expect a price discount, and have done for decades. Once, manufacturers did not like to talk about the money they lopped of list prices (up to 35 per cent to big fleets), but now they've given up, and commonly advertise the discount – sorry, "dealer contribution" – on their websites. If, for example, you fancied a brand new Mercedes-Benz SL400, you can see on the "Offers" page of the Mercedes site that dealers will give you £16,675 off, or a quite extraordinary 23 per cent of the £73,810 list price.

At Porsche, though, it's a very different story. Porsche does not offer discounts, preferring to keep its supply of cars a little behind demand, or in the case of special models such as 911 GT3s, a long way behind. This ensures Porsche Centres can shift everything at full price, and it also protects resale values at the

critical two- to three-year stage, helping owners who want to trade in for a new Porsche to avoid an equity shortfall.

'We are in a position where the list price is what you pay,' says Porsche Cars Great Britain. 'It's a Porsche tradition.' And the long term benefit of resisting price cuts is clear. According to the motor trade guide, Glass's, a 2013-registered, 63-plate Boxster S would be worth £30,750 "trade" (what a dealer would give you for it), 67 per cent of its original £45,803 list price, while its "retail" (forecourt) value would be £34,250, 75 per cent of the price.

A BMW 535d of the same age and priced at £44,505 new would now be worth £19,500 trade, retaining just 44 per cent value, and would resell for £22,750, or 50 per cent. Other less prestigiously badged cars can be worth even less in percentage terms.

So, eyeball-to-eyeball with the Porsche salesman, it's either pay up in full or walk

away. Well, maybe not absolutely always, because as we went to press it was apparently possible to get a small discount on run-out Boxsters and Caymans, and also on Panameras and Cayennes. All 911s, however, sell for full price only.

One London-based "car introducer", Broadspeed (yes, evolved from Broadspeed Tuning, founded in Birmingham in 1963), was advertising some £1500 off Boxster 2.7s, around £2000 off Boxster S 3.4s, and £2300 off the GTS version, with similar amounts off equivalent Cayman models. These were reductions of 3.8 to 4.1 per cent, which are small by industry standards, but enough to pay for a year's fuel, so how do you get these discounts?

It's all in the timing, it seems. 'Ninety-five per cent of the time, ninety-five per cent of Porsche dealers don't want to know, but there are usually one or two offering discounts,' says Broadspeed's managing director, Simon Empson. 'The

dealers know us, and we know when they want to play. As long as you're flexible as to when the order is placed, usually towards the end of a trading quarter when dealers need to meet targets, you can get a discount.'

Broadspeed's savings on the Cayenne ranged from £2000 (four per cent) on the base V6 petrol model to £4000 on the Turbo priced just short of £95,000 (4.5 per cent). The Panamera deals were keener, with between £4000 on a base V6 and £8800 on a Turbo S, discounts of 6.2 to 6.6 per cent.

At this point it's probably worth clearing up some possible confusion: while Broadspeed and other agencies of its type may advertise these deals, the purchase is always undertaken directly with a PC. For as long as the UK is still in the European Union, Brussels' rules on new car purchases apply, which are that all new cars are supplied through franchised dealers; car introducers and car brokers get their cut from the dealer, we presume.

Besides facilitating price deals, these intermediaries can sometimes secure otherwise hard to find cars, albeit at the full price. 'The Macan is on a two-year waiting list but we've been offered a batch ex-stock at list price,' Empson claims. 'That tells you something about the car market post-Brexit.'

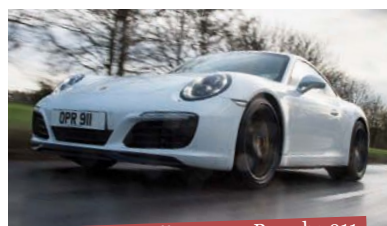
Indeed, the bare figures suggest a wobble. In July 2016, the first full month after the referendum that put the UK on the road to leaving the EU, Porsche's new car sales plummeted 46 per cent to

636. Porsche, by the way, said that drop had 'nothing to do with Brexit, it's just the ebb and flow of sales.'

If a few thousand off a Cayman or Boxster, albeit the pre-718 models, appeals then how are you going to pay for it if you don't have the ready cash? Increasingly, "personal contract purchase" is looking like the obvious way, and across all car marques it's a widely used method. Porsche's version is called Solutions, and as with all other PCPs, the customers essentially finance the depreciation of the car while they have it, rather than its full cost.

Hence on a Boxster listed at £42,000 you could pay a deposit of £10,800 (hopefully covered at least in part by the car you're trading in) plus about £400 per month for three years – that's under half what you'd pay to finance the full cost. In effect you're postponing the payment into a single "balloon" at the end of the term, except that few people pay that because they'll change the car for a new one after three years.

Some of the small but hardly justifiable costs seen previously in PCPs, such as the "acceptance fee" and "option to purchase" fees have been dropped. However, the one thing to be wary of is any suggestion by the dealer that at the end of the three-year term the car will be worth more than the contractually guaranteed residual value, thus leaving you equity to put towards a deposit for a follow on deal. Generally that rarely if ever happens in PCP. But, overall, most car buyers are happy with PCP. **PW**



Not a penny off any new Porsche 911



Retail value is still a strong 75 per cent of new price



Discounts of up to £8700 on a Panamera S



Between £2000 and £4200 off Cayenne models

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

944

9-Apart
Parts specialists for 944
01706 824 053



Classic Car Insurance
0800 093 2953

944S2

Guards Red, mileage 157,000, MOT and service due May 2017, '91 model year, full Linen leather, Sport seats, RS steering wheel, electric sunroof with removable panel, original cover for panel, electric windows, Janspeed rear silencer box, FSH, has won and been placed in the PCGB SW regional concours. Tel: 07754 450822. Email: jenkinsryd@btinternet.com (Devon).
£8000 P1016/040

BOXSTER

9-Apart
Parts specialists for Boxster
01706 824 053

2000 3.2 Boxster S

Forest Green metallic, 27,700 miles, 13 service stamps, 5 brake fluid changes, 4 previous owners, all MOTs and very good service history, hard top with cover and stand, latest soft top with glass window, wind deflector, 18" wheels, short shift gear change, stainless steel sports exhaust, full grey leather, computer, climate control, original radio, Porsche Certificate of Authenticity, MOT to May '17, absolute mint condition inside and out, concours, Porsche Club member. Tel: 01202 280323 (Dorset).
£9995 P1016/002

REGISTRATIONS

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

CAB 911X	RSR 911T
REG 911E	RUF 911T
S911 LER	911 SCR
POR 996T	911 TYR
POR 997T	911 FEG
POR 911K	911 MSD
1974 RS	911 SHE
993 G	CAR232A
993 POR	930 FF
993 RUF	XXX 911C
X993 POR	991 PD
VNZ 911	911 RWS
964 MC	B911 RSR
964 GC	A993 XXX
RSR 911K	P993 POR

All on retention certificates
for immediate transfer

PCGB MEMBER TEL: 07711 349182
EMAIL: erha300@aol.com

REGISTRATIONS



GT3 reg no 'G13WOW'

Cherished number plate suitable for any GT3 owners out there, on retention. Tel: 07912 371465. Email: leedokic@hotmail.com.
£3995 P1016/007



'CLA 551K' cherished plate for sale

Ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk.
£4950 P1016/011

CAYMAN



Low tax 55 Cayman 3.4S

My lovely 3.4 Cayman S for sale by long time Porsche owner and running reporter, 2005 55 reg but 2006 model year, registered December 2005 only 10 days off being a 2006 reg so only £295 a year road tax, '06 onwards is £490 a year! Great colour and spec, silver with following options: 18-inch alloys with Michelin Pilot Sport N4 extra load tyres all round 235x40x18 front, 265x40x18 rear, 694 cdr24 CD player, 692 CD 6 disc autochanger, 490 sound package plus, P77 leather Sport seats with 375 and 376 2 way electric function, P12 pack with 267 auto dim mirror and 268 rain sensitive wipers, 635 rear park assist, 435 3 spoke sports steering wheel, PSM and air conditioning, Porsche overmats, crested valve caps. Porsche and Porsche specialist history with old MOTs and MOT history, never failed on anything more than lightbulbs, currently MOT'd until 14 November 2016, HPI clear so never crashed and no finance against it, comes with complete unused toolkit, warning triangle, wheel locknut, and recent £208 Porsche car cover, 107,000 miles but in great working order with only some age related stonechips. Text: 07799 064911. Email: calder911@yahoo.co.uk (Wirral, Merseyside).
£13,495 P1016/026

KEL IB

Cherished number plate 'KEL 1B'

Superb name plate on retention that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 480862. Email: porschehb@aol.com.
£3795 P1016/024



Porsche registration 'A13 POR'

Held on retention certificate. Tel: 07803 122312. Email: andrewsmith911@gmail.com.
£700 P1016/005



JACKSON, JACK, JACKO, JAXXO

Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@gmail.com.
£1500 P1016/022

PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose By Model >

Classics

911 930

964 993

996 997

928 & GTS

924 944 968

Boxster

Cayman

Cayenne

INDEPENDENT SPECIALIST RETAIL CENTRE



EXHAUSTS



ACCESSORIES



CAR SALES



WHEELS



SERVICING



PERFORMANCE



PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS

P911 TJB

Cherished registration
'P911 TJB' registration for sale. Tel: 07759 378007. Email: trev65007@hotmail.com.
£9000 P1016/001

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P1016/009

XXX 911 X

'XXX 911 X'
On certificate, ready for immediate transfer, Porsche number plate 'XXX 911 X'. Tel: 07713 469911. Email: msdriscoll@gmx.de.
£6000 P1016/014

W22 RED

'W22 RED'
On certificate, ready for immediate transfer, 'W22 RED', ideal for anyone with RED initials or football fans! Tel: 07713 469911. Email: msdriscoll@gmx.de.
£1000 P1016/015

JJI 9115

Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P1016/019

GRE 16Y

'GRE 16Y'
Cherished plate valued at £5695 by numberplates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk.
£4500 P1016/063

MIO SWAN

SWANN or SWAN
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@gmail.com.
£1999 P1016/008

REGISTRATIONS

B9XST

'B9XST' Porsche Boxster plate
'B9XST', superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com.
£1000 P1016/033

P911 SAB

Cherished registration
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk.
£9950 P1016/032

P8 OXR

Ultimate Boxster registration 'P8 OXR'
For sale due to imminent sale of my Boxster is my much admired private plate 'P8 OXR', plate will be supplied on prepaid certificate, please allow 2 weeks to transfer the registration, please email any questions. Tel: 01673 876200. Email: isobel.chatterton@sky.com.
£3995 P1016/061

LES 190

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.
£3500 P1016/059

g11 TBO

Porsche 911 '911 TBO'
The best number for your 911 at realistic money!! On retention and ready to transfer, make me an offer, it has to go!! Tel: 07881 952338. Email: axleculas@gmail.com.
£3000 P1016/058



'JAZ 4911' private number plate
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.
£1000 P1016/013

REGISTRATIONS

P911 BUD

Cherished registration
'P911 BUD' registration for sale, currently on retention. Tel: 07759 691292. Email: cemfleckney@gmail.com.
£1500 P1016/025



C'mon you SPURS!!
Fantastic vehicle number plate for any Tottenham Hotspur FC supporter or player, 'YES THFC', held on a retention certificate right now, so a very simple process to become yours. Keep it on retention for future use or put it on to your car now, get in touch by email for full details. Tel (not text): 07040 209029. Email: saltydog1@gmail.com.
£2500 or very near offer P1016/060



Andrew, Andrea, Andre, Andy??
This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value. Imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com.
£1950 P1016/003



Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@gmail.com.
£3500 P1016/023

V333 AML

Registration plate
On retention, DVLA transfer paid. Tel: 01945 429600.
£400 ono P1016/062

REGISTRATIONS



R5 CAR

Suitable registration for RS models
'RS CAR' (R5 CAR) is suitable for enhancing the appearance of any RS model registered after 1st August 1997, number currently held on retention certificate that includes the £80 transfer fee, oiro £5750 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com.
£5750 P1016/069

PARTS

Porsche Cayenne 958 18" wheels/tyres
New condition 18" 958 Sport wheels, and virtually new tyres. Tel: 07881 335483. Email: jclewispeng@yahoo.co.uk (Glamorgan).
£390 P1016/041

996 exhaust boxes
Used, seams splitting but do not leak, ideal for hack and price for the pair. Tel: 07831 391306. Email: gary911sussex@btinternet.com (West Sussex).
£65 P1016/042

Complete Becker stereo upgrade bundle
All parts are brand new and unused, bundle includes the following: Becker/Porsche radio cassette player CR21 (new old stock), storage case for removable front face, original handbook, code card / decal, Alpine SXE-4625S 6x4 speakers, Hirschmann HIT AUTA 60 EL antenna, installation frame, radio removal tools, aux audio cable, power cable connection, price does not include postage/delivery. Tel: 07854 685516. Email: t.hartney@btinternet.com (Herts).
£260 P1016/006



Boxster hard top for sale
To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.
£995 P1016/031

TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

997 CARRERA 4S CABRIOLET 2005 39,050 MILES £32,990

So now the English summer has finally declared itself, this is the car to enjoy the sunshine in. Supremely competent, the 997 C4S supplies the most efficient chassis dynamics, coupled with confidence-inspiring all-wheel drive roadholding and, most of all in this particular incarnation, a fully automatic electrically powered blue fabric canopy. The example on offer at Cameron Cars in rural north Somerset is finished in vivid Baltic Blue, one of those gorgeous hues that comes alive in the sun. The cockpit – if a cabriolet can be said to have a cockpit rather than a cabin – is upholstered in deep Ocean Blue leather. Entry to the cockpit passes over stainless-steel shields and within are the electrically operated heated sports seats that remember what position the driver favours, and the instrument gauges have white dials.

The C4S is built on the broad-shouldered Turbo version of the 997 body, and the S derivative is powered by a 355bhp, 3.8-litre liquid-cooled flat-six, and this car is equipped with the six-speed manual gearbox. Some might say that Tiptronic transmission would better suit this car, given its raison d'être, but the manual 'box is also perfectly fine in the context of relaxed top-down touring because the flat-six is so torquey. Like all top-line modern Porsches it features Porsche Active Suspension Management (PASM) and Porsche Stability Management (PSM) to handle adverse driving conditions, and as you'd expect it has all the usual h-fi and connectivity equipment on board. It runs on 19in Carrera Classic five-spoke alloy wheels with coloured centre crests, shod with newish Bridgestone Potenzas. The 997 S also boasts bigger brakes and red painted calipers, plus Bi-Xenon headlights, and the comprehensive spec is finished off with four tailpipes. This is the third time that it's passed through Cameron Cars' premises, a reflection of the faith that customers place in them, rather than a brisk turnover of owners. It has a full Porsche Centre (Colchester, Leicester, Bristol) and Porsche specialist history.

Cameron cars is certainly handily situated – modern garage and showroom premises located down a lane in a pastoral setting in rolling north Somerset countryside, not far from Bath and the M4, with Bristol and its rail and air transport links just 25 miles away. They generally have around 20 Porsches in stock, plus a handful of exotics, ranging from 991 (one GTS), 997s (three, and a GT3RS), and 996s (two GT3s) to four Boxsters and four Cayman. I note there are also three 993s available when I visit, including a rather fascinating silver TTP twin-turbo C4S that was so equipped by its owner, having been inspired by a story about the TTP conversion in the September 1999 edition of *911 & Porsche World*. So the history of the car is intrinsically linked with our publication, and a copy of the feature is with the car's document file. That's also an indication of the level of care that Cameron Cars devote to their stock.

I'm greeted by Simon Cockram who runs the firm in



partnership with Ian Cameron. 'We set the business up in 2003,' he explains. 'We used to work for Dick Lovett who's got branches in Bristol and Swindon, and actually all of us here used to work there. Ian was the sales manager at Porsche Bristol in the '90s and I was working at BMW, and he helped me find my first 911. So we got chatting and hatched a plan to set up on our own, and the business has grown steadily since then. We love the product and we specialise in buying and selling and restoring and servicing Porsches.'

They have workshops on site for servicing and mechanical work, while paint and trim is outsourced locally. Cameron Cars started off at Griston Mill two miles down a country lane on an estate near Wells. 'Lovely place, but it was hard to get to so we bought a couple of old cowsheds in 2008 and slowly converted and fitted them out to what you see now. It suits us, and it's quite discreet, we don't need a high street location with a glass palace, it's not who we are.' The formula seems to work: 'customers come from all over the country, and a lot of the cars we supply the owners bring them back to us for servicing. For instance, I sold a 928 GTS to the Shetland Islands and he brings it back every year for a service and we tuck it away for him for the winter. He's booked it in from October and he'll come back in the spring and take it back up to the Shetlands. Another couple drive down from Yorkshire in their 997 for an annual service and they stay in Bath. We have a courtesy car to collect customers from Bristol Airport and the train station. A lot of business is by word of mouth, so we don't advertise heavily. The business has grown steadily on repeat recommendation, and we've got a loyal customer base. We look after the same cars a lot of the time, and when you get to know the car and know who's had it you can sell with more confidence to somebody else. And people then tend to offer it back to you because they know you know the car, better than going in cold somewhere else. We advertise specific cars, but we aren't advertise the workshop because we are inundated as it is.'

Time for the road test. I motor the couple of miles up to the National Trust's Dyrham Park in the 997 Cabriolet. These cars feel like they're hewn from stone, whether open-top or coupe, and it drives as superbly and fluently as a new car. I operate the top and it retracts and erects itself with no fuss, though I keep it up for the photos so as not to attract attention in the NT grounds, though it's such a distinctive car that my bid for inconspicuousness fails totally and an attendant warns that a snapping fee could be due. Fair enough; it certainly is a photogenic car, roof up or down. I feel they should pay me for enhancing the vista. **PW**

CHECKLIST

BACKGROUND

A fully spec'd 997 Carrera 4S Cabriolet ready for the Indian summer, finished in a lush Baltic Blue, that Cameron Cars have already sold three times before and so know the car well.

WHERE IS IT?

Their actual address is Cameron Sports Cars Ltd, Dunsdown Lane, West Littleton, Chippenham, South Gloucestershire SN14 8JA, though north Somerset would be equally accurate. Think Bristol and Bath, and you're nearly there.

cameronsportscars.com

FOR

Reasonably priced, considering condition and mileage, great to drive and opulent interior to cruise in. Full PC and specialist service history inspires confidence.

AGAINST

Whilst its six-speed manual gearbox is perfectly fine, there's an argument in favour of Tiptronic shifts in touring cars such as the 997 Carrera 4S Cabriolet. Otherwise, nothing to criticise.

VERDICT

At under 40k miles, it's hardly run-in, and offers years of enjoyable open-air motoring in fine style.

VALUE AT A GLANCE

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

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

PARTS



911 991 Carrera S exhaust middle box
911 991 exhaust middle box removed from a 2012 Carrera S, will fit other models, it was removed with only 22,000 miles on it as I upgraded the exhaust system. Tel: 07768 855878. Email: chris@blenheimsecurity.co.uk (West Midlands).
£95 P1016/064

Porsche script seats: 911/924/944/928

Porsche script front seats, black cloth centres, black vinyl bolsters/backs, in very good overall condition, driver's seat has one small cut in the vinyl back (1.5 inches), passenger seat has one small cig burn in bolster, both easy repairs (or replace with leather?), getting harder to source, especially in this good condition. In my VW Camper, will be removed shortly, please email for pics. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk).
£750 P01016/016

Great stereo for 911

Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.
£200 P1016/043

1974 Carrera parts

Two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon).
£1700 P1016/044

PARTS

Early 911 parts

911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£200 P1016/045

Porsche Cayman 2.9 GenII O.E. exhaust system

With round sport tips, system in excellent condition, car having covered only 19K miles when replaced with new Remus sports system, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys).
£300 ono P1016/046

Private collection clearance of parts

Original and used Porsche parts for cars 1965 to 1989, whole stock for sale, please feel free to ask for any further information or questions. LHD cars, most require restoration, available: '71 2.2 T Coupe, '74 2.7 Coupe, '88 944 Turbo S Silver Rose, '98 996 Coupe with exclusive optionals. Tel: 0049 15151 829774 (Munich, Germany).
£1000 P1016/047

Parts for sale

911 teardrop mirrors, colour red, new glasses, will replace flag type mirrors, £80 +p/p; also new Classic Additions luxury indoor car cover with Porsche crest and carry bag, trial fitted only, colour red, will fit classic 911 incl Turbo, cost £250 will accept £95 +p/p. Tel: Graham, 0116 2311205. Email: graham8850@tiscali.co.uk (Leics).
£250 P1016/048

Boxster 986 performance exhaust

New, 986 stainless steel performance exhaust system, cat back, twin silencer, and twin pipes, add 10-15 bhp, sounds awesome. Email: jclewispeng@yahoo.co.uk (Glamorgan).
£175 P1016/049

PARTS

Porsche Cayman exhaust

Cayman 981 exhaust system, complete and recently removed by franchise garage following upgrade, in good condition as car has only done 4K miles. Tel: 01793 530933. Email: ngentilcore@hotmail.com (Wiltshire).
£100 P1016/050

Porsche parts for sale

2.7 RS ducktail f/g spoiler, 964 3.6 Turbo speedo in box (2000 miles), Corbeau race seat with frame/fittings, Sabelt 6 point harness, Erskine fire extinguisher (plumbed in type), various 75 911 gearbox end casings. Porsche Footwork Arrows parts: original artwork, photos and specs, press information, original drawings of F1 car, aftershave (unopened), wind tunnel test date DVDs and large hand written results file, F1 nose cone, side skirt, rear wing end plate 'Camozzi', aerodynamic rear engine cover, rear light shroud, V12 engine cover + 12 trumpets (all items carbon fibre), magnesium gearbox cover, F1 carbon brake disc mounted on wall plaque by Porsche. '74 RS 3.0L replica (Guards Red) based on '75 911, 12 month MOT, was a race car now on the road very rare! If any of these parts are of interest email me and I will send more specific details info@zorinenergy.com.
£1000 P1016/027

MISCELLANEOUS



Luke 6 point harness

Excellent condition. Email: mike@zorinenergy.com.
£45 ono P1016/017



Corbeau seat

Good condition centre panel, could be easily recovered. Email: mike@zorinenergy.com.
£65 ono P1016/018

MISCELLANEOUS



Clearout by former Porsche 356A racer

See Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email: wayne.hardman@btconnect.com for extensive list of items available.
£1000 P1016/030



Porsche magazines

911 & Porsche World magazines from the start with an original first copy, over 230, six complete binded sets, all mint; also 55 GT Porsche magazines from 2006-2010, serious offers only. Tel: 07860 700486. Email: kevin997clark@yahoo.com (Tyneside).
Offers P1016/012



Porsche repro garage wall signs

2ft repro garage wall sign for display on your garage or showroom wall, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics).
£50 P1016/004

cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.
An independent business, est. 1997, that provides a personalised service with labour rates from only £49.99/hr.

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.
These change on a daily basis.
Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com
Hortonwood 66, Telford TF1 7GB

TRIED & TESTED

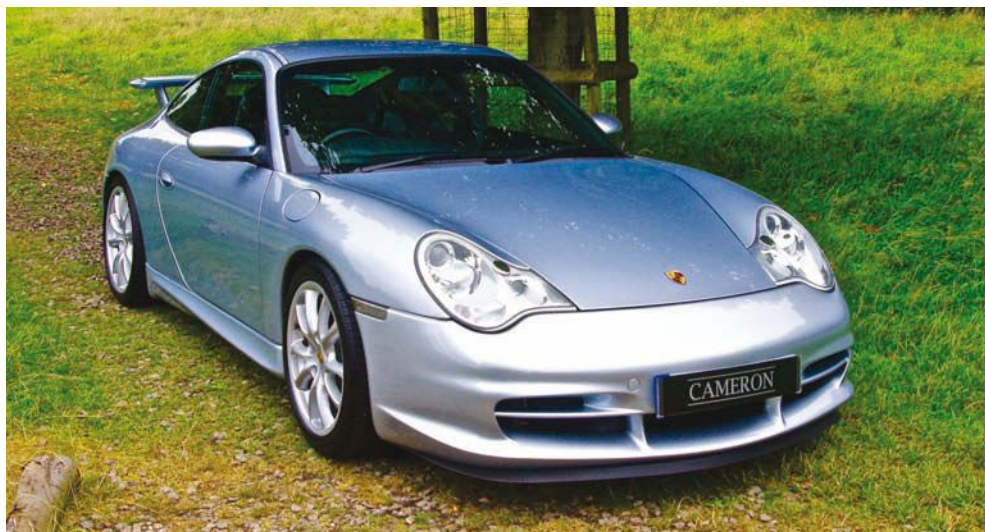
With 911 & Porsche World's Roving Reporter, Johnny Tipler

996 GT3 GEN 2 2003 42,100 MILES £64,990

And now for your delectation, a 996 GT3 gen 2, for sale at Cameron Cars near Bath in the West Country. In gen 1 and slightly more refined gen 2 guise, the 996 GT3 is a perfect blend of road-going sportscar and track-orientated incarnations, epitomising Porsche's design and manufacturing philosophy pretty accurately. Launched in 1999 with a nod to the FIA's GT3 endurance racing class, it was immediately seized upon as the vehicle of choice for the Carrera Cup and Porsche Supercup series and, from 2000, the N-GT class of the FIA GT Championship, as well as international races like the Nürburgring 24-Hours. Manthey Racing's GT3 won the GT class at the 1999 Le Mans 24-Hours, and Porsche's very own Walter Röhrl took a GT3 around the 14-mile Nordschleife in 7m 56s, under the much vaunted 8.00-minutes and the first time ever for a production car. Fifteen years on, we can live the dream, and if those are the kind of stats that inspire you, the 996 gen 2 GT3 that's on sale at Cameron Cars will make that dream a reality.

The gen 2 GT3 appeared on the scene in 2003 at the same time as the GT3 RS, and some say the gen 2 was toned down to provide more of a contrast with the hardcore GT3 RS. Check out the gen 2's cup holders and go figure. The gen 2 presents several stylistic changes, too. The 'teardrop' headlights are sourced from the Turbo and replace the gen 1's 'fried eggs', and the front and rear bumper panels have revised slope angles to the inlets and air ducts, with subtly different curves and splitter. Same with the back panel, too, which also displays revised contours, all a matter of taste, though there must be some practical substance to the alterations. The 18in ten-spoke wheels are simplified, side skirts moulded to enhance the aero, and the rear wing configured as a platform on a pair of struts instead of the gen 1's elegant swan-neck biplane. It's also 30kg heavier than its predecessor. In the performance stakes, power rises to 381bhp with torque up to 284lb ft, available from 2000rpm, and it's also shorter geared in 5th and 6th. The suspension is lowered and firmed up, brakes beefier with six-pot calipers in front, with Porsche's ceramic composite brake system a £5356 optional extra – which our featured Tried and Tested car does have. Bespoke semi-slick Michelin Pilot Sport N1 tyres were developed specifically for the gen 2 GT3, though our featured car wears ContiSports, which are absolutely fine for the job. I drive it a few rustic miles and end up at nearby Dyrham Park. It's a real powerhouse, dispensing that throaty Mezger roar and depth of performance and tautness of handling that's unique to the GT3. You don't need a trackday scenario to realise that.

This particular gen 2 GT3 is a UK car supplied by Porsche Swindon, with servicing stamped up at PC Wimbledon, and Paragon – who last marketed the car in 2013 – and Cameron Cars. We're on safe ground here. For the most part, Cameron Cars deal in these modern water-cooled cars rather than classic 911s. 'Our



bread and butter is probably 997, 996, Boxster, Cayman, and we've also got three 993s to sell, plus a 356 convertible that's just arrived.' One of Cameron's two partners, Simon Cockram, is also a collector, boasting at least one Porsche tractor. 'I had four Porsche tractors at one point, now down to two.' You have to like a dealer who digs Porsche tractors. One lives in the showroom, and I pause to admire a 964 RS in Rubystone, a customer's car in storage, and I'm also drawn to a 991 that's got up to look like a 911R, in white with red stripes; turns out it's a 991 GTS, a spec it will revert to for sale. Personally I'd keep the R-look as it was not cheap to fabricate.

Simon talks us through the GT3's spec: 'It's a Mark 2 Comfort-spec car but with glassfibre hard-back Club Sport-style bucket seats with crested headrests, but with the benefit of Comfort you still get leather upholstery, including a leather-clad dash, the door cards and the seats. It's got climate control, too. It's finished in Polar Silver, which is a bluey sort of silver, as opposed to Arctic, which is lighter and brighter. It's had three former keepers, and the last one, the current guy, bought it in 2013. There's a comprehensive history file with all receipts and a special certificate for when it was sold by Porsche, and we do a complete one-eleven inspection on the car before sale.' So, for a 2003 car that's not that many owners, especially for a GT3, which potentially changes hands more regularly, as people often buy them for doing track-days and pass them on quite quickly.

What does Simon make of the current GT3 market? 'It's an interesting one. Both 996 and 997 GT3s have had fairly steep rises over the past two years. Historically, the GT3s were always a slower market, so if you'd asked me five years ago about GT3s before all the hype about the loss of manual gearboxes when it all became PDK, up to that point if someone offered us a GT3 for stock we would probably have thought, "where else can we put that money," or in other words, how quickly will it achieve a sale, because the GT3 always had the potential to hang around longer in stock; and then the market took off and the prices of 996 GT3s pretty much doubled, and it was then that everyone was caught up in this uplifting of prices, and I think that has calmed down a bit now. It's still a fairly safe place to put your money, as they're not going to suddenly drop back down to the levels of two years ago. I've got a 997 gen 2 GT3 here, a 3.8 one owner car with 4000 miles, on the market at £120K, and even a year ago that perhaps wouldn't have been as high as that, so I think the market's still pretty strong for the right models.' At £65K that makes this 996 version look particularly good value. **PW**

CHECKLIST

BACKGROUND

A 2003 gen 2 996 GT3 in rare Polar Silver and Comfort-spec but with Club Sport-style bucket seats and leather interior, 42,100-miles, three former owners, £64,990.

WHERE IS IT?

Near Bath and just off the M4 motorway, handy for Bristol Airport and the M5, Cameron Sports Cars are located in Dunsdown Lane, West Littleton, near Chippenham, South Gloucestershire SN14 8JA.

cameronsportscars.com

FOR

Scintillating performance, race-derived looks and attitude, body-hugging bucket seats, special order colour.

AGAINST

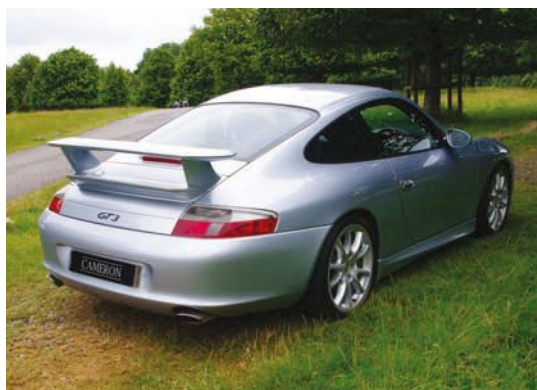
Some might prefer the slightly wilder manners and looks of the 996 GT3 gen 1.

VERDICT

A fabulous car in every respect.

VALUE AT A GLANCE

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



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

THE ART OF COVERING
WWW.AUTOHOEZEN.COM



CUSTOM MADE CAR COVERS
12 different colours.
All Porsche models possible.



MISCELLANEOUS

911 & Porsche World early back issues
I'm selling issue numbers 3 to 22 on eBay (member id rosetree527), please see link for further details
http://www.ebay.co.uk/sch/rosetree527/m.html?_nkw=&_arms=1&_ipg=&_from=Tel:07738123263. Email: rachelandchrishodess@sky.com (W.Yorkshire). P1016/010



Porsche 924/944/968 sunroof cover bag
J.H. Benecke sunroof cover/storage case bag, very rare in black colour, very clean and in excellent condition with full working zip and all straps, for more information or any questions please call or email me. Tel: 07424 734139. Email: petersinghs@hotmail.com (Leeds). P1016/066

The Ultimate Driving Shoes
Prices from £115 to £335
Free delivery in the U.K.



piloti Complete range available at:
www.carnoisieur.com
or call 01582 787377

No car drying - ever!

Filter out all dissolved minerals for NO water spots

Refillable filter produces enough pure water to rinse c. 70 cars
No pressure loss, easy to connect
Simply wash 'n' go
- leave car to dry in bright sunshine
Resin refills only £45
- reduce long term costs
4 Star AutoExpress & Evo reviews

'The best car cleaning product I have bought in my entire life. Wish I'd bought one years ago'
J.Longden, Huddersfield.

'Brilliant product and great service from Race Glaze'
T Blanks, Herts.

'Can't recommend this product enough'
J Weaver, Bristol



Race Glaze Ltd, +44 (0)1780 749449, www.raceglaze.co.uk

MISCELLANEOUS



Porsche Cayenne books
Dealer supplied, Tequipment (accessories) 2009, 63 pages; price list 2009, 121 pages; price list 2010/11; diesel price list 2009/10, all as new condition. Tel: 07399 359072. P1016/065

Magazines for sale

Classic Porsche issues 16-21, 911 & *Porsche World* issues 34, 68, 97, 99, 105, 117, 118, 121, 123-126, 130-229, 240-259, many collector's editions, good condition, £60; also *101 Projects for Your Porsche* book, £10, collection only due to weight. Tel: Graham, 01162 311205. Email: graham8850@tiscali.co.uk (Leics). P1016/051

WANTED



Porsche 911(993) wanted by private buyer
I am private cash buyer and am looking to buy a Porsche 911 (993) urgently, all models required, Carrera 2, or 4, 2S, 4S, Turbo, Turbo S, Cabriolet, Targa, RS, GT2, any age, any condition any colour, manual or Tiptronic, if you are considering selling your 993 please call me, I can travel nationwide and cash funds waiting same day decisions made with CHAPS secure bank transfer payments on collection. Tel: 07966 454645. Email: kamgills@hotmail.com (Leeds). P1016/068

SITUATIONS VACANT

PORSCHE TECHNICIAN – ESSEX

We are a Porsche Independent specialist based in Essex repairing and servicing Porsches is our passion as well as our business, and we finish every job with absolute perfection. You must be good at communicating with customers on a one-to-one basis occasionally, but ultimately you will come from a proven Porsche main dealership or independent Porsche specialist background working as a Porsche technician who also has up to date / recent Porsche certifications.

The successful individual is expected to perform fault finding and servicing throughout the Porsche range. The applicant must have a positive attitude and be professional with customers

email your cv and salary expectations to:
info@autostrasse.co

AUTOSTRASSE

31-35 Priors Way
Coggeshall
Essex
C06 1TW
01376 562922

www.autostrasse.co

AUTOSTRASSE

WANTED



Porsche 911/930 wanted!!!
We urgently require your Porsche 911/930 Turbo!
Professionally buying and selling Porsche for over 30 years! For best price and polite old fashioned service call Paul on 07836 617916. Email: paul@theporschebuyer.co.uk. P1016/067

INSPECTIONS

Probably the largest independent Porsche inspectors in the UK

We provide a bespoke, individual Pre-Purchase Inspection service on any Porsche, nationwide, including Cat C, D and repair inspections. We'll thoroughly check all aspects of the car, inside, outside, underneath and by road test. Avoid lemons, get faults fixed for free and reduce asking prices!

Our fee is £320 inc. VAT and travel

01780 749449

www.carinspections.co.uk

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT:
WWW.911PORSCHEWORLD.COM

OR YOU CAN EMAIL: classifieds@chpltd.com
ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT. Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to: 911&PW Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom. Don't forget your contact details!
Deadline for inclusion in the November issue is 15th September (December issue deadline 13th October).

STRASSE
SPECIALISING IN PORSCHE
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

TELEPHONE 0113 2340 911 STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG WWW.STRASSE.CO.UK

PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

- Free and Simple Agreed Value
- PCGB 15% Discount
- Free Club Track Day/Event Cover*
- Free UK & EU Breakdown Recovery
- Free Legal Cover

- All Modifications Accepted
- Laid Up/Restoration Project Cover
- Multi-Vehicle Policy
- Salvage Retention
- Your Choice of Repairer

01455 639 000
www.classiclineinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

DESIGN911

CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911S 2.7L Coupe 1977
Manual Gearbox, LHD, India Red with Beige leatherette interior.



Porsche 911 1977 Carrera 3.0L
Manual Gearbox, LHD, Continental Orange with Black leather interior.



Porsche 911T 1969 Coupe 2.0L
Manual Gearbox, LHD, Bahama Yellow 6805 with Black leather interior.



Porsche 912 1965 Coupe
Manual Gearbox, LHD, Champagne Yellow with Black interior.

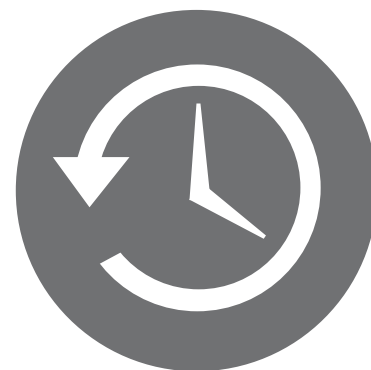


Porsche 912 Coupe 1966
Manual Gearbox, LHD, Slate Grey with Red interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



OCTOBER 2000 (ISSUE 79)

Rarely has a government so spectacularly misunderstood the mood of the country..." So wrote Editor, Chris Horton, some 16-years ago now in his editorial for the Oct 2000 issue. No, he wasn't predicting Brexit, but commenting on the blocking of oil refineries by disgruntled truckers. Remember that? The country really did grind to a halt as lorry drivers protested at the cost of fuel, which was running at 80p a litre. Oh, we wish, but I guess 16-years on petrol at roughly £1.10 – albeit thanks to over-production and a slump in demand – isn't too bad in the great scheme of things.

Looking back now, it was over nearly as quickly as it started and it clearly didn't stop us testing the new 996 Turbo and allocating it 10-pages of editorial. Wearing in his legendary 911 HUL plate. Editor Horton left the heroics to others in the motoring press to conduct a 'real world' analysis of life with Porsche's every-day supercar and emerged in some awe of the 996's abilities. It was, and still is, something of a game changer.

These were clearly turbulent times. As well as being dragged into the political fall-out of the fuel strikes, we gave over the 'Guest Speaker' slot to a fellow called Mark McArthur-Christie, who was photographed wielding a chain saw, while standing underneath a speed camera. Provocative or what? Actually Mr McArthur-Christie was campaigning against the blatant profiteering of fixed speed cameras, and the disconnect between speed and accidents, with some sensible arguments. Fast forward 16-years and has anything changed? No, not one bit.

Elsewhere in the 'mag the 'Tried and tested' slot was



operating in just the same way as it does today, so of we trotted to Autofarm to assess a 2.7 Carrera RS Touring that they had up for grabs. What did we reckon? "A machine like this has limited appeal, and it needs to be sold to an RS enthusiast who not only has a real passion for these very special cars, but is prepared to fork out nearly £40,000 to indulge that passion." Seems wrong, somehow. A litre of fuel has gone up by just 30p in 16-years, while a 2.7 RS has increased by about £600,000. Someone should write to the government!

OCTOBER 2014 (ISSUE 247)

A colourful collection of modified 964s on the front cover of the October 2014 issue, courtesy of the London 964 Owners collective. In fact we'd met this bunch before, when we'd tagged on to a Spa track day and they'd allowed Tipler along in his infamous 'Peppermint Pig.'

It was a bit of a 964 themed issue as we took an ultra-rare 964 RS N-GT for a spin on the North Yorkshire moors. This was a Jürgen Barth homologation special, with various added and deleted features in order to make them competitive in the Global GT race series of the day.

Continuing with the modified theme, we took SVP's far from standard Cayman for a drive, too. This subtle looking machine packed a 370bhp punch from its 3.7-litre engine, plus some lightweight extras such as a glassfibre rear lid and Perspex window and glassfibre bonnet. Performance? Pretty punchy!

Elsewhere, Keith Seume used 'The Usual Suspects' column to detail what exactly goes into a front cover shoot, which is basically a lot of standing about and a lot of artistic angst – for the photographer, that is.



OCTOBER 2006 (ISSUE 151)

What goes around comes around. Well, it does when it comes to anniversaries. In the October 2006 issue we were celebrating 30-years of the 924. Fast forward 10-years and we're celebrating 40-years of the transaxle cars in general, as is Porsche. We've always been pro the front-engined cars, so we rolled out a good few pages for this, although it's fair to say that we've gone a bit further for the big 4-0. It's worth repeating here what we said back then, though: "To deny its (the 924) importance to the marque is to have your head buried in the sand..."

What goes around comes around part two. Actually, this says as much about Porsche's metronomic product cycle, as anything else, but six years on from the opposite October 2000 issue, we were conducting our first UK drive of the new 997 Turbo, complete with 911 HUL plate, naturally. The task fell to now Dep Ed, Brett Fraser, who must have been beside himself as Porsche had thoughtfully delivered him a yellow one, very much his favourite car colour. We called the drive story: '911 in little Britain,' largely because Britain just isn't big enough to contain it.

Actually it's only a last minute change of content that denies the latest 991 Turbo its 'First UK drive' slot in this issue. Look out for more shock and awe next month...

In the back of the mag we were, as usual, getting grubby. Paul Davies broke open a Carrera 3.2 engine for a nosey, as part of our 'Powered by Porsche' series, while Chris Horton got to work on improving the gearshift on his 944. In the classifieds a rather nice '73 911T was yours for £12k.



LATEST ISSUE ON SALE NOW!

**Classic
PORSCHE**
NO.38 25 AUGUST-28 SEPTEMBER '16 (UK)

Classic
PORSCHE

SURPRISE PACKAGE

210BHP 2.7-LITRE CARRERA TARGA:
PORSCHE'S WOLF IN SHEEP'S CLOTHING



www.classicporschemag.com



US\$12.75 Can\$16.50 Aus\$12.95

RACING AT LE MANS CLASSIC
KREMER 935 K4 • 356A COUPÉ • R GRUPPE 911

**NOW PUBLISHED NINE TIMES A YEAR
NEXT ISSUE ON SALE 29 SEPT (UK)**

911 TURBO SHOOT OUT

LATEST 991 TURBO MEETS 993 TURBO ANCESTOR



PLUS: PROJECTS, YOU AND YOURS, HOW TO, TECHNICAL TOPICS, TRIED AND TESTED, MARKET WATCH AND PORSCHE CLASSIFIEDS

NOVEMBER 2016 ISSUE OUT: OCTOBER 6

ADVERT INDEX

9Apart	58	Greatworth Classics	121	PMO	110	Strasse	17, 143
Addspeed	83	Harrison Automotive	46	Porsche Cars GB	5	Tarett Engineering	46
Autostrasse	99	Hartech Automotive	28	Porsche Centrum Gelderland	9	TechArt / Tech9	148
Auto Umbau Porsche	58	Hayward & Scott	111	Porsche Club of GB	81	The Porschaholic	121
Braunton Garage	28	Hendon Way Motors	77	Porsche Picnic	105	Tipec	128
Brey-Krause Manufacturing	4	Hexagon Modern Classics	8	Porscheshop	15	Toyo Tires	21
Car Bone	82	Hillcrest Specialist Cars	128	Porsche Torque	117	Twinspark Racing	116
Cargraphic/Parr	147	Jasmine Porschalink	110	Portiacraft	128	Woolies	125
Cavendish Porscha	98	JAZ Porsche	83	Precision Porsche	104	Yorkshire Classic Porsche	125
Classic Line Insurance	143	LA Dismantler	82	Prestige and Performance Cars		Zims Autotechnik	125
Classic Retrofit	83	Lakewell Porsche Interiors	128	Project Nine Engineering	121		
Clewett Engineering	125	LN Engineering/Fast Forward		ProMax Motorsport	117	CLASSIFIEDS	
CSF (Design 911)	40	Automotive	4	Racing Models	121	Autohoezen	
D9 Autotech	128	Lodge Service Station	104	Reap Automotive	125	Car Inspections	
Dansk (Design 911)	65	M&A Coachworks	59	Rennline	27	Carnoisieur	
Design 911	41, 143	Marque 21 Racing	128	RGA	32	CMS Porsche	
Douglas Valley Breakers	117	Nine Excellence	28	RPM Specialist Cars of Harrogate	58	DSD Motorwerks	
Elephant Racing	57	Ninemeister	8	RPM Technik	111	Eporsch	
Elite Garages	25	Northway	82	RS911	29	Eric Hall	
Elite Motor Tune	104	Ohlins (Design 911)	13	RSJ Sportscars	23	Karmann Konnection	
Engine Builders Supply	47	Paragon GB	53	Selection RS	46	Octane Garage	
Euro Car Parts	33	Parts Heaven	116	Specialised Covers	98	Prestige & Performance	
Euro Cup GT (Porscheshop)	111	Patrick Motorsports	121	Specialist Cars of Malton	71	Raceglaze	
Evans Cooling Systems UK	127	Paul Stephens	99	Sportwagen Eckert	35	Roger Bray Restoration	
FVD	2	Pelican Parts	39	Stoddard Parts	116	Williams Crawford	
Gmund Cars	91	Pie Performance	110	STR of Norwich			



// 981 Boxster/Cayman EXHAUST SYSTEM

Introducing the latest innovative exhaust solution from **Cargraphic** – the Sport Rear Silencer set with integrated exhaust valves to be used with either OE valve control (if available) or with our optional **performance valve control system**.

The accompanying **Cargraphic Stainless Steel Sport Manifold Set** is developed for maximum flow – the equal length long tube primaries merge through a racing style spliced collector and create the following further advantages:

- // Reduced backpressure
- // Enhanced sound
- // Reduced temperature
- // Weight reduction
- // Maximized performance

AVAILABLE NOW

FOR YOUR PORSCHE 981 BOXSTER & 981 CAYMAN
2,7L / 3,4L / 3,8L / GT4



*Featured Boxster fitted with Cargraphic Performance 18 20" wheels, lowering spring set, plus the Cargraphic Power kit Stage 3 including air filter, Intake Plenum with larger throttle body, ECU upgrade, long tube manifold set with 2x 200cell big volume HD catalytic converters, sport rear silencer set TÜV SOUND Version with integrated exhaust valves and glossy black coated tailpipes.

THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

With over 30 years experience, PARR is the UK's leading Porsche specialists and as the official importer of CARGRAPHIC tuning products, we offer a wide range of parts for your Porsche and other marques. From simple tuning and upgrades to bespoke modifications, performance engineering to custom styling options, we have the solution to suit you.

PARR
Specialists In Porsche
5 The Faraday Centre,
Faraday Road, Crawley,
West Sussex RH10 9PX
United Kingdom

CARGRAPHIC THOMAS SCHNARR
Tuning Programs For Prestige
And Sportscars
Wieslauterstrasse 20,
D-76829 Landau, Germany





Ultra.

TECHART for the 911 GT3 RS.



The **TECHART Carbon Sport Package** hallmarks your preference for individuality and adds attractive design elements made of genuine carbon fibre. Distinguished by its low weight and its sophisticated surface finishing, the TECHART Carbon Sport Package sets sincere motor sport styling highlights in matt or high-gloss finishes.

And for full freedom of individualisation, more TECHART options are at your command. Such as the wide range of interior refinement made in the TECHART leathershop, luxury TECHART steering wheels or an individual colour match of your instrument dials and any other part you might desire.

Learn more:
www.techart.de/GT3RS



TECHART in Liverpool:

Tech 9 Motorsport Ltd
Hale Garage, Hale Road, Hale, Liverpool L24 5RB
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>

