

# 911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

## World

# BLUES BROTHERS

Two friends build two fabulously blue 993s to their own exacting standards and specs



NOVEMBER 2017 No. 284 £4.95  
9 17709591878111  
1 1 >  
Chip US \$10.99 CANADA \$13.99  
911.porsche.world.com

**PLUS:**  
PANAMERA ROAD TRIP  
Porsche's Grand Turismo  
takes on the Great North  
Road, AKA the A1!

**PRACTICAL PORSCHE**  
How to, Projects, Porsche  
Technical topics, Specialist,  
Buyers' guide, Classifieds



# CAYMAN S v R

OUR MILDLY MODDED S  
TAKES ON FACTORY R





*Made in Germany | [www.fvd.net](http://www.fvd.net)  
Porsche® Tuning | Parts | Service*

since 1984

# Tuning | Parts | Service



Like us on Facebook  
[facebook.com/fvdbrombacher](https://facebook.com/fvdbrombacher)



Watch our YouTube™ Channel  
[youtube.com/fvdbrombacher](https://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](http://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](http://www.fvd.net)

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

[www.fvd.net](http://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 872924; keith@fastbrit.com

**Consultant Editor: Chris Horton**  
porscheman1956@yahoo.co.uk

**North American Correspondent: Matt Stone**  
mattstonerama@gmail.com

**Contributors**  
Kieron Fennelly, Antony Fraser, Jeremy Laird, David Sutherland, Johnny Tipler

**Studio Manager**  
Peter Simpson

**Group Advertisement Manager**  
James Stainer  
james.stainer@chpltd.com

**Production**  
Liz Smith  
ads@chpltd.com

**CH Publications 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](http://www.911porsche.world.com)

**Managing Director**  
Clive Househam

**Worldwide Stockists**  
To find your nearest stockist:

UK: [seymour.co.uk/storefinder](http://seymour.co.uk/storefinder)  
N.America: [magfinder.magnetdata.net](http://magfinder.magnetdata.net)  
ROW: [export.ops@seymour.co.uk](mailto:export.ops@seymour.co.uk)

For single copies and subscriptions: [911porsche.world.com](http://911porsche.world.com)  
Digital copies and subscriptions: [pocketmags.com](http://pocketmags.com)

911 & Porsche World is distributed worldwide by Seymour Distribution Ltd, Tel: 020 7429 4000, [info@seymour.co.uk](mailto:info@seymour.co.uk)

**chp**

**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, 2017; 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  
**pocketmags**  **iTunes**



# UP FRONT

An F1 return for Porsche is not as unlikely as it might first appear. We'd even stick a bit of money on it

Porsche back into F1? After the not so shock announcement that it would be leaving the World Endurance Championship at the end of this season, in favour of the Formula E Championship, I guess it's something of a surprise that our favourite marque should be considering an F1 return in 2021. Scratch the surface, though, and rumours of a Porsche F1 return, or a VW Group return at least, have been circulating for a number of years. This no smoke without fire theory is backed up by VAG's place on the FIA's Engine Strategy Group board, where it was influential in the current V6 turbo hybrid regs, and has been instrumental in plotting a simpler V6 twin turbo, hybrid engine for 2021.

“ The rumour mill is debating whether Porsche will buy Red Bull ”

Porsche's last foray into F1 – with the Footwork team in the early '90s – was less than successful, but prior to that it dominated in the mid '80s, supplying twin turbo V6s to McLaren and taking three World Championships. Prior to that Porsche tasted more sporadic F1 success in the '50s and '60s as a constructor.

So the history is there and so is the hybrid experience, thanks to the hugely successful LMP1 919 campaign. If the regs are formalised sooner rather than later, then Porsche will have a good run at producing a decent engine, too. And F1 is a better commercial bet than the WEC, so they would presumably be in it for the long term, too. The rumour mill is even debating whether Porsche will buy out the Red Bull team. Imagine that? Porsche and Adrian Newey building cars in Milton Keynes! Shame we've got to wait so long...

**STEVE BENNETT**  
[PORSCHEWORLD@CHPLTD.COM](mailto:PORSCHEWORLD@CHPLTD.COM)

FIND US ON  
FACEBOOK



**JZM**  
PORSCHE

SALES  
**SERVICING**  
TUNING  
PARTS  
ACCESSORIES

[jzmporsche.com](http://jzmporsche.com)

# FREE MOT

WHEN YOU BOOK IN FOR A 12,000  
MILE OR LARGER SERVICE FROM  
1ST SEPTEMBER TO 30TH NOVEMBER

JZM are offering for a limited period only a **FREE MOT**  
when you book in for a **12,000 mile or larger service**  
from **1st of September to November 30th**

To take advantage of this offer **book now :**  
**[service@jzmporsche.com](mailto:service@jzmporsche.com)**

**EVERYTHING FOR YOUR PORSCHE**

**BREY-KRAUSE**



Art in ~~Design~~ Engineering...

[www.bkauto.com](http://www.bkauto.com) | 610.867.1401 | [info@bkauto.com](mailto:info@bkauto.com)



## Still thrilling. Still covered.

### What makes driving a 993 generation 911 so special?

The engine, the sound, the handling? Or the fact that, after more than 20 years, a Porsche Approved Warranty is now available\*. Made possible by our commitment to producing over 52,000 Porsche Classic Genuine Parts to keep every classic Porsche where it should be, on the road. For more information visit [www.porsche.co.uk/993warranty](http://www.porsche.co.uk/993warranty)

\*Excludes 911 (993) GT2 and RS models and vehicles with over 125,000 miles on the odometer. A 111-point check (chargeable) must be passed in advance of policy activation. Exclusions, limitations and conditions apply. Full details are available on request.



PORSCHE

# THIS MONTH



p56

## FEATURES

### YOU AND YOURS

Roberto Giordanelli and his Porsche 968 Sport **32**

### MODIFIED 993S

Getting down to it with a duo of modified 993s, both starting from Carrera 2 underpinnings and rocking a colourful outlook **38**

### 987 CAYMAN R V MODDED

#### CAYMAN S

Can our own lightly modified Cayman S take the fight to Porsche's sublime lightweight R? The differences are not as great as you might think **56**

### CAYMAN S ON OHLINS

Can you improve perfection? Given that perfect doesn't exist, then yes as we prove with an Ohlins suspended Cayman S **66**

### PANAMERA ROAD TRIP

Driving a new Panamera from London to Edinburgh on the Great North Road, AKA – the A1 **72**

### HOW TO: FIT A WINDSCREEN

Not as difficult as you might think. We show you how... **86**

### SPECIALIST: SIERRA MADRE

Visiting Sierra Madre in Pasadena, California **94**



p10



p18



p72



p38



p50

**REGULARS**

- PORSCHE NEWS**  
All the latest Porsche news... **10**
- PORSCHE PRODUCTS**  
...and all the latest must have stuff **18**
- THE USUAL SUSPECTS**  
Chris Horton has his say **28**
- PORSCHE PROJECTS**  
The latest from the *911&PW* fleet including an Ohlins suspension kit for Bennett's 996 and new wheels and exhaust for Tipler's Boxster **100**
- PORSCHE TECHNICAL TOPICS**  
Technical problems solved **110**
- BUYERS' GUIDE: PANAMERA**  
Porsche's Thunder Saloon analysed **116**
- MARKET PLACE**  
Tried & tested, plus dealer and auction talk **120**
- TIME MACHINE**  
Journey through *911&PW's* past **128**

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

**911porscheworld.com**  
**OR TURN TO PAGE**  
**129**

# 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



## Everything Porsche

Air & Water Cooled Specialists

Porsche trained Technicians. Over 28 years experience.



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](http://www.cavendishporsche.co.uk)

Authorised Dealer for...





# Make the carpet match the drapes.



**Available color matched to your carpet, drapes or car.**

The Rotiform STR forged wheel is 100% designed, machined, finished and proudly built in our California headquarters. Our custom wheels are available in 14" through 26" diameters and engineered to fit any vehicle. To see more visit: [rotiform.com](http://rotiform.com)

**rotiform**

[rotiform.com](http://rotiform.com) • [fb/ig: rotiform](https://www.facebook.com/rotiform)

ALL THE PORSCHE NEWS AND VIEWS

# NEWS

New third generation Cayenne is launched. Frankfurt debut for 991 GT3 Touring. Porsche in F1 return shock. New carbon fibre wheels for 911 Turbo. Porsche diesel recall. 908 racer design exercise



## ALL-NEW THIRD GENERATION CAYENNE ROLLS OUT

Porsche's big SUV will soon be its most prolific model line ever

The Cayenne was once controversial. But with fully 760,000 examples sold since its introduction in 2002, it's now hard to imagine the modern Porsche family without this full-sized SUV. Welcome, therefore, to the third-generation and all-new Cayenne. The latest model is lighter, faster, more efficient, more spacious and generally more advanced. A better car in every quantifiable way, then.

What's more, Porsche's head honcho Oliver Blume reckons the new Cayenne borrows more from the iconic 911 model than ever before. The major revisions and additions with the new Cayenne start a switch to a new high-voltage 48V electrical system. That enables a whole raft of new

technologies, from massively updated hybrid powertrain systems to more advanced chassis control technology. What's more, it sits on an entirely new platform, known internally at VW parent company as MLB. It's the same core architecture used in multiple VW Group SUVs, including the latest Audi Q7, the Bentley Bentayga, the upcoming new VW Touareg and indeed the yet-to-be launched Lamborghini Urus.

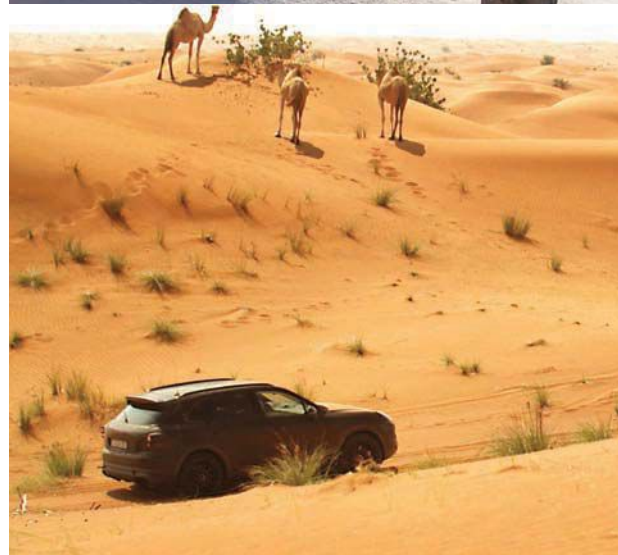
Overall, the new platform has allowed Porsche to shave around 65kg off the Cayenne's kerb weight despite being slightly larger overall than the outgoing second-gen model and offering increased equipment and power levels. The new

model is 63mm longer than before at 4918mm, though overall height has reduced a whisker at 1694mm.

As for engines, at launch Porsche is limiting the offering to a pair of petrol models based on the new turbo V6 motor first seen in the Panamera and also used extensively throughout the VW Group. The base petrol Cayenne offers 335bhp and 332lb ft, and thus around 40bhp more than the old 3.6-litre naturally aspirated V6. The Cayenne S runs a more powerful turbo V6 cranking out 434bhp and 405lb ft. Porsche is claiming a zero to 62mph sprint in 5.2 seconds and a top speed of 165mph for the Cayenne S.

Over the coming months, Porsche will

The new third-generation Cayenne is bigger yet lighter than the outgoing model. Launch models are all petrol V6, either N/A or turbocharged. V8s and V8 Hybrids will follow topping out with a 550bhp Cayenne Turbo S. There will be diesels, too, but less in the way of fanfare



wheel out a slew of even more powerful models including a pair of plug-in hybrids with similar petrol-electric powertrains to the 455bhp Panamera E-Hybrid and 666bhp Panamera Turbo S E-Hybrid. There will also be a monster Cayenne Turbo packing a twin-turbo 4.0-litre V8 and a power output in the neighbourhood of 550hp.

But what of diesel models, you ask, currently the biggest sellers in the UK? What with the VW Dieselgate scandal and regulatory issues in the German market, Porsche has yet to unveil any diesel-powered variants, but they will likely arrive within the next six months.

Inside, the all-new cabin offers shades of the latest Panamera interior but with a more rugged, practical ambience. It also shares the same stunning 12.3-inch central

touchscreen and Porsche Advanced Cockpit infotainment interface as the Panamera and, likewise, the slick centre console control panel with capacity touch controls. Luggage space has increased by around 100 litres to fully 770 litres, too.

Further highlights include a switch from hydraulic to electrical control for the Porsche Dynamic Chassis Control (PDCC) roll stabilisation system and a world-first introduction of tungsten-carbide coated iron brake discs, known as Porsche Surface Coated Brake (PSCB) and signified by white brake calipers, they improve braking performance but reduce wear and dust. Porsche's PCCB ceramic brakes remain the top brake option. Prices for the new Cayenne start at £55,965 and the order books are open now.

## ENDURING APPEAL

**Three years and 4.4 million kilometres in the making**

Behold the shiny new Cayenne. But what, exactly, does it take to bring such an incredibly complex new car to market? 4.4 million kilometres of testing miles conducted in temperatures from minus 45 degrees centigrade right up to fully 50 degrees of baking heat, for starters.

To simulate the most extreme stresses possible, prototypes are tested all over the world, from race tracks like the Nürburgring to the sand dunes of Dubai, the dusty slopes of Death Valley in the USA, the frozen wastelands of Alaska and the stop-start torture of traffic in China's biggest cities. Porsche says individual prototypes are tested so exhaustively, they can rack up a quarter of a million kilometres in just a few months.

Porsche reckons these testing conditions, which also include hydraulic rigs that give the entire car a brutal battering, are far tougher than the vehicles are likely to experience when owned by customers. Useful to know as you cruise the leafy lanes of the home counties or pootle through west London...



## WINGLESS GT3 'TOURING' MAKES FRANKFURT DEBUT

### The same but different from a 911 R

Long a rumour but now a reality, Porsche has taken the wraps off the Touring Package for the latest 911 GT3. At first glance, the new option package results in a car that looks an awful lot like the recent limited edition 911 R. It packs a naturally aspirated 500hp flat-six motor and a GT3 chassis, but not the GT3's extrovert rear wing. Like the R, the GT3 Touring is also only available with a manual 'box.

However, the Touring is based on the latest second-generation 991 GT3. That means it sports a heavily revised engine with a stiffer crankshaft, revised air intakes, a tweaked top end, reduced friction throughout and a 9000rpm redline to the R's mere 8500rpm cut out. Porsche says the new model is good for 62mph in 3.9 seconds and will run on to 196mph.

Barring the loss of the rear wing, Porsche says the body is unchanged compared to its regular GT3 sibling. So that's larger air intakes

up front compared to a standard 911 Carrera, plus vents in the nose cone. 20-inch forged alloy wheels with centre locking nuts are, again, the same as the regular GT3. Up front are the likewise identical 245/35 ZR 20 boots on nine-inch rims, while at the rear it's 305/30 ZR 20 rollers on 12-inch wheel rims.

Apart from the Clubsport Package and Alcantara interior equipment ranges, virtually all 911 GT3 options are also available in combination with the Touring Package. They include features such as all exterior and wheel colours, PCCB ceramic brakes, front axle lift system, LED headlights, all seat variants, the Chrono Package and audio systems.

The Touring Package option is available to order now at no extra cost and thus is yours for £111,802 including VAT. Porsche has emphasised that this is not a limited model like the 911 R. However, we understand the Touring Package amounts to a new option

available for existing GT3 allocations. In other words, the total production run of GT3s will not go up as a consequence of the Touring Package. If you didn't have a UK allocation for a GT3 already, you may find it tricky to order a car with the new option pack.

As for what impact this very R-like new model will have on the stratospheric values of the actual 911 R, only time will tell. However, the R remains an exclusive, limited-production model and if other modern-day 911-based specials like the 997 Sport Classic are anything to go by, R owners probably have little to fear. The Sport Classic is mechanically little different to a 997 Carrera GTS but that hasn't prevented it from appreciating dramatically in recent years. So the fact that the R looks a lot like this new GT3 Touring, on paper, probably doesn't matter much, either. It's exclusivity that really counts, less so the numbers on the spec sheet.

The not so much of a surprise launch at the Frankfurt show was the 991 GT3 Touring, which is basically a GT3 sans wings and available only in manual form

## OUR TAKE

### ONE MILLION CAYENNES INCOMING

Earlier this year Porsche announced the production of the one millionth 911. And what a testament to the enduring appeal of surely the most successful and iconic sports car in the world.

Of course, it took over 50 years to rack up that impressive total. Meanwhile, Porsche has cranked out 760,000 Cayenne SUVs and that model has only been in production since 2002. In other words, give it another three or four years at the most and the Cayenne will overtake the 911 to become the most successful Porsche model ever.

For how long it will hold that title isn't clear. The Macan mini SUV is currently selling even faster than the Cayenne and found very nearly 100,000 homes in 2016. And that in what was just its second full year of sales. Incredible. That said, the outgoing Cayenne went on sale in mid-2010 and was beginning to look a little past it. Despite that, Porsche still shifted precisely 70,867 of the things in 2016.

With the spangly new third generation model announced and just about to come on stream, it'll probably be touch and go between the Macan and Cayenne for sales supremacy. Either way, we'll be looking at around 200,000 Porsche SUVs a year versus around 55,000 sports cars. If that feeds into the latter day cliché that Porsche is an SUV maker that does a few sports car on the side, it's worth remembering that Porsche makes far more sports cars today than it ever did when sports car were all it made.

Likewise, Porsche's sports car range is more varied than ever, whether that's the range of body styles and drivetrains on offer or the ever-growing number of special editions it cranks out. So while Porsche does make far more SUVs than sports cars, the fact is right now is still the most successful and prolific period ever for Porsche sports cars.



# Strasse.

## Stock

Porsche Cayman Gt4 Guards Red 2015 - £86,995. Porsche 997 Gt3 Gen 2 Manual 2009/59 - £102,995  
Porsche 997 Gt3 Manual Low Miles 2006/56 - £74,995. Porsche 997 Turbo Gen 2 Turbo 'S' Factory Aerokit 2010 - £68,995.  
Porsche 997 C4S Manual Black 2008 - £34,995. Porsche 997 C4S Manual Arctic Silver 2006/56 - £32,995.  
Porsche 997 C2S Tiptronic Black With Black Int 2004/54 - £22,995. Porsche 996 Turbo Manual Big Spec 2002 - £30,995.  
Porsche 996 C4S Wide Bodied Low Miles 2002 - £27,995.

[strasse.co.uk](http://strasse.co.uk) +44 (0) 113 2340 911



## PORSCHE PLOTS F1 ASSAULT

Reports claims Porsche is considering a crack at F1

We recently reported Porsche's shock plans to retire the incredibly successful 919 Hybrid from race duties and pull out of the LMP1 category of the World Endurance Championship, including Le Mans, in favour of participation in the all-electric Formula E series. Now it seems Porsche could be plotting an assault on the daddy of race series. Yes, Porsche could be heading for F1.

News from the most recent instalment of the F1 calendar, the Italian Grand Prix, is that Porsche is considering a foray into F1 as an engine supplier. Reportedly Lutz Meschke, deputy chairman of Porsche's executive board, had meetings with F1's sporting director Ross Brawn and other senior suits.

Speaking to Motorsport.com, Meschke said, "F1 could be one of the right places. As you know Formula E is very important for us now, and F1 is always a good topic to think about. And I think we are in quite good discussions regarding the new engine."

Apparently Porsche's interest is in part a function of plans to move F1 away from its current complex hybrid powertrain solution to a simpler V6 turbo engine from 2021. The main drivers for the new engine rules, which were agreed in principle earlier this year, are to reduce costs and

improve the soundtrack while maintaining F1's reputation for being the technical pinnacle of motorsport.

The complexity and expense of the current hybrid engine formula is thought to be the reason why only one new entrant has taken up the challenge of engine manufacturing in F1 during the hybrid era and indeed why that new entrant, Honda, has struggled to create a competitive powertrain. Meanwhile, fan reaction to the relatively muffled engine note of the current turbo V6s has not been hugely positive.

Of course, if Porsche does make a return to F1 for the first time since its relatively uncompetitive efforts supplying engines to the Footwork team in 1991, the big question will be which team it chooses to work with. Ferrari and Mercedes obviously have their own in-house power units. Meanwhile Red Bull is now closely aligned with Aston Martin. McLaren is crying out for a competitive power unit. But now that it competes directly with Porsche in some segments of the market with its own road-legal sports cars, partnership with Porsche is surely unlikely. All of which seems to leave Williams as the highest profile team looking for a quality works engine deal. Williams-Porsches winning world championships in the 2020s? You heard it here first.

Porsche's last foray into F1 – supplying V12 engines to the Footwork team – was not a great success. Times change, though, and who would bet against Porsche developing a competitive hybrid engine for the new 2021 engine regs?

## WHEELY LIGHT

Porsche claims 'world first' for braided carbon wheels

Porsche reckons it's the first car manufacturer in the world to offer light-weight road wheels made from braided carbon fibre. The distinction here involves the fact that other carbon fibre wheels have been manufactured using conventional pre-impregnated carbon-fibre fabric. The new wheels are available now as an option for the Porsche 911 Turbo S Exclusive Series.

As a set of four, the wheels weigh 8.5kg less than the standard forged alloy wheels of the Turbo. That's a 20 per cent reduction overall. The rims are also 20 per cent stronger than the standard alloy items. As ever with lighter wheels, the idea is to allow better wheel control and also sharper responses and improved feedback.

Manufactured entirely from carbon fibre reinforced polymer (CFRP), the exotic new wheel is made of two main components. The wheel centre is built up using carbon-fibre fabric. This involves cutting and assembling over 200 individual components. The rim base, meanwhile, is composed of braided carbon fibre and created using what is currently the world's largest carbon fibre braiding machine with a diameter of approximately nine metres. The wheel

centre is then braided into the rim base.

The assembled wheel is impregnated with resin and pre-hardened at high pressure and high temperatures. The finished wheel is hardened at high temperatures followed by a long cooling process. The centre locking nut is then inserted into the finished wheel and the wheel is protected with clear lacquer.

And the price for this unique achievement in rolling stock? A mere £10,773. The new carbon wheels will be available for the 911 Turbo S Exclusive Series from November production in 9J 20-inch and 11.5J 20-inch sizes.

The ultimate wheel? Porsche's new carbon fibre wheels offer a 20% reduction in unsprung weight. The wheels will be available on the 911 Turbo S from November at a price of £10,773





**HERITAGE**  
PARTS CENTRE

CALL: +44 (0) 1273 444044

ONLINE: [WWW.HERITAGEPARTSCENTRE.COM](http://WWW.HERITAGEPARTSCENTRE.COM)



BRAKING



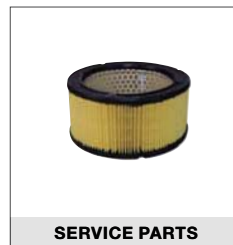
BODY PARTS



ELECTRICAL



EXHAUSTS



SERVICE PARTS



SUSPENSION

EXPERT ADVICE • 3000 PORSCHE PARTS ONLINE • FREE DELIVERY OVER £35\*





## PORSCHE RECALLS DIESEL CAYENNES...

### ...and promotes trade ins of older diesel models

With the VW Group Dieselgate emission scandal rumbling on, Porsche has announced a recall of 21,500 diesel-powered Cayennes. In agreement with the German Federal Motor Transport Authority (KBA), Porsche has recalled Cayenne 3.0-litre V6 Diesel models in the EU6 emissions class. Meanwhile, Porsche has also instituted what you might call its own diesel scrappage scheme.

Irregularities in the engine control software were discovered during internal investigations and Porsche says it passed on its findings directly to the KBA. As part of the recall, a software update has been agreed with the KBA as a corrective measure. Vehicles in Europe from model years 2014 to 2017 are affected, including 6000 in Germany.

Intriguingly, Porsche pointed out that it does not develop or manufacture diesel engines itself, perhaps to distance itself from accusations of subterfuge. However, Porsche does concede that

as a vehicle manufacturer it must accept full responsibility with regard to its customers.

The recall is expected to begin in autumn 2017. Vehicle owners will be contacted directly by their relevant dealer network. A visit to the nearest workshop, which will take around one hour, will be arranged as soon as possible and will be handled free of charge. Independently of the agreed recall, Porsche is continuing to carry out internal inspections of its vehicles to identify any further potential optimisations. In addition, the company is still working in close cooperation with the authorities, especially the KBA, in all matters.

As for the aforementioned scrappage scheme, it amounts to a 5000 Euro discount for any customer trading in a diesel-engined car in the Euro 1 to Euro 4 emissions classes for a new Porsche diesel model. The scheme is valid now and will be active until 31st December.

Porsche is recalling 21,500 diesel Cayennes for a spot of remapping. Meanwhile it has implemented its own scrappage scheme, offering a 5000 Euro discount on new diesel Porsches against older Euro 1 to Euro 4 diesel powered cars

## 908 RACER REBORN

### Team of upstart young designers reboots classic racer in digital form

Two years and 5000 man hours in the making, behold a modern reinterpretation of the iconic 1969 Porsche 908 racer. We give you the 908-04. It's the work of five young designers, all of whom work for an unnamed Chinese car company in Shanghai.

The driving force behind the project is Alan Derosier. "Since I was nine years old," Derosier says, "I've been dreaming of Porsche, it's the reason I became a car designer." Apparently, Derosier's line manager was accommodating enough to allow him and others to work on the project in the office during spare time in the evenings.

Derosier had fallen in love with the 908's shape and wanted to create a modern take on the car he adored. "As designer, I made the choice to have the longtail because Porsches with this feature have something genuinely unique. And until now nobody, as far as I know, has tried to create a modern version of it. In my opinion, it is a bit of a forgotten idea, so I thought it would be a "rebirth of an icon" that would generate nostalgia in car and Porsche enthusiasts alike," he says.

Part of the inspiration for modernising the design involved trips to a local high-end car specialist and soaking up details from the latest Porsche road racers including the 991 GT3 RS and 918 Spyder. The team soaked up the modern design DNA, including the way Porsche now creates car surfaces, and applied

that to the reborn 908 design. Influences from the Mission E pure-electric concept car are clear in the design, too.

One major challenge was to work with real-world proportions. The team aimed to create a concept that was physically feasible. "We worked with coherent dimensions and constraints such as seating position, visibility, headroom, door openings, ingress/egress, width, length, height and so on", Derosier explains. The result, we think you'll agree, is stunning. It certainly has an elegance and flow that's lacking from the technically fascinating but rather brutal and functionally uncompromising Porsche 919 Hybrid racer. The 908-04 isn't a fully-developed aero or technical package so its performance characteristics are essentially non-existent. But who cares when it looks this good?

Have you ever seen anything quite so spectacular? This design exercise from designers at an unnamed Chinese car company chose the Porsche 908 as their influence, while also soaking up details from the 918 Spyder and GT3 RS. Martini livery is the icing on the cake







# AUTOMOBILIA AUKTION LADENBURG 17./18. NOVEMBER 2017

ORDER CATALOGUE NOW!



Automobilia Auktion Ladenburg - Tel.0049 (0) 6203-957777  
www.autotechnikauktion.de - info@autotechnikauktion.de

PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## SERIOUS SUSPENSION FOR 718S

The dust has barely settled on the fall out from the switch to four-cylinder power. But colour suspension specialists KW distinctly unfussed. In one fell swoop, KW is unleashing not only its adjustable spring kit and the Variant 3 coilover product for the 718 Boxster and Cayman, but also the full-on 3-Way Clubsport coilovers. The spring kit is the first step on the KW ladder and allows for lowering with far more precision than a standard set of coils. The Variant 3 is a fully adjustable coilover kit suitable for fast road and the odd track day and comes complete with both compression and rebound damping adjustment. The hardcore Clubsport coilovers, meanwhile, add higher spring rates and remote reservoirs into the mix for track rats. Pricing starts at £621.67 plus VAT for the spring kit and you can find out more at [kwsuspensions.co.uk](http://kwsuspensions.co.uk).



## SWEETER SOUNDING 718

While we're talking 718s, how about something to sweeten the sounds from that warbling new flat-four motor? Enter Remus and its range of exhaust systems for Porsche's latest mid-engine sportster. The core of the system is a larger 60mm stainless steel and TIG-welded sports exhaust capped off by a choice of three distinct tail pipe options, all a beefy 102mm in diameter. The system applies to both 2.0 and 2.5-engined 718s and fits with no modifications to the bodywork. Remus reckons that along with a spectacular new soundtrack, testing shows the system is good for an additional 2.9bhp, plus a jump in torque of 10.9Nm. To complement the exhaust, Remus also offers its new Powerizer, a plug-and-play gadget that boosts power by 25 per cent and torque by 20 per cent at the touch of a button. Maybe turbos aren't so bad after all. For pricing and details, hit up [remusUK.com](http://remusUK.com).



## NICE VIEW

The sound of Porsche's air-cooled flat six is something special. But then you knew that already. And what about the sight of it? Arguably, it's under appreciated which is where Stuttgart Classica steps in. The specialist supplier of parts and know-how for air-cooled classics has cooked up a pair of clear acrylic Perspex engine lid grilles for 911 models from 1974 through 1989. One version goes under the existing engine lid and can be used with a grille on top. But the showbiz option is the version that replaces the grille entirely allowing a permanent window into those peerless flat-six workings. Fully drilled for ventilation, we suspect your Mezger-designed lump will need to be seriously spick and span to pull off the full Perspex option. The grilles come with stainless fixings and 10mm black spacers and are yours for £129 from [stuttgart-classica.co.uk](http://stuttgart-classica.co.uk).



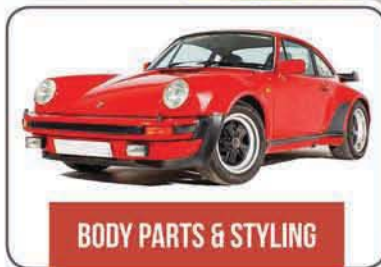
SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS

WORLD LEADERS IN PARTS DIRECT PROVIDING O.E.M. SUPPLIED PARTS WHERE APPLICABLE AND BRANDED AFTERMARKET PRODUCTS

## SHOP PARTS & ACCESSORIES

- Latest Products
- Accessories
- Body & Trim Parts
- Books & DVDs
- Car Care & Tools
- Clothing & Shoes
- Gift Ideas
- Interior Trim Parts
- Luggage & Bags
- Mechanical Parts
- Motorsport Parts
- Our Brands
- Performance Parts
- Seats & Belts
- Steering Wheels
- Wheels & Accessories



**SECURE SHOPPING**

VISA MasterCard AMERICAN EXPRESS  
sage PayPal BANK TRANSFER

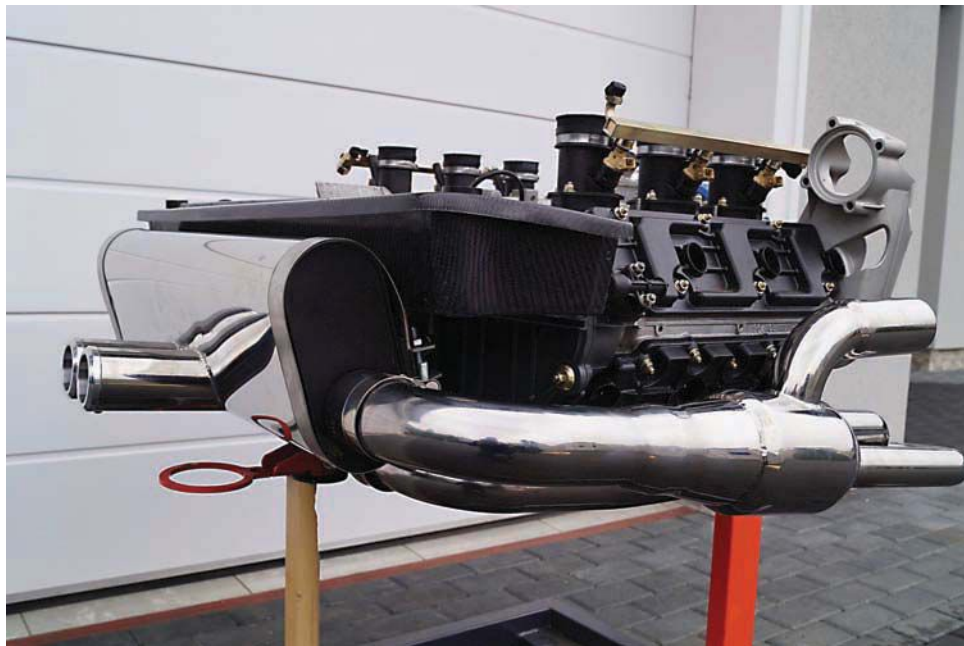


## SHOP BY BRAND



## GOT A LIGHT?

Double-jet flame injection? Check. Integrated cigar punch? Roger. Vertically arranged injects (sic)? Affirmative. No, we haven't the foggiest what any of that means. However, we are reliably informed all feature in the spangly new Porsche Design P'3631 lighter, yours for a piffling €189 or about £180 in plummeting British pounds. Indeed, it's just one of a new range of official Porsche Design smoking accessories, which include multiple lighter designs, a cigar cutter that boasts not only Japanese steel but also both radial and axial blade articulation (yes, really) and, what is surely the pièce de résistance, a brushed, eloxadised aluminum shisha. In other words, one of those glorified bongos that pipes the smoke through water. The Shisha 2.1, as it is known, is a mere bagatelle at €1550 or the better part of £1500. Shisha, indeed. Grab yours from [porsche-design.com](http://porsche-design.com).



## THE SOUND OF STUTTGART

Another one from our chums at Stuttgart Classica, they of Moreton-in-Marsh in Gloucestershire, this time involving a snazzy new auspuff for air-cooled 911s. Stuttgart Classica says the system is fabricated in high quality stainless steel and made to hook up sweetly to 3.2 Carrera, 964 and 993 engines. It can also be supplied fitted with a 100 cell catalytic converter and a heat exchanger option. The tail pipes can be had in 60mm, 70mm and 80mm diameter and with either straight cut or rolled ends. Postage to the UK is free on all of Stuttgart Classica's products, by the by, but they will happily ship the exhaust and anything else they supply worldwide. As for the price, it's £2995 all in. Point your browser at [stuttgart-classica.co.uk](http://stuttgart-classica.co.uk) to find out more or to browse their online air-cooled parts emporium and peruse their restoration and maintenance services.

## PAINT YOUR PORSCHE

Yorkshire-based air-cooled parts specialist EB Motorsport has launched a new bodywork preparation and repaint service for classic 911s. EB reckons only the best will do for their new in-house finishing service. So, that's a UK-made Dalby spray booth and using the Glasurit 22-line paint system specified by Porsche. The results on their latest 911 R build are said to be stunning and the same techniques and materials will be used on an upcoming RSR Turbo build. Whether it's a straight restoration or something more creative for road or race using EB Motorsport's own body panels, EB says slots in the paint booth are available now. Examples of the new paint shop's work are available to view at HQ in Yorkshire and you can contact [motorsport@eb-equipment.com](mailto:motorsport@eb-equipment.com) or 01226 730037 and visit [eb-motorsport.co.uk](http://eb-motorsport.co.uk) for more information.



# 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



## October Offers

### Porsche Cayenne

29535ZR21 Pirelli Pzero N1 £227.95

### Porsche Macan

26545R20 Pzero N0 £244.95

29540R20 Pzero N0 £212.95

### Porsche Cayman Boxster

23535Z19 Pirelli Pzero N2 £158.95

26535Z19 Pirelli Pzero N2 £225.95

### 911 991

24535Z20 Pzero N0 £206.95

30530Z20 Pzero N0 £274.95

### 911 997

23535Z19 Pzero N2 £158.95

30530Z19 Pzero N2 £256.95

### 911 996

22540ZR18 Pirelli Pzero Rosso N4 £126.95

26535ZR18 Pirelli Pzero Rosso N4 £177.95



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

Call: **0845 680 153** Email: [enquiries@bushtyres.co.uk](mailto:enquiries@bushtyres.co.uk)  
[www.bushtyres.co.uk](http://www.bushtyres.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](http://www.pirelli.co.uk/porscheclubgb)

## 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](mailto:tyres@elitegarages.co.uk)  
[www.elitegarages.co.uk](http://www.elitegarages.co.uk)

## FULLY CHARGED

One day, probably not a million years from now, all Porsches will be pure electric. Once you've fully absorbed that bombshell, why not consider something purely electric you can buy from Porsche today. It's the shiny new Mission E power bank. Styled to resemble the concept car of the same name (a production version of which will take on the likes of Tesla in the next few years), it's a lithium battery pack with a pair of 2.1A USB charging outputs and a further mini USB port capable of 2.0A of current. The total energy capacity clocks in at 9000mAh, which is about the same as three typical smartphone batteries. Finished off with both LED headlights and tail lights, it measures 145mm by 60mm by 35mm and it's yours for precisely £100 from [porsche.com](http://porsche.com) or your friendly local Porsche Centre.



## WINTER IS COMING

If John Snow drove a Porsche into battle against the White Walkers, he'd want one of these jackets to keep warm. Well, probably. For the rest of us, as the evenings draw in thoughts inevitably turn to sartorial solutions to the colder weather. Enter the new official Martini Racing Collection quilted jacket in olive green. Warm and easy-care thanks to artificial down, it's claimed, the jacket sports high-quality Martini Racing badges and details inspired by the Porsche 917 long tail that competed at Le Mans with the number 21. The quilted jacket also features an eye-catching yellow coloured lining in 100 per cent polyester. Priced at £160, and available in sizes from small to triple-X large, the jacket is available now from [www.porsche.com](http://www.porsche.com) or your neighbourhood Porsche Centre.



## PARR/GOODWOOD CHARITY TRACK DAY

Yes, it's a little last minute, but you've still got time to get yourself to Parr's Charity Track Day at Goodwood on October 7th.

In aid of Chestnut Tree House, a local children's hospice in West Sussex, this is the fifth running of the event, which last year raised £25,000.

The day is run by Porsche Club GB, and TIPEC, 911UK and World 964 Owners will also be joining in. The track action is now booked up, but there's still plenty of spaces for the Porsche Paddock Meet and besides, Goodwood is just a great place to be, particularly when in the company of lots of other Porsche owners.

Entry is £20 for paddock space and an additional £10 to take place in the lunchtime track parade. For more info go to [parr-uk.co.uk](http://parr-uk.co.uk)





# SELECTION

MODEL CARS  
CLOTHING  
ACCESSORIES



**FREE SHIPPING**  
from 150 € purchase\*

\* Except for tubchair & furnitures - Only to France, Belgium, Germany, Netherlands and Luxembourg.

## PORSCHE SPECIALIST

### MODEL CARS

1 : 18						
	993 Carrera Coupé 1993 1 / 18 <b>59.95 €</b>	964 Carrera RS 1992 1 / 18 <b>99.95 €</b>	911 2.8 Carrera RSR Le Mans 1973 1 / 18 <b>99.95 €</b>	991 GT3 RS 2015 1 / 18 <b>109.95 €</b>	550 Coupé n°152 1953 1 / 18 <del>229.95 €</del> <b>219.95 €</b>	
	1 : 43					
		550 spyder 1955 1 / 43 <b>29.95 €</b>	993 Turbo 1993 1 / 43 <b>29.95 €</b>	908 / 3 Gulf n° 12 Targa Florio 1970 1 / 43 <b>59.95 €</b>	918 Spyder 2015 Le Mans 1 / 43 <b>59.95 €</b>	918 Spyder 2015 Kyalami 1 / 43 <b>59.95 €</b>
919 Hybrid n° 1 Fuji 2016 1 / 43 <b>59.95 €</b>	991 GT3 RSR n°88 Le Mans 2016 1 / 43 <b>59.95 €</b>	991 GT3 RS 2017 1 / 43 <b>59.95 €</b>	991 GT3 Cup n°23 Fuji 2017 1 / 43 <b>59.95 €</b>	910 Bergspyder n° 1 Ollon-Villars 1967 1 / 43 <b>89.95 €</b>		

### CLOTHING / ACCESSORIES

Men's T-shirt Porsche Classic <del>59.95 €</del> <b>49.95 €</b>	Men's Polo Porsche Mc Queen <del>99.95 €</del> <b>59.95 €</b>	Men's Polo Porsche Crest <del>69.95 €</del> <b>69.95 €</b>	Jacket Porsche Racing Collection <del>99.95 €</del> <b>99.95 €</b>	Men's Porsche Leather Jacket <del>500.00 €</del> <b>399.95 €</b>
Cup Porsche Crest <del>19.95 €</del> <b>19.95 €</b>	USB Stick Porsche <del>39.95 €</del> <b>39.95 €</b>	Umbrella Porsche Martini <del>79.95 €</del> <b>79.95 €</b>	Gulf Leather Travel Bag <del>369.00 €</del> <b>369.00 €</b>	Bluetooth Speaker Porsche 911 <del>499.95 €</del> <b>499.95 €</b>

### AND MUCH MORE

Classic Keyrings	Watches / Chronographs	Bags / Luggages	Posters / Postcards	Books
Pins / Stickers	Tubchairs	Perfumes	Mugs / Glasses	Car Care Products



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](mailto:porscheworld@chpltd.com)

## SIZE MATTERS

As a subscriber, many thanks for the October 2017 issue – all the 928 stuff was very interesting – as was the 993/996 article.

As the owner of a 1995 993 Carrera 4, I was interested in the point made that one (modest) reason for the need for the 996 was that the 993 was too small. Ironically, I have always thought that the sheer practicality of the air-cooled 911s was predicated on the fact that they were narrow. By and large, length in a car doesn't matter (except for parking) but excess width is what kills usability. So this got me thinking a bit about dimensions. You refer in one of the 928 articles to 'the great white shark' and I can recall when the 928 first came out, thinking what a big car it was. However, even though it still looks imposing, I was surprised to learn that, dimensionally, the 928 and the 991 are extremely close in size. Furthermore the Cayman 981 is bigger than a 993 (see below).

I guess we all have to live with the fact that cars are growing in size (I swear the current BMW 3 series is the same size as a 5 series of a decade ago). Still not sure why, though!

Keep up the good work.  
**Nick Paterson-Morgan**

**928**  
Length: 4520mm  
Width: 1890mm

**991**  
Length: 4499mm  
Width: 1808mm

**993 (non-S)**  
Length: 4260mm  
Width: 1735mm

**Cayman 981**  
Length: 4379mm  
Width: 1801mm

**Steve Bennett replies:** We think the modest increase in width of the 996 over the 993 was probably needed and demanded. Certainly the 996 and 997 hit a modern sweet-spot for 911 size, the 991 being just slightly too wide to be comfortable on narrow UK roads. Its size relative to the 928 is interesting. It really is the GT car now. Glad you enjoyed the 928 stuff. We had fun putting it together.



The 996 generation 911 is 20-years old this year. Maligned by many, it's time to acknowledge the 996 for its place in the 911 pantheon. The 996 is Porsche's line in the sand, which separates the old school, classic air-cooled 911s with the modern water-cooled generation – a move that Porsche had to make or cease to be. In order to appreciate the giant-step involved in making that transition, it's worth looking back, so we've drafted in the last of the air-cooled 911s in the shape of the 993. This is how Porsche turned air into water and created the first modern 911 and rebooted the 911 concept into the new millennium.

Our 996 at 20 story promoted debate on two fronts: size and ownership proposition over the 993 it replaced

## 996 V 993

Did you write the 996/993 story (911&PW Oct 2017) with me in mind? Unusually, perhaps, I own both a 996 C2 and a 993 C2, so I reckon I'm qualified to comment on Porsche's transition from old-school air-cooled to modern water-cooled.

For me, both cars perform different rolls. As time has progressed, the 993 feels and drives more like the classic that it has become. When I first got it, in 1995, it was every bit the modern 911 and not even the arrival of a 996 in 2001 changed that particularly for me. But then familiarity with the 996 began to change my perception and use of the 993.

Sure, value is part of that and it irks me that I've become precious about how I use the 993. It has become very much a third car now. It's very satisfying and involving to drive, makes a great noise and is a reminder of the old 911 order. The 996 is equally satisfying in its own right, easier to live with and runs rings around the 993 dynamically. Sure, it lacks a bit of the 993's character, but it's no

poor relation. Throw it down a country road and it's still astonishingly fast.

Both cars have done a similar mileage – around 60,000-miles. Both are garaged, but the 996 has spent more time as an everyday car in all weathers. Underneath it's not a pretty sight and it's on its second nearly full set of suspension components and other consumables like air con rads. That said it's showing no signs of body corrosion, unlike the 993. All-in-all, though, I reckon running costs have been slightly cheaper for the 993, but there's not much in it.

Which would I rescue if the garage was burning down? Well, the 993 obviously, but only because of its value. The fact that it's probably worth three times the value of the 996 is crazy, but telling of Porsche's move into the mass market with the arrival of the water-cooled cars. Supply and demand and all that.  
**John Lawrence, via email**

## PORSCHE AND LE MANS

Porsche leaving Le Mans in the lurch (911&PW News, Oct 2017)? I don't think so. As you have suggested, this calamity can be traced back to Audi's withdrawal and the VW 'Dieselgate' scandal before that. And, of course, the horribly expensive demands of building a Hybrid racer to the LMP1 rules and regs. Do the fans care about all this hybrid stuff? Oh, it's kind of interesting from a tech point of view – and I'm reasonably into this sort of stuff – but ultimately most just want to see some good, close racing. In recent years, since LMP1 went hybrid, it's not been racing as such, but a war of attrition. Last car running likely to win.

It's a huge shame for Le Mans, but it will carry on. The event is bigger than any class or manufacturer. The last time that the top class imploded due to costs and manufacturers jumping ship, sports cars filled the gap, including the mighty McLaren F1, which won the

event in 1995. If the ACO wants to pursue the hybrid route and manufacturers, it should encourage them to enter machines like the McLaren P1 and Porsche 918 hypercars, that have so captured the public's imagination. Now that could work.

And as for Porsche entering Formula E? Do me a favour. If I want to watch Scalextric I can go up in the loft and drag my old set down. Come to think of it, one of the cars is a Martini liveried 930 Turbo racer, Le Mans '70s style. Those were the days.  
**Ben Barber, via email**

**Steve Bennett replies:** Formula E? Agreed. But in this issue, word reaches us that Porsche is near certain to enter F1 as an engine supplier (or maybe even team) in 2021, when the new, simpler, hybrid engine regs are introduced. Here we go again...





356 Adapter Now Available  
SIC-356-ADA-PT \$170

**Professional Quality  
Body Dolly**  
SIC-911-DOL-LY \$695



Easy UPS Shipping

Disassembles for  
Easy Storage

Height Adjustable

Heavy Duty Casters

**Stoddard.**

**Your Trusted Parts Source — Since 1957.**



**Sebro Brake Rotors**  
All Porsche Fitments  
Lowest Prices  
996-351-405-01  
Shown



**Mahle Piston and Cylinder Set**  
Fits 930 Turbo 1976-77  
930-103-958-01-SET  
\$3995.95



**Stoddard Ignition Wire Set**  
For 911 1968-On  
SIC-609-061-00  
\$170.79



**Small Durant Mirror**  
Fits 356B T6 through  
early 911  
SIC-731-001-10  
\$91.95



**European Headlight Assembly**  
For All 356  
644-631-101-01  
\$195.95



**Padded Armrest Set**  
Fits 911 912 1965-1968  
901-555-043-20-SET  
\$1470.95



**Rear Bumper Guard S-Trim with Buffer**  
Fits 911 912 1967-1972  
SIC-505-033-21  
\$90.95



**Turn Signal Switch**  
Fits 356B 356C  
644-613-301-05  
\$739.95



**Hella 128 Foglight Yellow Lens**  
For 356B 356C  
and 911 912  
SIC-631-201-03  
\$305.40



**Push Rod Tube Factory Style**  
For 356 and 912  
616-105-231-00  
\$18.00



**SSI Heat Exchangers**  
For 911 up to 1983  
SIC-211-022-00 Shown  
\$1739.44



**Front Trunk Liner**  
Fits 356B T6 and 356C  
NLA-551-103-06  
\$339.64

**More Authentic Parts at [stoddard.com](http://stoddard.com)**

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119

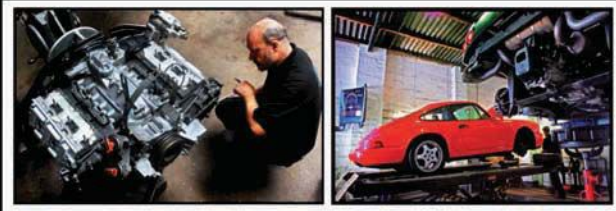
Stoddard Proudly Distributes These Great Products



# BRAUNTON ENGINEERING



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



[www.brauntonengineering.co.uk](http://www.brauntonengineering.co.uk)

Tel: 01271 814144



DEVON  
PORSCHE



# ADDSPEED PERFORMANCE CARS

WE CONSISTENTLY OFFER SO MUCH MORE



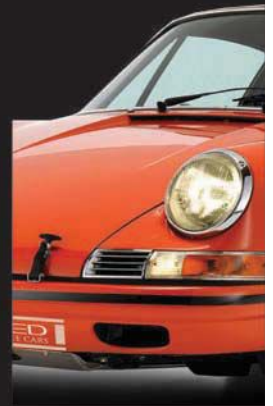
ADDSPEED - YOUR PORSCHE,  
PERFORMANCE CAR AND CLASSIC CAR  
SPECIALISTS COVERING THE SOUTH EAST

- 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](http://www.addspeed.co.uk)



# WORLD motorsports

Number one supplier of titanium lug nuts and bolts for Porsches.

- Largest Inventory of Porsche Titanium Wheel Nuts and Bolts
- Made to Porsche's Exact Seat Specifications for Premium Fit
- Extremely Lightweight and Strong
- Stay Looking New for a Lifetime
- Grade 5 (6AL4V) Titanium for Superior Strength
- Free Shipping when Ordered on our Website



Our Titanium Lugs are  
now approved for PCA  
club racing events.

Sales, Service and Installation. Custom Fabrication Services Available.

[world-motorsports.com](http://world-motorsports.com)

2170 W. 190th Street Torrance, CA 90504 Phone: (310) 533-8900

HOME OF THE  
WIND TUNNEL  
**DYNO**  
WORLD  
motorsports



## **Classic Porsche Parts**

*Delivering to Porsche enthusiasts worldwide...*

*5500 Parts Available Online*

*Trade Terms Welcome*

*Free UK Delivery on orders over £30*

*Original, OEM and Upgrade Parts Available*

**15%**  
Shop Online Now  
15% Discount  
World15



356

924

944

964

993

996

911

928

968

Tel: 0800 612 8079  
[www.porschepartsuk.com](http://www.porschepartsuk.com)



# THE USUAL SUSPECTS



**CHRIS HORTON**  
911&PW's roving reporter

Horton ponders an eclectic mix of topics this month: driving on the left in France, a new and frankly worrying kind of steering wheel, whether we really have the right attitude to speed these days – and not least an endearingly cheap and simple 4x4

## LEFT, RIGHT, QUICK MARCH...CRASH?

I am, as some of you might remember from previous iterations of this column, intrigued by the uniquely human concept of 'left' and 'right', which for we vehicle drivers most commonly manifests itself in the rule of the road. And, of course, sometimes disastrous lapses from it.

You will understand my immediate and consuming interest, then, in a *Daily Telegraph* headline in early July: 'Welcome to Calais... please drive on the left'. OK, so it was the beginning of the silly season, that time of year when the news seems to become even more absurd and contrived than usual, but this surely warranted a closer look.

It seems that Xavier Bertrand, the president of the Calais region of northern France, is keen to promote the town's post-Brexit links with Britain. (The phrase 'lone voice in the wilderness' springs to mind. I can't imagine that the joyless Michel Barnier, who reportedly wants to teach us all a lesson for voting to leave the EU, would be thrilled about it.)

To this end, the enterprising Monsieur Bertrand is generously and courageously – and perhaps even a trifle recklessly – proposing that for a weekend next spring, or perhaps even for a week, traffic within a designated area switches from driving on the right-hand side of the road to driving on the

left. 'I have the dream of the British coming here and we let them drive on the left in Calais...it would show they are welcome,' he reportedly told the newspaper.

Quite how the scheme might work is not, of course, something into which the story delved too deeply. And one suspects that even M Bertrand might not have given it overly lengthy consideration. He is, after all, a politician. And when do they ever think things through? Where, for instance – and how – would the normal rule be reapplied? The paper quotes a spokesman as suggesting that it would be like 'organising a major event

such as a carnival' (yeah, right...), but one wonders what the residents of Calais would make of it – never mind the French press and government once they get wind of it.

Even so, full marks to all if it can be pulled off – and for even daring to think of it, come to that. The sheer novelty value alone would prompt me to cross the Channel and give it a whirl. For me, though, one big question remains. Which would offer the most surreal experience on, say, the town's poignantly named Boulevard des Alliés: my right-hand-drive 924S, or the left-hand-drive 944? Maybe Mrs Horton and I will have to take one each.

Implausibly, the authorities in the northern French port of Calais – landfall for many Britons crossing the English Channel by ferry or train – are suggesting that for a short period next spring they will show their appreciation of us (the controversial Brexit process notwithstanding) by having traffic in the town adopt our rule of the road, and drive on the left. Horton, long intrigued by the human concept of left and right, plans to give it a go if it happens. Which Porsche to take, though? Right-hand-drive 924S, or left-hand-drive 944?



## STARING INTO THE ABYSS

The trouble with the aforementioned silly season is that these days it seems to be a more or less permanent fixture. Take the headline of this 'news' release (and I use that term advisedly) from Jaguar Land Rover in early September. 'Hello, my name is Sayer. I am the steering wheel of the future.' This, too, warranted closer inspection before being consigned to my e-mail trash folder.

Sayer – which is apparently named after Malcolm Sayer, one of Jaguar's most famous designers between 1951 and 1970, and not the slightly irritating pop singer of the 1970s and 1980s, Leo Sayer – is the 'steering wheel concept that lives in your home and becomes your trusted companion'. It is the first voice-activated artificial-intelligence steering wheel that will be able to carry out 'hundreds' of tasks. (Hundreds? Really? Such as...?)

'Imagine a future of autonomous, connected and electric cars where you don't own a single car, but instead call upon the vehicle of your choice where and when you need it. That's a future vision Jaguar Land Rover is exploring with Sayer, the connected steering wheel that could be the only part of the car you own.'

And it gets worse. Much worse. 'Need to be at a meeting two hours away from home by 8am tomorrow? Simply ask Sayer from the comfort of your living room and it will work out when you get up, when a car needs to autonomously arrive at your door *and even advise which parts of the journey you might enjoy driving yourself.*' (My italics. But not, please note, my split infinitive.)

Admittedly this is only a 'concept', but woolly-minded and frankly daft fantasies like this now have a nasty habit of insidiously permeating the public consciousness, and inexorably becoming a clear and present danger to those of us who retain our mental faculties – and certainly to those whose idea of driving is doing just that. Look at the way we are all rushing headlong into electric traction, for instance, without any genuinely coherent strategy for reliably generating and certainly distributing the necessary power. (Which is why, I believe, hybrids will ultimately take

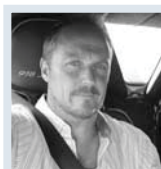
centre stage, and not pure electrics.)

I'm sorry, but if you have to be at an important meeting two hours away at 8am, and can't work out when to drag your fat, dysfunctional and lazy arse out of bed, then you are really not the sort of person who is going to have an important business meeting two hours away, are you? I know it's really no laughing matter, but seriously, if this is going to be 'the future' then I can't help thinking that annihilation in a Trump-versus-North Korea nuclear war would be by some margin the better alternative.



Doesn't look much like a steering wheel, does it? Meet 'Sayer', Jaguar's disturbing vision of how car users of the future might interact with their vehicles – and perhaps even be allowed to drive them

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



BRETT FRASER



JEREMY LAIRD



STEVE BENNETT



KEITH SEUME



PAUL DAVIES



JOHNNY TIPLER

## CLIMB EVERY MOUNTAIN

Walking into my local town centre a couple of mornings ago (without any help from Sayer), I noticed a smartly dressed middle-aged man buying a pay-and-display ticket for his 4x4. Nothing unusual in that. The place is awash with the things, whether workhorses owned by the many local farmers, and habitually plastered in good, old-fashioned mud and cowshit, or clean-as-a-whistle Chelsea tractors casually taking up two spaces in the Waitrose supermarket's car park.

This one, though, was rather different. With a footprint little more than half the area of the not exactly generous parking bay – but still offering room inside for four adults – the Fiat Panda 4x4 Sisley has a mere 1.0-litre, 50bhp, carburettor-fed petrol engine, a 0–62mph time of around 18 seconds, and a maximum speed of about 80mph. It weighs perhaps 800kg. It is also, by our modern standards, about as smoothly aerodynamic as a garden shed. Not that that really matters if you stop to consider what off-road driving actually entails. Or if you genuinely rate function over form.

'That's quite a rare car these days,' I said, slightly hesitantly breaking the cardinal British rule of never opening a conversation with a complete stranger. But I needed to know more. 'Have you had it long?' I asked.

'Only two days!' came the good-natured reply. 'And I can't believe how many people have commented on it already. I bought it because I needed some kind of 4x4, but I didn't want to spend a lot of money on some

unnecessarily large and complicated modern one.' (Or even a small and complicated modern one, I would venture to surmise.)

It was an exchange that reminded me of my memorable 2014 trip to northern Italy in a Panamera Diesel for a family wedding. (Fantastic multi-purpose car. Close to the top of my must-own list before they – and I – become too old and decrepit.) On the way home, we spent a couple of nights in a magical, retreat-style B&B (Bella Baita; [www.bellabaita.com](http://www.bellabaita.com)) a few miles south-west of Turin, and then up towards the French border at Montgenèvre.

Proprietor Fabrizio Roncaglia and his American wife, Marla, live at least 1500 feet up a serpentine mountain road, with a view to die for, and their vehicle of choice for keeping their year-round enterprise running – indeed, their only car – is none other than a Fiat Panda 4x4. Its five-speed, entirely manual and four-wheel-drive transmission, designed in Austria by Steyr-Puch, enables it to scoot down the hill to the market – and back up again, laden with vital provisions – pretty much every day, winter as well as summer. Narrow, cold-weather tyres alone cope with all but the worst snow.

A Cayenne, a Macan or even a four-wheel-drive Panamera would do the job just as well, and certainly in the supreme comfort Porsche seems to think its customers require for every single journey. But at what cost? Not just to buy (and to fund the inevitable depreciation),

but also to maintain at a level such that it would continue to deliver the required 100 per cent reliability and safety. ABS, PDCC, traction control and all the other electronic wizardry we demand of our 4x4s these days – all conspicuously absent from the Panda – have an unfortunate habit of encouraging a blind dependence on them.

Perhaps I am drawing an unfair comparison here. And I don't doubt that Fabrizio would have been as impressed by any Porsche 4x4 as he appeared to be by the (rear-drive-only) Panamera Diesel. But out there in the real world we all have rather different criteria for the vehicles we buy with our own money. Even now, I am told, three seasons later, Fabrizio will not be parting with his Panda any time soon. And I suspect that the man I met a few days ago will soon be feeling the same about his 'new' Sisley. Thank goodness for what you might call auto-diversity. And the freedom – for the time being – to express it.

Diminutive Panda 4x4 Sisley spotted in his local town (below) reminded Horton of Fabrizio Roncaglia (left), the enthusiastic custodian of a very similar car up in the mountains of northern Italy, who our man met during a highly memorable Panamera drive in 2014. It remains the B&B owner's only car, dependably fetching and carrying provisions and guests even in the depths of a snowy winter



## TOO FAST AND FURIOUS? OR PERHAPS NOT FAST ENOUGH?

Famously – or infamously – the look-at-me-saving-the-planet Tesla Model 'S' comes with driver-selectable power settings: Ludicrous and Insane. And that seems to me to be a good way to describe some of the UK's speed limits. Whether those characteristics significantly contribute to many drivers' casual disregard for them is a matter of opinion, but they are beyond question inconsistent and often confusing, with bizarre variations from one governing body to another, and all too often poorly signed. If you want people to follow rules you have to make it as easy as possible for them not to get it wrong. So the authorities' occasional reliance – to quote the best-known example – on the presence of street lights alone to indicate a 30mph limit is surely missing the point. Unless the point is to raise money by fining people, rather than making the world safer to start with.

There is a bewildering complexity in the way limits apply to different classes of vehicle, too. Until recently, lorries over 7.5 tonnes were, on those single-carriageway roads where the so-called national speed limit applies, limited to 40mph – this dating from the days when they had frankly rudimentary chassis, and certainly less than fantastic brakes. Presumably that was itself felt to be the cause of a number of accidents, with car drivers taking risks to

overtake, and so a few years ago the limit was raised to 50mph. (But only in England and Wales, note; in Scotland it remains at 40mph.) Fine. But you now have the situation where 44-tonne artics are rumbling along 'A'-roads at the 56–57mph permitted by their own maximum-speed limiters, their drivers safe in the knowledge that unless something goes badly wrong they will slip in 'under the radar'.

OK, so you don't drive a 44-tonne artic, or even an 18-tonne rigid. So what does that have to do with you? Good question. But quite possibly you – like me – run an ordinary, bog-standard, common-or-garden van or open-back pickup truck, either for work, or perhaps to tow your race or trackday car. (There are now more than four million of the things on UK roads, my own 2006 Mercedes Vito included.) And in which case you, too, are on those same single-carriageway, national-speed-limit roads limited to just 50mph – and at which speed you will likely incur the wrath of all and sundry, especially the many thugs who seem to drive four-axle tippers. And there's more. Take dual carriageways, which in many parts of the country have become cheap – and dangerous – motorways. There your Vito, your Transit, your Sprinter, your Vivaro or even your VW Amarok pickup is – again like our notional 44-tonner – limited to just 60mph, when the

world and his wife in their cars (and their car-derived vans) are steaming past at a legal 70mph, or often as much as 85–90. Only on a full-fat, blue-signed motorway can you lawfully do 70mph.

And there, surely, is one limit above all others that warrants being raised. To reflect not just modern cars' – and lighter vans' – vastly improved road behaviour, compared to those of 50 and more years ago (when the 70mph limit was introduced), but also the reality of the situation. Traffic levels are vastly higher than they were in the late 1960s, or even in the late 2000s, and they are not going to fall any time soon, unless the government builds the best public-transport system the world has ever seen. But increasing lengths of so-called smart motorway, with variable speed limits, are proving themselves to be effective at keeping really crowded stretches moving at an easy 40–50mph, and if – as seems to be the justification for the mad HS2 project – time is money, then surely we should, where circumstances allow, be trusted to drive at a speed most people (and their vehicles) are now more than capable of doing without undue risk. Otherwise, how safe are we – to paraphrase Ralph Nader – at any speed?



The distinctive and familiar sign for the UK's so-called national speed limit is always a welcome sight for enthusiastic drivers of any make or model, but do you know what that limit is for the vehicle you are driving at the time? Story, left, might surprise you

			
Engine rebuilds all models and general repairs & servicing	Gearbox rebuilds all models	Air Conditioning	Disc refacing
	<h1>RGA</h1> <p><b>London's Major Porsche Specialist</b>  Units 32-34 Miles St, Vauxhall SW8 1RY  <a href="http://www.rgaporschelondon.co.uk">www.rgaporschelondon.co.uk</a> email <a href="mailto:bob@rgaporsche.co.uk">bob@rgaporsche.co.uk</a>  All work to the highest standard and carried out in house  Mon-Fri 7am-7pm Sat 9-6 Sun call</p>		
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



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](mailto:info@precisionporsche.co.uk) [www.precisionporsche.co.uk](http://www.precisionporsche.co.uk) t: 01825 721205



# RSJ SPORTS CARS

Specialising in Porsche Cars



**911 (997) Turbo 3.8 pdk (10 - 2010)**  
GT Silver with black leather  
24,000 miles .....**£75,000**



**911 (997) Turbo 3.8 pdk (10 - 2010)**  
Basalt black with black leather  
50,000 miles .....**£69,000**



**911 (997) 2S 3.8 pdk cab (09 - 2009)**  
Basalt black with black leather  
29,000 miles .....**£48,000**



**911 (997) "2S" 3.8 pdk (09 - 2009)**  
Basalt black with black leather  
32,000 miles .....**£47,000**



**911 (997) 2S 3.8 pdk cab (59 - 2009)**  
White with black leather  
40,000 miles .....**£47,000**



**911 (997) "2S" 3.8 pdk (59 - 2010)**  
Basalt black with black leather  
71,000 miles .....**£42,000**



**911 (997) Turbo 3.6 (06 - 2006)**  
GT Silver with black leather  
53,000 miles .....**£57,000**



**911 (997) Turbo 3.6 tip (56 - 2006)**  
GT Silver with black leather  
31,000 miles .....**£54,000**



**911 (997) "4S" 3.8 Targa (56 - 2006)**  
Slate grey with black leather  
32,000 miles .....**£40,000**



**911 (997) "4S" 3.8 tip (57 - 2008)**  
Basalt black with black leather  
54,000 miles .....**£37,000**



**911 (997) "2S" 3.8 (08 - 2008)**  
Midnight blue with grey leather  
46,000 miles .....**£35,000**



**911 (997) "4S" 3.8 tip (56 - 2006)**  
Silver with ocean blue leather  
51,000 miles .....**£34,000**



**911 (997) "4S" 3.8 tip cab (06 - 2006)**  
Lapis blue with grey leather  
64,000 miles .....**£34,000**



**911 (997) "2S" 3.8 tip cab (07 - 2007)**  
Basalt black with black leather  
62,000 miles .....**£34,000**



**911 (997) "2S" 3.8 tip (57 - 2007)**  
Red with black leather  
57,000 miles .....**£33,000**



**911 (997) "4S" 3.8 tip (56 - 2006)**  
Basalt black with black leather  
65,000 miles .....**£32,000**



**911 (997) "2S" 3.8 tip (05 - 2005)**  
Silver with ocean blue leather  
66,000 miles .....**£27,000**



**Cayenne 4.2 "S" diesel tip (15 - 2015)**  
White with black leather  
5,000 miles .....**£50,000**



**Cayenne 3.0 Diesel tip (15 - 2015)**  
Meteor grey with sand leather  
22,000 miles .....**£45,000**



**Cayenne "GTS" 4.8 tip (59 - 2009)**  
Lava grey with black leather  
53,000 miles .....**£27,000**



**Cayenne "GTS" 4.8 tip (59 - 2009)**  
White with black leather  
46,000 miles .....**£26,000**



**Cayenne "GTS" 4.8 tip (59 - 2009)**  
Basalt black with black leather  
60,000 miles .....**£25,000**



**Cayenne 3.0 Diesel tip (09 - 2009)**  
Silver with black leather  
74,000 miles .....**£17,000**



**Macan "GTS" 3.0 pdk (17 - 2017)**  
White with black leather  
2,500 miles .....**£69,000**



**Macan 2.0 pdk (65 - 2016)**  
Basalt black with black leather  
13,000 miles .....**£45,000**

Bristol Way, Slough, Berkshire, SL1 3QE | 01753 553969 | [www.rsjsportscars.co.uk](http://www.rsjsportscars.co.uk)

**PORSCHE WANTED (2003 TO 2014)**

# TALKING ITALIAN

Racer, road tester, instructor and scribe, Roberto Giordanelli has handled many exotic machines over the years. His current inventory includes a rare Porsche 968 Sport, and he also has a stake in an even scarcer 968 Turbo RS race car

Words: Johnny Tipler Photography: Roberto & Jane Giordanelli

**R**oberto Giordanelli is a lovely guy who wears his petrolhead heart on his sleeve – or his Sparco driving gloves at least; he's driven more exotic machinery than most of us could muster in several lifetimes. He embraced Porschedom relatively late on, though. 'It took me 50 years to bond with a Porsche,' he declares, 'so that tells you that I am not your average aficionado of things Stuttgart.' After driving many classic cars and historic racing cars, it wasn't until the early '80s that he owned his first Porsche: a 912. 'Someone told me they'd got a 912 gently rotting away in their garden, and I thought it would be a shame to let that happen, so I nursed it back to life, drove it around for a while and sold it on. As much as I like the simplicity of the 912, they're just not fast enough.' There's no 911 in his back story: Roberto's subsequent Porsche acquisitions have all been front engined: 'In the early '90s my activities shifted from classic car and race car engineering to being a professional test driver and writing for various performance car magazines. This got me into countless quick Porsches, including hot 911s and even a couple of 959s. It was around then that I bought my next Porsche, which was a 924 Turbo. I liked mastering the turbo lag and the sudden rush of torque, a feature that's

extremely handy when racing turbocharged cars. The 924's handling also suited my driving style.' Then, at the turn of the millennium, he swapped the 924 Turbo for a 944 2.7. 'The 944 was civilised, nicely styled and could cover huge distances effortlessly. After a few years of enjoyment someone made me an offer, and I sold the 944, and then I had a Porsche-less gap of about ten years before buying my fourth Porsche, which was the red 968 Sport. This came about at the same time as I was racing and aiding the development of a client's racing Porsche, a reincarnation of a 968 Turbo RS. The factory made four 968 Turbo RS race cars, and this particular one is a replica of the 1994 Le Mans race car.' (Roberto refers to the yellow Seikel Motorsport car that ran in GT2, driven by Thomas Bscher/Lindsay Owen-Jones/John Nielsen – qualifying 39th and crashing out on lap 84.)

The romantic Italianate nomenclature – which could easily be that of a dashing '50s racing driver – is perfectly genuine: Roberto's father was an Italian army officer who came to GB in WW2 as a PoW after El Alamein, marrying an Italian girl (Roberto's mother) and settling in London rather than returning to post-war Italy – and indeed Roberto has always lived in Britain. Inevitably then, you'll not be surprised to discover a long chain of

Italian vehicles in his historical roster, ranging from Lambretta scooter to Maserati Bi-Turbo.

As he says, Porsches came into his life relatively late in the day. Roberto is a mechanical engineer with 50 years' worth of motorsport experience, who's built race-winning cars for himself and numerous clients. He did four seasons in the Maserati Trofeo Championship and three races for Lamborghini in the Blancpain Championship. His chequered career encapsulates a glorious array of cars, including several Alfa Romeos comprising Giulia Sprint GTA, T33 and Giulia Ti Super, plus Lotus Elan 26R, Motorsport Elise, Lamborghini Miura SV, Jaguar E-type and an amazing 5.0-litre Cooper-Maserati Type 61 'Monaco', to name but a few. His current steed is a Lister-Chevrolet 'Knobbly' sports racer, an even wilder beast, the ex-Dean Van Lines car from 1958, which he races at events such as Goodwood Revival's Sussex Trophy for pre-1961 sports-racing cars. His motoring-led CV also extends to track tests in several F1 cars including a couple of Ferraris and, talking Italian, he has tested road and race cars at Ferrari's private test track at Fiorano, as well as going testing privately with the Maserati Corse works team.

Then comes the bombshell – for 911 buffs, at any rate. 'I'm not a fan of rear-engined cars,' he says. 'They just don't feel right to

Roberto Giordanelli and his Porsche 968 Sport. He's a fan of front-engined cars, and doesn't much rate the rear-engined antics of the 911





me. I understand the reason Porsche persevered with them: massive corner-exit traction, and that gives you your high-speed down the straight, and that gives you your good lap time. Take off the electronic traction control on a modern 911 and, say you get a fright in mid-corner, the instinctive reaction is to lift off – and of course you mustn't do that in a 911 – and you're back to the bad old days of 1968. It's a different matter if you're at somewhere like Dunsfold aerodrome where you've got lots of run-off space. There's no denying that, over the years, Porsche has performed wonders with the 911, but when they become electric, will the 500kg battery pack be bolted to the back bumper as well? Anyway, suffice to say I'm not a fan of the 911; I'm a front-engined man. Mid-engined is OK, but I'm really a front-engined person. You can get away with murder with them; you can push them and slide them; any car that you can drive at the limit without it biting you is great, whereas anything that's going to kill you when you're on the limit, you stay away from the limit – and that means 911s! I bet not that many modern 911 owners switch off their traction control.'

Roberto reveals more of his present Porsche road car. 'So, my current Porsche is the 968 Sport. For anyone unaware of the Sport, it is actually a Club Sport with a few creature comforts factored back in. The factory made 1963 Club Sports, and the Club Sport was a bare-bones trackday machine with performance modifications to the suspension and wheels. The UK market requested some Club Sports with a few everyday essentials, so the factory took 300 cars off the Club Sport production line and installed a few practicalities like the rear seats, electric windows and central locking, and this resulted in the best of both worlds.' As it rolled off the same production line as the Club Sport version, the 968 Sport is designated in the same run of chassis numbers. Seat upholstery is different from both the standard 968 and the 968 Club Sport, with cloth material specific to the Sport, and because of the additional electrics the larger wiring loom is fitted.

'Buying the 968 Sport was the result of an offer I couldn't refuse. The car was not advertised. It had been in very long-term ownership of a neighbour who'd pampered it. It has only covered 60,000 miles, and it still looks to all intents and purposes like brand new. A deal was done and I owned my fourth, and best, Porsche to date. I feel most comfortable in front-engined cars, especially if they have a wide power band. I like the balance, style, handling, practicality, easy servicing, and adequate urge of the 968 Sport. I spend a lot of time on race circuits in horrendously fast cars, so on the public highway I don't want a supercar. The 968's 0–60mph in 6-seconds and 150mph top speed is easily fast enough. It's fair to say that a bond exists between me and this car. It lives up at our house in Scotland, but will come south for a holiday in the Autumn.' I totally get where he's coming from with the 968, having pedalled a Club Sport around Abbeville race track; it works beautifully on a circuit, yet is impeccably mannered on the road – and the faster that road, the better.

Another string to his bow is in-car driver training, race-craft instruction, and handling analysis. Roberto uses Racekeeper comparative data-logging and video so the

Multi-faceted and multi-talented, Roberto can count engineering, race car build and prep, driving, writing and track instruction as part of his CV



“ Any car that can drive at the limit without it biting you is great ”



Middle: 968 interior is functional. Chunky steering wheel is allied to terrific steering feedback. Six-speed gearbox a delight to use. Right: 968 Sport got rear seats of a sort



**HISTORY**  
The 968 was the final evolution of the front-engined 924 project, which Porsche effectively took on from VW, and you have to say it certainly got its money's worth. Launched into the midst of a worldwide recession, the 968 was considered overpriced and ultimately an evolution too far. Consequently it wasn't a big seller and is one of the rarer modern Porsches. The Club Sport and to a lesser extent the Sport gained cult status in the chassis dept and, to this day, the 968 is an inspirational and esoteric drive, with its transaxle layout and gutsy 3-litre, four cylinder engine.

pupil's strengths and weaknesses are quickly identified, allowing both driver and instructor to focus on making improvements as necessary. His protégés include Jodie Kidd, who joined him in the Maserati Trofeo Challenge series. He'll also provide input on set-up to maximise handling and performance potential, based on his engineering background and vast experience of setting up his own and other people's race cars. He has also done a fair amount of scribbling in his time too, mainly penning articles for the *Auto Italia* organ.

Notwithstanding a life spent hurling sports-racing cars and single-seaters around – from Group N Fiat Uno Turbo to F1 Ferrari 126C4 (ex Michele Alboreto), and Austin Westminster A105 to Ford Falcon Sprint – it's instructive that the car Roberto has selected as his regular challenge is the '58 Lister Knobbly (chassis BHL110), a fifties handful if ever there was one, running on narrow-gauge 6.00x15 tyres; it's the real deal, too, raced in period by Bill Pollack and possibly A.J. Foyt. Why not a Jaguar engine, rather than the (correct) 500bhp 358cu-in Chevrolet V8? The disparity in running costs: 'People often ask me about the differences between a Lister-

Chevrolet Knobbly and a Lister-Jaguar Knobbly; both cars have similar weights and power, but Jaguar engines are now being super-tuned to deliver very high power, to the point of detonation. Here's the financial comparison, though: Jaguar race engines cost £70k and D-type gearboxes cost £20k, whereas a reliable race-spec Chevy V8 costs £30k, and a bomb-proof Chevy gearbox costs £2500.' He's racing the Lister Knobbly at the

race, and that they will be closely inspected at post-race scrutineering. It's largely because modern technology is employed in the setting-up of engines and suspension systems, and high-tech damper dynos can propose perfect spring and damper geometry that trial and error can't match. Then, once all the analytical monitoring equipment is disconnected, you have a quicker car than it ever was in-period, yet externally they look the same. Add to that

The 968's styling is a long way from the 924 and takes it cues from the 993, which was the 911 model contemporary to the 968 at its launch

“ He doesn't care for the handling of the 911 and he's not afraid to say so ”

Revival as guest of Lord March, and, as he says, 'A top-ten finish is okay. A top-six would be more than okay!' Why so overly modest? Roberto is not alone in having noticed that historic cars are now significantly quicker than they were, back in the day: 'Each year the lap times of the fastest cars get inexplicably quicker, and so Goodwood has announced that only cars with current FIA papers can

the modern data acquisition from testing, and the quick cars have another string to their bow as well. So, I am competing with the best of the best, who're supported by armies of clever engineers.' A realistic take on contemporary motor sport. And Roberto is pragmatic, too; he may not care for the handling of a 911, and he's not afraid to say so. He's sussed what a great car the 968 is instead. **PW**



Left: Roberto at Goodwood Revival meeting driving his Lister Knobbly. 968 engine is unusual in being a big capacity 3-litre four-cylinder lump. Torque is strong, yet it's still eager to rev. Power is a healthy 240bhp



## EXCELLENCE, IMPROVED

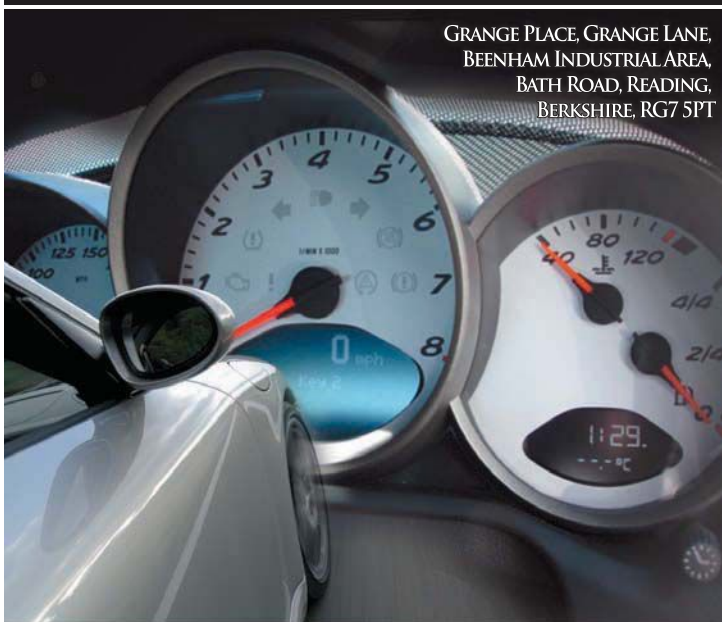
*Introducing the latest in tow hook innovation: engineered with an increased side load capacity and adjustable-length rigid mount receiver. This tapered stainless loop design incorporates a new locking function and maintains the required 2" diameter for all organized race events. Additional features include machined graphics, rotational timing and camera mount compatibility.*



# 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

# Porsche

TORQUE

MA1 (9X7.2 - 9X1) ENGINE SPECIALISTS

- Fully Equipped Workshop
- Diagnostics
- Free Estimates
- Engine & Gearbox Rebuild Specialists
- Collection & Delivery Service
- Alignment and Geometry Facilities
- Audio & Alarm Fitting



65 YEARS COMBINED EXPERIENCE  
FROM EX OPC MASTER  
TECHNICIANS (AFN, RUF & HATFIELD)

DISTRIBUTORS FOR  
FABSPEED RW POWERFLEX

**Mobil 1**  
SERVICE CENTRE

01895 814446  
07507 623997

MasterCard VISA Find us on Facebook  
all major credit cards are accepted

[www.porsche-torque.com](http://www.porsche-torque.com)

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

## ENGINE REBUILDS FROM £2,200 + VAT



**ENGINE  
REPAIR  
SPECIALISTS**

**986 987 996 997 Cayman**



**Check out  
our engine  
rebuild  
video on our  
website**

T: 01204 302809 E: [auto@hartech.org](mailto:auto@hartech.org) [www.hartech.org](http://www.hartech.org)

# VAN ZWEEEDEN

Since 1957

Independent Porsche Specialist  
Elektraweg 9-11  
4338PK Middelburg  
The Netherlands  
Tel: +31(0)118-581370  
Fax: +31(0)118-582678  
[www.v-zweeden.co.uk](http://www.v-zweeden.co.uk)  
[info@v-zweeden.co.uk](mailto:info@v-zweeden.co.uk)  
[info@v-zweeden.com](mailto:info@v-zweeden.com)



With more than 25,000 parts in original packaging, we offer new parts which can no longer be supplied by Porsche dealers ranging from the smallest nuts and bolts to various interior trim parts for every Porsche model.



Download our newest parts on our website!  
[www.v-zweeden.com](http://www.v-zweeden.com)  
[www.v-zweeden.co.uk](http://www.v-zweeden.co.uk)



Worldwide delivery  
Used & new parts

Words: Keith Seume Photos: Antony Fraser

# THE BLUES BROTHERS

Two friends, two Porsche 993s, two shades of blue. Between them they've got a full tank of gas, half a pack of cigarettes, it's dark and they're wearing sunglasses... Except they're not, of course, and neither Paul Madden nor Mike Moore smoke. They may not be on a mission from God – or driving to Chicago – but getting their cars to this level of detail was pretty close to being a spiritual experience...



**F**ashion is an odd thing. According to the Oxford English Dictionary, it is defined as 'a popular or the latest style of clothing, hair, decoration, or behaviour...' There's no mention of the colour of cars but we're all aware of how some hues seem to dip in and out of fashion throughout the years. Henry Ford immortalised black, of course, but that was chosen for reasons of efficiency – black paint dried quicker than other colours, thus speeding up the Model T's build process.

In the 1960s and '70s, we went through a spell of both drab hues and wild 'n' crazy 'safety' colours. Porsche got in on the act with the Viper Greens and Blood Oranges in stark contrast to the more stately hues we'd been used to seeing in the past. They were intended to make a splash, to make your speeding vehicle visible from a distance. To get you noticed.

And then along came silver, black, anthracite greys, white... Excuse me while

I stifle a yawn. These are today's 'safe' colours – not 'safety' colours, note – chosen by owners and fleet managers alike as they are good safe bets when it comes time to sell. But they show so little imagination, don't you agree?

However, the same cannot be said of our two heroes, the Home Counties' own Jake and Elwood, Paul Madden and Mike Moore. For them, the very prospect of owning an anonymous Porsche wasn't on the cards. After all, their respective backgrounds clearly indicate that boring is not an option...

Let's start with Jake, I mean, Paul Madden. Paul currently also owns a couple of rather desirable Porkers in the form of a Midnight Blue 993 RS and a very special 1974 Carrera 2.7. He's also previously owned a very nice 911ST replica which achieved a lot of notoriety among the modified Porsche fraternity thanks to the level of detailing and its vibrant turquoise. The '74 Carrera? That's Lime Green.

The ST went to a new owner some time

ago, making way for the Carrera project, but there was a gap in Paul's garage that needed to be filled by something modern yet more usable than the 993 RS. Something his wife Lyn could enjoy, in fact. The search began for a 'regular' 993 – but even a non-RS or non-Turbo example had to be something special to meet his demands.

Paul takes up the tale: 'You may decide you want a 993, yet the spread of prices seems wildly wide. You can find them for sale for £35K or so, but then if you decide – as I did – you must have a UK-delivered, RHD coupé (no convertible, no Targa, thank you) with manual gearbox, and preferably a C2 rather than a C4, things start to change. I also wanted a car with less than 100K on the clock, and most definitely not a Cat C or D write off. A detailed service history would be a bonus, too.'

Not surprisingly, Paul also had views on his ideal colour: 'Aventura Green is a bit dull, and the dark greys don't really do it for me. Ideally I wanted a black interior, too.





Hardback seats would be nice, and maybe air-conditioning...'

The car Paul ended up buying was a manual C2 coupé with what he describes as quite low mileage for a 23-year-old car, but what the market considers to be unacceptable high mileage (120,000). He bought it a couple of years ago now, and paid just £29K for it. The colour? Silver with grey interior...

Breaking the news to his fellow DDK subscribers, he admitted that he was planning to give the car a colour change. 'Now if you ask around on the forums, everyone will tell you not to colour change a 993,' says Paul. 'For the most part, 993 owners are an unusual crowd and originality is valued over everything else. You don't "hot-rod" a 993...

'Fans of the early cars are all fascinated by modified 911s and no one minds stamping their individuality on 911Ts, Es or even Ss. And as for 3.2s, SCs, even 964s, well, they become track-day toys, replicas of this and that, or simply transformed with wide arches, lightweight interiors, etc. But not with a 993. It's just not done.

'If I'd carried out a survey, I'm sure that 98 per cent of those asked would have advised

"don't colour change the car". One per cent would probably say "wrap it". But, hopefully, the last one per cent who might entertain a change of colour will say "well, if you're going to do it, then do it thoroughly". Therefore I chose to do it properly,' says Paul.

The car was built late in 1993 and for sale having been used as a daily driver for many years. It had also evidently seen action at track days and had undergone one respray back in 2007. It now rolled on a set of 17in Boxster rims.

Paul laughs when he thinks about the day he went to see the car. 'The seller had planned a 30-minute test drive, which included minor roads, dual carriageway and city traffic. As it happened, I drove out of his road, up to the next roundabout and back before telling him I'd have it! I could tell straight away that it was a good one.'

The plan was to strip the car as soon as it was home, but then Paul discovered that he rather liked it as it was. And so did wife Lyn, who adopted it as 'her' car. In the meantime, Paul began formulating plans for the project, starting unsurprisingly with the overall look – and the colour.

'I said from the off that this wasn't going to turn into an RS replica,' says Paul, 'as I wanted to retain the narrow bodywork. There'd be no wings and spoilers, no deep front bumper, no side skirts. I wanted to retain the full interior but also wanted to clean up the lines, by deleting such items as the headlamp washers, badging and rear wiper. I also planned a change of wheels.'

But what about the colour? Paul quite liked blue and began looking at the Porsche colour palette for inspiration. Paul again: 'A factory blue for the 993 was Riviera, while another was Turquoise Blue. I'd already discounted the recent Miami Blue, which is nice but I considered it a fashion colour that hadn't yet proved itself with longevity.

'Turquoise Blue might look good in California, but under our dreary skies I felt it looked too dark. Riviera Blue is wonderful, but paler, with plenty of white in the mix. But Mexico Blue is a fantastic Porsche colour, with history in abundance! It works well on all generations of Porsche. I decided to go with Mexico Blue...'

In the meantime, Paul and Lyn had been enjoying the car as it stood and began to

Above: Paul preferred to go the clear lens route on the front of his car, along with new oval-shaped side repeaters. Speedline wheels look good

Below left: Badge or no badge? That is the question. Paul went for the no badge, no wiper look, unlike Mike's more stock-looking rear end

Below: Stitching detail on Mike's car is simply beautiful





# JTS THOMAS J. SCHMITZ JTS

WWW.GERMANSPOORTSCARS.NET



964 RS. NEW CAR, DELIVERY MILES !!!



964 RS. Only one registered owner from new, 10,800 km.



911 - 964 RS. Factory custom paint FERRARI YELLOW, 23,300 km.



911 - 964 CUP. 1991 CUP CARRERA RACE CAR with road registration.



964 RS CLUBSPORT NGT M003. One of only 291 built, 34,800 km.



911 - 964 CARRERA 4 LIGHTWEIGHT. Very special "one off" car.



ORIGINAL 993 RS in "Midnight Blue metallic", 68,500 km.



993 RS. One owner from new, 46K km, full history.



911 - 993 GT 2 - limited EVO road version from 1998, 36,900 km.



911 - 993 GT 2 EVO limited edition from 1998, 20,700 km.

**!! NEW WEB PAGE NOW ONLINE !!**

**964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS,  
993 CUP, 993 TURBO, 993 GT2**

**ALSO INTERESTED IN BUYING THESE MODELS!**



question the wisdom of tearing it apart. But everything changed in an instant when driving along the M4 motorway the engine blew up with a resounding 'Bang!'

Now everyone knows that 993 engines don't go bang, except this one did. The RAC duly delivered the car back to the Madden driveway, leaving Paul little option but to get stuck in – and sort out the engine.

With the help of Nick Moss, the engine was pulled and sent off to Nick Fulljames at Redtek. It didn't take long to discover the problem: a broken con-rod that had punched through the case! Close examination of the offending rod (or rather the two remaining parts) suggested that there had been a casting fault since day one, a situation that Paul describes as driving around in a grenade with the pin pulled out. Amazingly, the rod had lasted 120,000 miles before letting go.

A donor engine was sourced as there was

no way the original could be saved, and at this point Paul decided that it would be rebuilt to factory-original specification. After all, he had a 993 RS for occasions when he felt the need for real speed. The gearbox, too, was treated to a stock rebuild, both units returning to Paul looking just as if they'd been collected from the factory back in 1993.

And so the repaint...or rather the complete strip down to a bare shell. This was not going to be a quick mask everything up and blow it over colour change, but a full-on tear down, repair what needed to be repaired, blast what needed to be blasted, replace what needed to be replaced colour change.

Removing the bonded-in front and rear screens showed there had been some repair work carried out previously to the front screen surround, and there was some corrosion at the rear, which needed to be fixed.

Rear chassis legs are the biggest cause for

rust concerns on a 993 as it appears that Porsche bolted the inner wing support panels to the body before it was painted, leaving the jointing surfaces unprotected. As Paul soon discovered, accessing these problem areas is difficult and repair means a major strip down.

Paul takes up the story once again: 'My reckoning was that for a colour change I'd want it done thoroughly. So, obviously there could be no sign of the original colour in the door shuts or the engine compartment, front trunk, under wheel arches, etc. That meant a lot of work – much more work than I realised. These cars are much more complex than an early 911.

'My aspiration was to completely restore the car to as new, so each component I removed was cleaned, repainted, reconditioned or refurbished. In some cases that meant replacing it with new.

'As I dismantled the car I took photos. After

Above: Mike Moore opted to retain the amber front turn signals but couldn't resist the temptation to run a suitable licence plate...

Below: Paul Madden's 993 runs a Dansk exhaust, which is a little boomier than stock, but not offensively so





Above: Paul Madden is a glutton for punishment when it comes to long-term, no holds barred rebuilds. It's a brave man who tackles a full colour change on a 993...

all, I needed to remember how it went back together. I ended up with over 1500 images and I could have done with more. I also took care to bag and label everything as I went, having bought 500 grip-seal bags on eBay and a load of cheap storage boxes from Ikea. Believe me, a 911 takes up a lot of room when it's dismantled.'

Porsche's pricing policy left Paul's wallet reeling during the build – he'd chosen to use OEM parts wherever possible, and was prepared to pay the price. Even then, he was shocked at some bills at his local PC. 'I nearly balked at £320+VAT for a headliner, plus an extra £170+VAT for the lining for the sunroof panel. Porsche door seals were something like £335 per side...' But that was only the beginning as he waded into rebuilding the electrically-operated rear wing and other areas of the car that many would be tempted to overlook during a repaint.

With the strip down complete – don't ask him about the plastic undertrays fitted to a 993. It seems like there are dozens of them – the bodysell was almost ready for paint,

while Paul turned his attention to the interior trim. If you remember, it was grey, but he wanted black. He also wanted RS hardback seats... The former is rare, the latter rare and expensive, but he had to have them.

He tracked down a pair of seats from the owner of an RS who had opted to swap them for a pair Recaro racing buckets. They had reputedly only covered 7000km and the condition backed that up. However, like all

interior came from a car that was being parted out after an accident, while other parts such as carpets and rear seats came from eBay or Porsche breakers. Removing the original carpet proved to be a chore as they had been glued in place so effectively. The only way Paul could get them out was to resort to a highly potent chemical called Xylene... As Paul jokes, 'It's the sort of thing you'd expect to find at Porton Down secret weapons facility,

“ Porsche's pricing policy left Paul's wallet reeling during the build... ”

Below: There's not a lot to choose between the two engines, but Mike Moore's (left) feels more free-revving, probably due to its higher mileage

such seats, they came with grey backs and Paul wanted them colour-coded, so they were stripped down and given a dose of Mexico Blue. The seat runners to install them came direct from Porsche – at a price...

Most of the components for the black

but it did the trick.'

One of his aims with the car, as we alluded to earlier, was to 'clean it up', doing away with superfluous details such as the rear wiper. That of course meant a new rear screen – he could have simply filled the hole in the glass





vacated by the wiper with a bung but that would have been letting the side down. He also decided to install clear lenses at the front – and change the side repeaters for round ones that better suited the 993's curves.

Wheels. They make or break any project, and there was no way the Boxster rims that came with the car would do. Paul tracked down some 18in Cup 2 wheels but decided

And then there was the suspension. Close examination of the car showed that it had been fitted with an RS rear anti-roll bar that had been installed with the wrong drop-links. That meant it had damaged the lower control arms on both sides, necessitating more unplanned expense. But what of the dampers/springs themselves? After looking into the numerous options available, Paul

sobering thought worth bearing in mind when you next contemplate that bargain on eBay...

And so, with every component, every nook and cranny detailed, everything bolted back together with more care than a production-line worker could ever show, the Mexico Blue 993 was ready for the road. The total cost was, shall we say, eye-watering. The result, though, is what amounts to a brand new 993, one which has been personalised to a standard that would do Porsche's special wishes department proud.

But it's not the only tastefully modded blue 993 on the block. Enter the second Blue(s) Brother, not Elwood but Mike Moore. In the past, Mike had owned a pretty accurate replica of a Carrera RS, which was eventually sold to make way for one of the greatest *tours de force* on the UK Porsche scene: the re-creation of the missing sixth-placed 1973 Targa Florio RSR. Accurate down to the very last detail, it marked the end of a six-year journey from inception to completion.

It came as a bit of a shock to some when Mike announced he had decided to buy a Ferrari. Of course, knowing Mike it wouldn't just be any old Ferrari, and indeed it wasn't. It

Above: Both cars run 'hardback' Recaros and black interior trim – Mike Moore's (left) was the handiwork of Southbound, while Paul Madden's was tracked down the hard way through breakers and eBay...

“ Paul ultimately opted for a set of Bilstein PSS10s... ”

it needed something better. Something like a set of Speedlines. Ironically, he used to have a set, but sold them. He even tried to buy them back, but to no avail. In the end he shelled out something in the region of £5000 to acquire a new set as part of a deal with his PC. These were then shod with Pirelli P-Zero Rosso N4s, 225/40s up front, 265/35s at the rear.

ultimately opted for a set of Bilstein PSS10s – they're even blue to match the bodywork...

The total cost of refurbishing the suspension was around £6500, and that didn't include brakes as they had been largely replaced by the previous owner at some expense. Paul reckons that to go through the entire suspension of a 993 that's completely shot, you'd need to spend close to £10,000. A

Below: Mike Moore's car sounds (and looks) more aggressive, the sport cat conversion giving it a throaty growl, while black-centred Fuchs make for a purposeful look



# RUF<sup>®</sup>



**RUF - High performance cars, RUF - Private sales & services**  
**RUF - Performance upgrades, RUF - Concierge service, RUF - Restoration**



was the most perfect example of a 'glass-bodied 308 GTB you could wish for. It looked great, and even better after Mike worked his magic, but it wasn't too long before he made the announcement that 'The affair with the redhead is over. We shared wonderful times together, mainly to and from the mechanic, but the time has come to get back in a Porsche!' Hoorah!

Once again, we knew it wouldn't just be any old Porsche, but after both RS and RSR reps, it came as a bit of surprise to some when he opted for a 993. Mike takes up the tale: 'The overwhelming point was that it had to be a driver, something I could jump in and take to the south of France or the Porsche museum in Stuttgart without a moment's thought, so something completely opposite to the Ferrari then...

'I'd done my '72 and '73 cars and anything earlier didn't really appeal from a design point of view, not that I could afford one anyway. A trip to Italy and back in a friend's 964 was an eye opener – it's a great car and ideal

continental tourer. Sadly 964RSs are long gone price-wise but the other problem is those big bumpers, which to me only work on the 964 Turbo, where the big arches draw the eye away from the bulbous front and rear. It all sort of blends in and looks great, but again even crap Turbos are over £100K.'

Noting that Mike had neatly skirted round the question of impact-bumper cars, we arrived at his next announcement: 'So then we came to the 993. The problem is it had to be RHD with black interior, and I'm pretty fussy about exterior colour, too – no red, yellow or greens for instance, so now we're really narrowing it down!

'Obviously someone at Porsche in the early '90s thought that light grey/beige/blue interiors were the way forward as black ones are like hen's teeth! Then there's the narrow body or wide body debate. Personally, I love wide bodies on Turbos but wide bodies on standard cars to me seem pointless, rather like on a Carrera 3.2 Super Sport for instance... The two- or four-wheel drive

decision was for me by Neil Bainbridge...it had to be two-wheel drive!

'So there we have it: had to be a narrow-bodied 993 Carrera, RHD, manual, blue or black – or at a push silver – black interior, not rocketship mileage, and well looked after. That shouldn't be difficult to find, should it!'

Mike had been keeping a close eye on Paul Madden's build thread on DDK, and although he found it inspiring in one way, it also served as a reminder of how quickly costs can escalate. The solution? Try to find a car that somebody else had already done.

He'd seen a Riviera Blue C2 coupé for sale at Dick Lovett's PC in Swindon, and while the spec was pretty much everything he could wish for, the price was eye-watering. Friend and RS owner, Nigel Mitchell, sent Mike a bunch of photos of the car. 'Dick Lovett's claimed it was the only original RHD Riviera C2 coupé in the UK, but I think there's at least one more. Porsche in Stuttgart say they don't keep records of how many cars in particular colours go to which territories, while Porsche

*Above: Award-winning press photographer Mike Moore had firm views on what his ideal 993 should look like, starting with that black interior...*

*Below: Speedlines give Paul's car more of an 'RS' character, while modern Fuchs add a touch of retro cool to Mike's coupé. We love the Fuchs!*



in Reading maintain they have no records of how many cars in particular colours they bring in,' he recounts.

The colour was certainly striking but after that the wheels are the next thing you notice. Mike again: 'Sacrilege I know but I've never been a great fan of the Cups, so these modern Fuchs are great for me, and I love the black retro look it gives the car.

'But it was the interior which really clinched it for me. Originally the car came with marble grey leather, a strange combination with the blue I have to say. Fortunately the discerning owner had it all stripped out and redone in black nappa, with a beautiful light blue stitching detail, the handiwork of Dave Nunn at Southbound. It was gorgeous, brand new and complete with the hardback Recaros.'

The only trouble was, it turned out the car was now sold. Mike checked out another couple of possibilities, but neither met his criteria and settled in for the long slog searching for the right car. A black C2 with excellent provenance looked promising but was overpriced – and then serendipity came knocking at Mike's door.

A few months later, while scanning through ads on the internet, much to his surprise up popped the same Riviera Blue C2. It was now for sale at a McLaren dealership at what Mike describes as a more sensible price. He turned up the very next morning and gave the car the once over – it was in fact the first time he'd seen it in real life!

'I said hello to the salesman,' recalls Mike, 'walked around the car to the passenger door to pop the engine lid. I walked to the

back and glanced in the engine bay, then looked in the driver's door at the interior. It was at that point I handed my credit card to the guy and said I'd take it. It was going to be the easiest sale he'd had for a while!

Following a lengthy PPI by the crew at BS Motorsport, the deal was done. The inspection showed that an enormous amount of time and money had been spent on the car, with new brakes, bushes and wishbones, along with a very thorough engine out repaint. The engine itself had been detailed beautifully, too. It also came with the most amazing portfolio of photographs and invoices, detailing all the work that had been carried out over the years. It had definitely been worth waiting for.

Mike again: 'The only part I wanted to replace at this stage was the horrible Parrot radio thing that was in there. I treated the car to one of the new Porsche Classic radio sat navs, more from a design point of view than anything, and so far it's brilliant.

'The other thing I had to do was change the blue seat belts, and although the GT2 had them it's just a little too blingy for me. Then there was the steering wheel, which I think was a 996 version. I'm guessing it was used as it was the only three-spoke wheel with an air-bag you can get. I wanted to try a Clubsport wheel I'd acquired and had Garry at Classicfx recover it to match the rest of the interior.'

One of the main things that strikes you about this car, though, is the exhaust note. 'After the Ferrari it was a bit quiet and boring,' says Mike, 'but with a nice burble on start up turning into that normal air-cooled whine as you drive. Obviously I didn't want

a dreadful bass rumble through the car, but felt there must be a good halfway house. The Cup exhaust, which loses the side boxes completely had been suggested, but it may be too loud. Then there was the RSR option but I wasn't entirely sure what that sounded like.'

In the end, he opted for the sports cat: 'I'd read all the bumpf on-line about the sports cats mod, so thought I'd give them a go. Have to say I couldn't believe the difference, as I pulled away from the workshop the car immediately felt more responsive – never felt a transformation like it. As for the noise, it was just what I wanted. A little deeper tone on idle, a little more rasp when blipped, but no real difference in the cabin at cruising speed. It's perfect really.'

So, how do the two cars compare out on the road? The first thing that struck me was how much more free-revving and 'alive' Mike Moore's car felt, the extra miles on the engine compared to Paul's freshly-built unit making a huge difference. And then there was the handling – here the situation was reversed, with Paul's Bilstein-equipped coupé feeling sharper, more planted and begging you to push it harder. Aside from that, the two cars were remarkably well-matched. It would be a hard decision to have to choose between them.

Seeing the two cars out on the road, so similar yet so individual, you can't help feeling that it would be great to make a break for the south of France. Or maybe that should be Chicago. After all, it's only 106 miles away, and we have got that full tank of gas and a six pack of cigarettes... **PW**



“ It would be a hard decision to have to choose between them... ”



**GUARD**  
Transmission LLC

**Gears, Differentials & Components for Racing.**

Weekend track toy or professional racecar,  
we've got the gearbox components to put you on the podium.



**GT4 LSD**

- Strong Billet 4340 Chromoly Body
- Tunable clutches and asymmetrical ramps
- Custom setup for each user
- Suitable for Professional use or Track Day Junkies



**Cayman Gear Sets**

- Available in multiple ratios for 3rd thru 6th gear
- Works in all 6 speed Cayman & Boxster gearboxes
- Suitable for Street or Track

Follow us



**(970) 669-7144 [guardtransmissionllc.com](http://guardtransmissionllc.com)**

[rpmspecialistcars.co.uk](http://rpmspecialistcars.co.uk)

01423 865 602



Servicing



Air-Con Servicing



Wheel Alignment



Detailing



Porsche 981 Cayman 2.7 PDK £33,495



**Next time your Porsche® is being serviced**



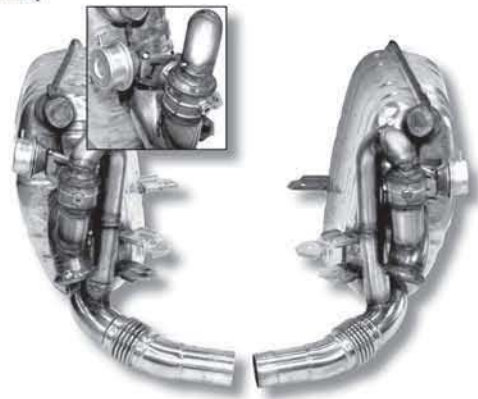
**Ask them to use Dansk parts**  
**Danish quality**



**96.400S (1620302010)**  
*Cross pipes with catalytic converter,  
Stainless Steel*  
**Fits: 996 (3.4) 97-01**



**96.330S (1620602210)**  
*Exhaust set, Sport, rear, OE-style, Stainless  
Steel. With TÜV/EEC approval*  
**Fits: 996 (not GT3, Turbo and GT2) (3.4-3.6)  
97-05**



**96.335SSOUND (1620601310)**  
*Exhaust set, Sport, rear, "Super sound",  
Stainless Steel*  
**Fits: 996 (not GT3, Turbo and GT2) (3.4-3.6)  
97-05**

*Why compromise when you can have the best...*



JP Group a/s - Hjulmagervej 2 - DK-8800 Viborg - Tel. +45 8661 5100 - Fax +45 8661 2230  
www.jpgroupclassic.com - classic@jpgroup.dk

Contact us and we will refer you to the nearest distributor

# ATTACK OF THE CLONE

It's a 993 RS in all but its VIN plate, that would have most experts fooled. We take a drive in the ultimate clone

Words: Steve Bennett

Photography: Antony Fraser



**I**n keeping with the pro 993 theme of this issue, we've been saving this Speed Yellow machine up to offset the Blues Brothers duo that have been rampaging across the preceding pages.

In order to touch base with what is clearly a 993 RS, we're in a surprisingly quiet corner of a typical Slough trading estate at Heritage Autowerks, a Porsche outfit that tends to fly under the radar but has some serious clients that require serious service and builds. Parked up outside are a couple of Singer modded 911s and sitting on a ramp inside is a 993 GT2. But actually all is not quite as it seems. The 993 RS is – not that you would know it, even after forensic examination – a replica, as is the GT2 for that matter. The Singers? Oh, they're real all right. Heritage Autowerks

is the UK service agent for the American built masterpieces.

Heritage Autowerks is the domain of genial American, Greg Cranmer. He sits behind a desk that is made from the bootlid of a Ferrari 250 SWB, and amongst the general Porsche and Ferrari memorabilia that adorns the walls is a framed poster for the puppet spoof film 'Team America', which marks him out as a man of acutely developed comic taste and one who is not afraid of poking fun at his own country. We like him and we like the car, too.

For Greg, this 993 RS rep is a rolling example of his art and eye for detail, built for a client who wanted the best, but not necessarily the baggage that comes with a real RS these days. By that we mean he wanted a car that could be driven rather than worshipped from a safe distance.

The starting point was a 993 Carrera 2, manual in Speed Yellow, with sports seats and suspension. Nice car, rare colour at a time when most 993s were rather more subdued, and ideal for RS transformation. It arrived with Greg looking rather tired and in four different shades of yellow, but mechanically sound. Greg's client had recently bought the car from its previous owner who had had a great deal of work done on it mechanically with 9m, which included a desirable 9m/Colin Belton built engine, lightweight flywheel, limited-slip diff, full RS suspension, RS mounts and gear linkage. It was kind of close to an RS, but at the same time barely within touching distance, when it came to the details that really go the extra mile to finish the job. And finish the job was exactly what the new owner and Greg set out to do. The brief

**It's all there. Factory 993 RS bodykit, factory Speedline split-rims and full RS suspension giving it the perfect stance**



Engine is a 9m build and sports 9m's billet heads, cams and Varioram conversion. Power is 330bhp – 30bhp up on the standard 993 RS. Right: Interior is RS authentic

was for the 'works' and a 'crisp' replica. There's only one way to tackle such a job and that's to strip and start again. And besides, this C2 was suffering the indignity of a sunroof, which obviously needed to go. A big job, says Greg, that involves drilling out all the spot welds, but worth it for authenticity. And while the shell was stripped it was soundproofed with Wurth sound proofing foil, to make it a little more refined on the road. The interior received full RS treatment, with colour coded, hardshell sports seats, door cards, carpets and steering wheel. Any tired trim and switchgear was replaced, too.

A genuine factory bodykit is complemented by genuine RS split-rim Speedlines, with Michelin Pilot Sport Cup 2 tyres, that according to Greg really change the dynamic of the car. The geometry was set up on a full Beissbarth suspension rig.

Finally, the engine was sent back to 9m for a build more in keeping with its RS aspirations, which included 9m's billet aluminium cylinder heads, cams, Varioram upgrade and a new clutch for good

measure. This build isn't short of paperwork and invoices, but the £27,000 for this work alone does rather catch the eye. The result, though, is a healthy 330bhp, which is a good 30bhp up on standard.

The result is indistinguishable from the real thing and has the most picky of experts fooled. Even detailers to the stars, Topaz Detailing, who fitted the paint protection

bodyshell, albeit with the full 30+ years of 911 development and evolution. This is most noticeable in the suspension department, with the LSA (Lightweight Stable Axle) rear suspension. The engine and six-speed gearbox are considerably more advanced than even the 964 RS and light years ahead of the mechanically injected 2.7 RS of 20-years previous.

“ This homage is effectively the last of the air-cooled RSs ”

film, and who get close-up and personal with every type of Porsche, didn't spot that they were effectively fitting up a fake.

Greg is happy for us to take the yellow peril for a spin and we don't need to be persuaded. As it stands, this homage is effectively the last of the air-cooled RSs and the last to use the compact 911

Indeed, compared to the original RS, the 993, replica or not, is bordering on civilised. It's all relative though and the current digital 991 RS is a different beast again sharing only the traditional rear-engined layout and 911 silhouette.

A run up the M4 beckons – which the 993 handles perfectly well – before peeling off

Wish you were here? Yes, driving this car on this road is as fun as it looks!





for the Marlborough Downs and some proper roads. Stable is the word for the faux 993 RS experience. Perhaps lifted from the LSA suspension designation, the homage feels planted in a way that no other air-cooled 911 does, to the point that

range up. The air-cooled chunter and chatter is still there, peaking with a howl and augmented by the lightweight flywheel and non-damped clutch, while the gear change is mechanically satisfying. Again it's a big step from the raw 964 RS, but then

Ah, useable. Perhaps that is ultimately the point of this car. With 993 RS prices where they are (currently around £300,000), then a replica is a way to get to the action without risking the investment, although to build one might actually be beyond its completed value nowadays, with a decent donor 993 coming in at, say, £50,000+ for a good Varioram C2. But that is not necessarily the point. Whatever the variables, here is a 993 RS rep, built to the very highest of standards, that would fool anyone and delivers the complete RS experience.

Is Speed Yellow the ultimate 993 RS colour? And had this once standard C2 not been specced in this vibrant hue, it's unlikely that it would ever have been transformed as such

“ The extra bite of the 9m engine gives the 993 a different feel ”

it's not immediately apparent that its rear engine, helped no doubt by its low centre of gravity, too. It's obvious that some tricks of the 993's suspension were fast-tracked on to the 996.

The extra bite of the 9m built engine gives the 993 a different feel from the mid-

Porsche probably didn't want to replicate that hardcore experience. And I realise that we are largely referring to this as an RS, and comparing it to other RSs, but then that's effectively what it is. And of all the air-cooled RS models it is the most useable, while still retaining its edge.

It's just one path to tread. Others are available as illustrated, with the Blues Brothers duo. For some folk, what comes out of the factory is just the starting point, a blank canvas. And then there's folk like Greg Cranmer who can take the canvas and create a masterpiece. Sadly we had to give it back. **PW**

**CONTACT**

**Heritage Autowerks**  
Elder Way, 8  
Waterside Drive,  
Slough, Berks SL3  
6EP  
Tel: 0330 2233911  
[heritageautowerks.com](http://heritageautowerks.com)





**FOR SALE** £119,995

Heritage Autowerks ● Tel: 033 022 33 911  
greg@heritageautowerks.com ● heritageautowerks.com





# Nine Excellence

Porsche Independent Specialists



## Servicing

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

## Performance

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

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

[www.nineexcellence.com](http://www.nineexcellence.com)  
01293 226 911  
[service@nineexcellence.com](mailto:service@nineexcellence.com)

# 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](http://www.elitemotortune.co.uk)

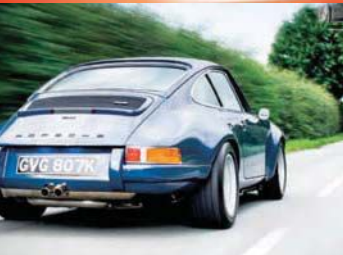
**NORTHAMPTON Tel: 01604 757510**



**HAND  
BUILT  
CARS**

**9m**  
**NINEMEISTER**  
WARRINGTON | ENGLAND

[www.ninemeister.com](http://www.ninemeister.com)  
+44 (0)1925 242342



# BELOW ZERO

ICE DRIVING

Master a classic, rally-prepared Porsche 911 on an ice-covered lake in northern Sweden. With meticulously prepared lake circuits, lined by cushioned snow banks and world-class instruction, we deliver the ultimate ice driving experience for all abilities.



[BELOWZEROICEDRIVING.COM](http://BELOWZEROICEDRIVING.COM) | [INFO@BELOWZEROICEDRIVING.COM](mailto:INFO@BELOWZEROICEDRIVING.COM)

+44 (0)1295 750514



# A TALE OF TWO CROCS

The Cayman R is the ultimate 987 coupé. Can a lightly modded early S with 100k on the clock compete as an all-round driving package?

Words: Jeremy Laird Photography: Antony Fraser







**A**n immaculate R versus a thoroughly used and 100,000-mile abused S. Surely, this is a massive mismatch, a no contest, a non starter? There's getting on for a £40,000 price gap between these two 1997 Caymans, after all. What, exactly, is the point?

For some, there will be none. If you've got the £50k entry fee for a perfect Cayman R, an early 1997 S almost certainly isn't on your radar. But hold on. There's at least intellectual intrigue in investigating the delta between these two Crocs in terms of the driving experience, the amount of joy on offer from behind the wheel. As we'll see, the areas where the R fails to put real distance between itself and the aging S and even (whisper it) loses out, are awfully revealing.

Hold that thought while we deal with a little housekeeping. There are a few things you should know about the S shown on

these pages. Firstly, it's not entirely standard. It's not a mega-modded car. Instead, it's mildly tweaked. The list of changes isn't exactly exhaustive. There's a larger brake master cylinder from the 1997 GT3. The springs and dampers are a recently fitted Bilstein B12 kit (more or less, see *Our Cars* instalments passim for the full, gory details); which is roughly analogous to a factory Porsche sport suspension option, even if such a thing never existed for the 1997 Cayman. The clutch pedal sensor has also been taped over to prevent the ECU from killing the throttle momentarily during upshifts.

Oh, and then there are the wheels and tyres. Instead of the 18-inch rims with the 265 section rear and 235 front boots on which a standard S rolls, it's running 1997 non-S spec 17s with 205 fronts and 235 rears. This S also has new coffin arms and top mounts all round and the engine block is carrying 50,000 miles, not the 100,000 of the rest of the car. So in performance terms

it's at the top of its game and the chassis is nice and fresh.

Overall, however, this isn't big money stuff. In fact, that is very much the point. If you chuck enough money at an early S you can take it up to and beyond an R as a driving tool. There's no mystery there. The killer question is whether you can take a cheap S and with a few carefully chosen tweaks transform it into something that bears comparison with the R for a fraction of the price.

Make no mistake, it's never going to be quite the same as the R. This isn't about emulating an R on the cheap. But could an early S be as compelling in its own way? Now that is a thought. The other thing you should know about this S is that it's owned by the hackneyed scribe composing these very words. The scope for bias is therefore substantial. That is what it is. You are now fully informed.

As for the R, it's about as good an example as they come. The spec is



**CAYMAN 987 S**

Model tested:	Cayman S
Engine:	3.4-litre flat six
Transmission:	6-speed manual
Body style:	2-seat coupe
Top speed:	167mph
0-62mph:	5.5secs
Power:	295bhp at 6250rpm
Torque:	204lb ft at 4500rpm
Weight:	1420kg

Typical of Porsche's evolutionary styling, it's really quite difficult to tell these two Guards Red Caymans apart. The R is in the foreground chased by our man, Laird's, earlier S

buckets, a manual box and no aircon and thus driver focused to the max. It has less than 10,000 miles on the clock. And it's painted Guards Red, which as every fool knows is not only the best colour but Porsche also ensures every Guards example is just a little bit faster than the rest. Probably. This R is also entirely standard save for the brake master cylinder which has likewise been changed for the larger 911 item.

That actually puts the R at an immediate advantage. As standard it comes with the same brake MC as every other 987 and that means it has the same unforgivably mushy brake pedal. In that scenario, it would have been first blood to the older, lightly modded S. But it has the bigger MC, so it ain't. While we're on the subject of that brake MC, you could argue the fact

Porsche didn't see fit to slap in the bigger MC is indicative of a fairly cynical attitude to the R. It's such a simple thing to do, it solves the standard R's worst and most glaring dynamic shortcoming and it does so

Cayman and that means a brand new MA1 engine design and one with pretty much all the significant flaws removed. Everything that makes the M97 in the gen 1 S so very scary – the IMS bearing, the score-prone

“ Everything that makes the M97 scary has been dealt with in the MA1 ”

The R has Porsche's fab bucket seats and lovely tactile Alcantara wheel, plus red highlights. Cayman S interior is rather more austere

at what would in effect be zero cost to Porsche. At the very least, it was a ludicrous oversight.

It's also surely worth recapping at this point just what makes the R special versus the S. Of course, the R is a gen 2 987

cylinder liners, the bendy and crack-prone open-deck bores, the inadequate oiling under hard cornering – it's all been dealt with in the MA1 engine.

It also packs a bit more power. The early S is quoted at 295 metric horsepower while



DRIVE THE LEGEND.

# WE LOVE CURVES.

## CLUBSPORT

approved by Walter Röhrl



### **BILSTEIN Clubsport.**

The BILSTEIN Clubsport suspension kit takes our motorsport know-how and transfers it 1:1 to the open road. A high-end, German TÜV-approved coilover suspension system and the high-performance BILSTEIN mono-tube technology meet the most exacting of demands, including separate configuration of rebound and bump levels with 100 easily accessible and manually selectable setting variations.





### CAYMAN 987 R

<b>Model tested:</b>	Cayman R
<b>Engine:</b>	3.4-litre flat-six
<b>Transmission:</b>	6-speed manual
<b>Body style:</b>	2-seat coupe
<b>Top speed:</b>	173mph
<b>0-62mph:</b>	4.9secs
<b>Power:</b>	330bhp at 4750rpm
<b>Torque:</b>	251lb ft at 4400rpm
<b>Weight:</b>	1295kg

Both Caymans sit low. The R is on Porsche's own bespoke R springs and dampers, while Jeremy's S is on a mix of Bilstein dampers and H&R springs

the R clocks in at 335hp, itself a 10hp bump over the standard second-generation S. The R further benefits from a few weight-saving tweaks including aluminium door skins which add up to a mass advantage of around 50kg to 80kg over an S depending on the spec of each car. The R gets bespoke spring, damper and roll bar rates, too, and a set of super-light 19-inch alloys. There's also a limited slip differential as standard, which isn't unique in the 987 to the R as it was optionally available on any gen 2 987. But it wasn't available on any gen 1 987 at all.

But that's largely it. The R doesn't have anything really exotic like its own gear ratios or rose-jointed suspension. Hell, it doesn't even have different suspension bushings or uprated brakes. Of course, the fact that it's such a mild makeover doesn't mean the parts won't subjectively add up to something significantly more than the objective sum. But it does give a haggard

old S with a few bits bolted on an outside shot at making this a contest.

So, let's start with the R. What does an R immediately feel like to someone with 50,000 hard driven early-S miles under his belt? Straight away, it sounds different, a

Get moving and a few things hit you right away. First, the R's throttle response is sharper and less laggy. The engine feels tangibly more immediate and lively at low revs. Next up is the way the R bimbles down the road. The factory damper and

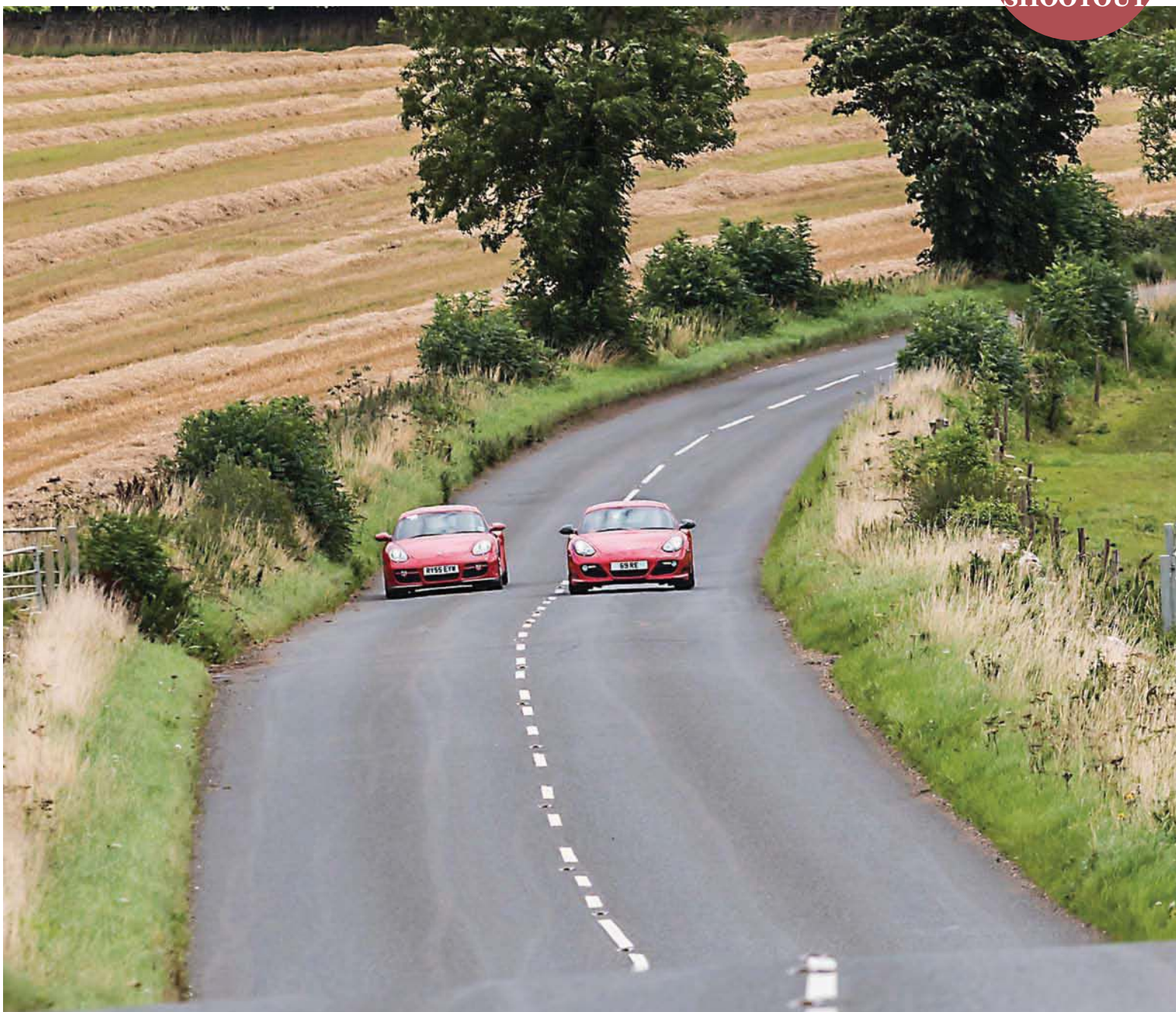
“ The R's throttle response is sharper and less laggy ”

Wheel choice is between hardcore/purist 17s for Laird's S and 19s on the R. As ever, such choices are personal preference

little less filtered. Actually, the engine note comparison is an interesting early barometer. The old S on standard boxes certainly sounds more remote and damped. But the underlying engine note is more raw. On the other hand, the R sounds crisper, louder and more immediate. But also more couth deep down. Go figure.

spring combo may not be terribly exotic, but they do lend the R a lovely floating gait with just a hint of front-end bobble to help remind you that you're in something mid-engined. That's rather nice. It's something a completely standard non-R 987 Cayman is missing which results in the relatively anodyne, neutral-to-a-fault





character of mainstream 987s.

You'll also notice that the R's steering is a little less talkative. The qualification here is that this is in comparison to a gen 1 car on the slim 17-inch wheels, which make a big difference in allowing information to make it all the way to the steering wheel rim. The R's steering also feels subjectively lighter in comparison to the old S's meatier, heftier helm, a distinction that's probably true in wider context.

That's because the R really is deliciously light on its feet. There's a general lack of inertia in everything it does. The way it steers, the responses of the engine, the chassis' movements, the works. That much is not, perhaps, a huge surprise. What is unexpected is the overall transparency on offer. A standard early S on 18s is, frankly, a bit of a dullard. But this R on even bigger 19-inch wheels has bags of feel through the chassis. There's never any doubting what the car is doing or where the limits are.

The R also feels that little bit more precise all round. There's the throttle response, of course, but it's also in the shift mechanism and the chassis' response. Given the R uses standard bushes and mounts, much of the latter almost certainly comes down to wheel and tyre spec. It's the sharpness of those ultra-low profile 19-inch tyres in contrast to the fat sidewalls and narrow sections of the S's 17s. What's more, while other models in the 987 range can feel thumpy and out of sorts on 19s, the R's springs and dampers have no problem controlling the mass of those big 19-inch wheels and tyres. Maybe those 19s aren't such a bad idea after all.

Another big surprise, while we're talking tyres, is the access to its limits the R allows. This particular example is running a set of fresh Michelin Cup 2s. You might think the combination of such a sticky compound with fairly generous 235 and 265 section tyres, plus a power output that's

hardly dramatic in modern terms, would make for a one dimensional grip-everywhere driving experience. Not a bit of it. Instead, it's remarkably easy to dip into those delicious moments of near-limit yaw. No, not sliding the car, just pushing hard enough for its attitude to adjust. In fact, the R is far better at that than an early S on its standard wheels. Unexpected? Yup. Welcome? Definitely.

In outright objective terms, the R also has substantially more front-end bite. That's most obvious during turn in for really tight corners and under braking. For the most part, it's a plus point for the R. Outright braking power is not really a strong point in either car, but the narrow front boots on the modded S only further compromise what is already a borderline braking system. On the other hand, the S's lack of front-end grip in extremis does add an extra dimension. It makes the older car partial to a little trail braking in some circumstances, 911 style.



For some that will make more nuanced and interactive. Others will prefer being able to lean much harder on the R's front axle.

What probably isn't up for debate is the performance gap. Put simply, it isn't huge. The R is a bit quicker. But, ultimately, what

as an alternative? You're fundamentally sitting in the same car, obviously. As a seating and driving environment proposition there's little in it bar the buckets fitted to the R, which are of course completely lovely. You've got almost as much performance.

higher. Objectively, that makes it clearly less competent. Subjectively, it's more complicated than that. It's sometimes argued that the best driver's cars are a little bit flawed and, viewed from that perspective, the old timer's slight damping incompetence gives it a bit of engaging fight to counter the R's near-impeccable flow.

Add in the S's aforementioned and occasional penchant for a touch of trail on corner entry and you have, arguably, the more involving road car in some situations. Not all situations, of course. The R will have the S pretty well hammered on quick, flat A roads that reward grip and precision. But if really tortuous B roads and even more minor white roads are your bag, the R isn't necessarily the obvious pick.

That isn't just down to the suspension. It's also thanks to this S's narrow tyres and small wheels. If the R is surprisingly communicative on 19s, the S is just delightfully chatty without the need for qualification. It also gives you even more

Is the Cayman S the poor relation to the R? Of course not. The differences are subtle and each delivers in its own way. It is certainly possible to get very close to the R experience using an S as a starting point

“ The performance gap isn't up for debate. Put simply, it isn't huge ”

we have here is a pair of 300-ish-hp 3.4-litre Porsches with kerb weights less than 100kg apart. And that's what it feels like. You certainly wouldn't conclude you got a good deal spending the extra £35,000 to £40,000 on the R primarily for the small performance uptick, put it that way.

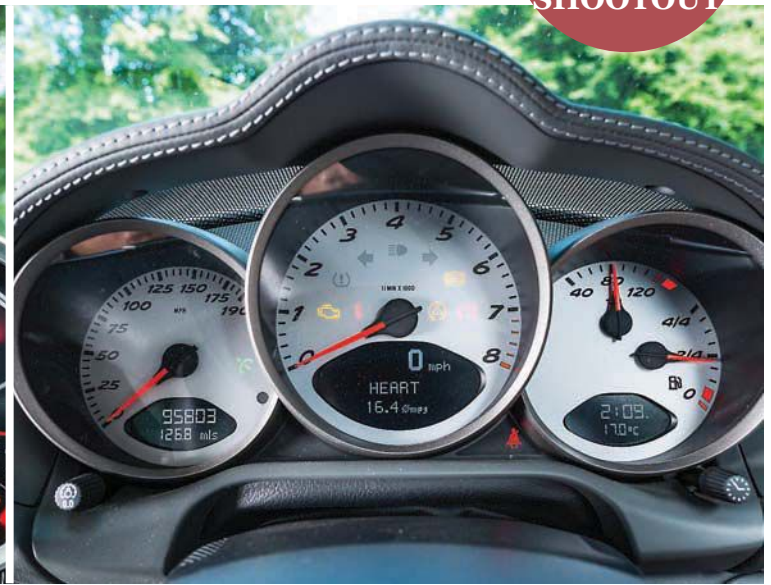
If that's an overall insight into the delightful R, what can a miley old S offer

You've got a whiff more steering feel in this S, at least. And you have that slightly meatier, weightier feel. That's just different, not better or worse.

In this particular S, again, you also have a chassis that's less composed. The Bilstein B12 kit is much busier. It's not a disaster by any means, but the quantity of high-frequency movements is noticeably

What's in a badge? About £35,000 to £40,000 in this instance, but then such is the cachet of the R badge and its LTD status





Weight saving in the Cayman R goes as far as losing the instrument binnacle cover. Otherwise, dial backgrounds aside, they are identical

**CONTACT**  
Thanks to friend of 911&PW Riyadh Emeran for the loan of his frankly fabulous Cayman R for this feature.

Cayman R features one of Porsche's all time great chassis set-ups. Limited numbers means greatness and demand is assured

access to what are friendlier limits. While the R is actually remarkably benign near the limit most of the time, it also displays an occasional and inevitable edginess that really can't be avoided with the kind of wheel and tyre spec it's running. The downside for the S is a softer, less precise all-round feel to the chassis and how it responds. In the end, you can't have it both ways. With precision comes a little edginess in the R. With accessibility and malleability in the S comes less incisive response. Take your pick.

All of which means we are drawing towards the sordid subject of which is the superior driving machine. In objective terms, it's easy. The R is a little faster, it turns better, it brakes harder, it has superior damping, far better seats and so on. It's got the undoubted cachet of a limited model with an evocative suffix, too. In subjective terms, the choice is a whole lot more nuanced. As impressive as the R's road manners are on its hefty 19s, it would be a better road car still on smaller wheels

and tyres. That's probably even true if you prefer the R's front-end bite. A set of 17s with 225 fronts would likely maintain nearly all the front-axle positivity while adding even friendlier limits and a dollop of extra information.

The cost, of course, would be precision and at this point we're going round in circles

The second lesson involves a broader insight into what you might call the 9x7 generation of cars including these 987 Caymans. More than ever, they're emerging as a fantastic compromise between character and capability, between feel and full-on road-borne flight. Both of these cars are oh so involving and oh so capable. As

“ Both of these cars are oh so involving and oh so capable ”

and the very notion of choosing a winner starts to become a little fatuous. The real lesson here, therefore, is twofold. First is that while the R sits on its own as the ultimate 987, the good news is that the lower end of the 987 scale offers huge opportunities to achieve a fantastic driver's car at a remarkably low price.

driving machines, neither feels the least bit dated or the least bit shonky, which isn't quite something you can say about the 986 and 996 generation. As for which one this writer would like to take home, the R or his own S, who cares? Either way it would be a ride to remember. 987 Caymans really are completely cracking. **PW**



# EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at  
[www.design911.com](http://www.design911.com)

E-mail us on  
[sales@design911.com](mailto: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 ...

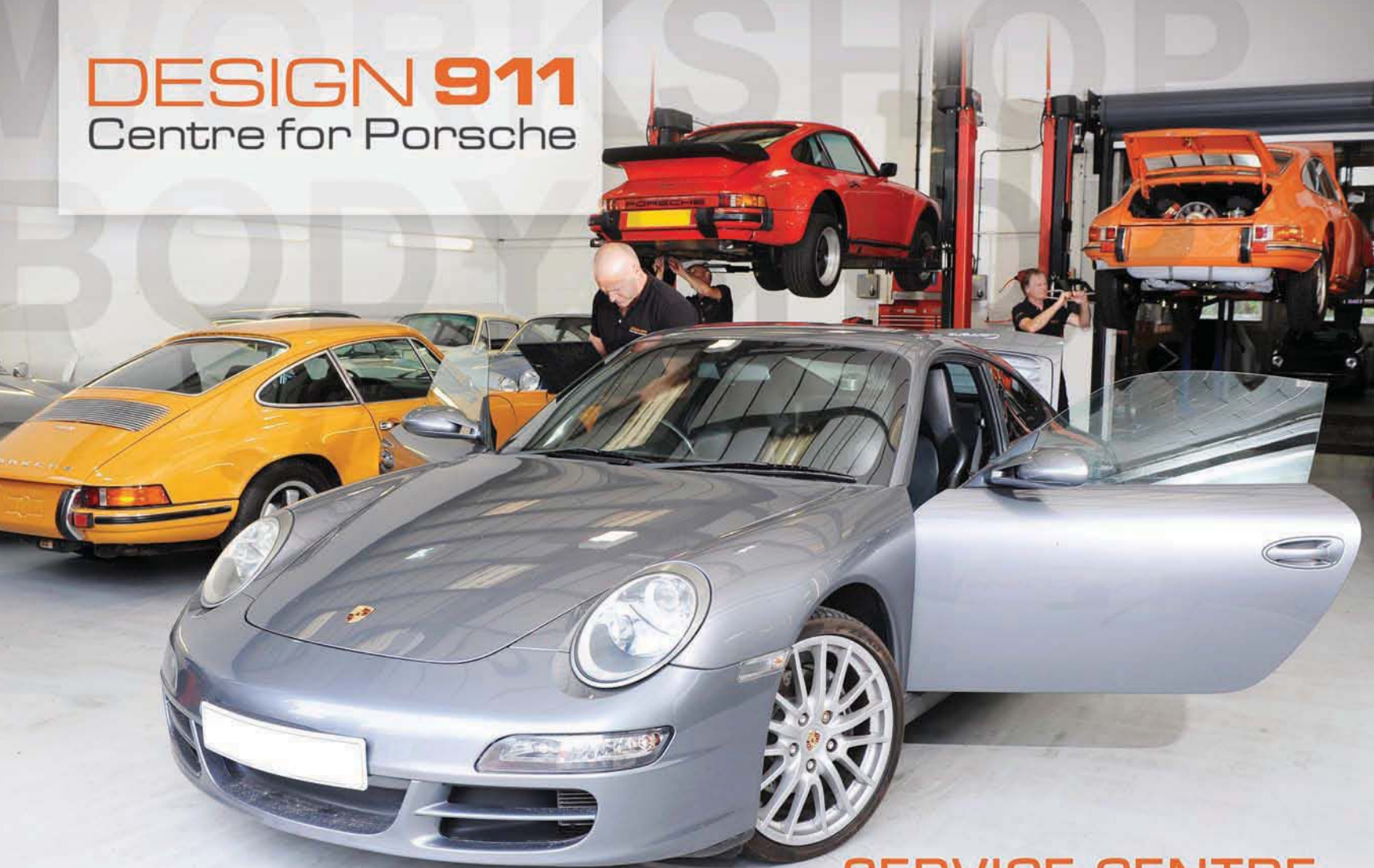


PARTS FOR: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan



# DESIGN 911

Centre for Porsche



## SERVICE CENTRE PARTS DEPARTMENT TUNING, RESTORATION & BODYSHOP

### » WORKSHOP

Serving, Repairs, Diagnostics, Inspection, Engine & gearbox rebuilds, Suspension, Brakes, Exhaust, Tuning & MOT

### » BODYSHOP

Paint work, Body styling, Restoration & Welding, bespoke modifications and back dates.



51 TALLON ROAD  
BRENTWOOD  
ESSEX CM13 1TG



T: +44 (0) 20 8500 8811  
F: +44 (0) 12 7721 6634

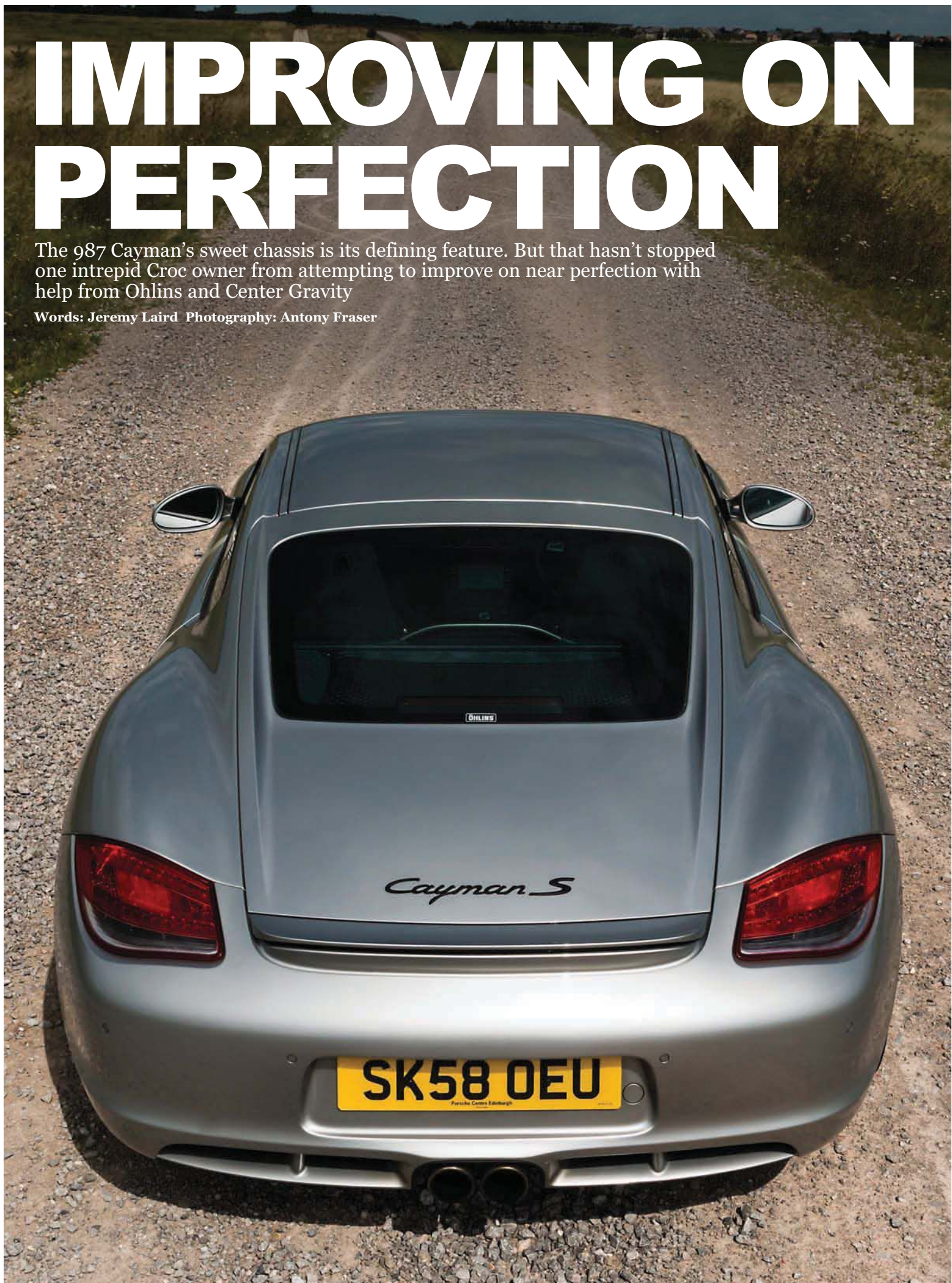


[www://](http://www.design911.com) design911.com  
sales@design911.com

# IMPROVING ON PERFECTION

The 987 Cayman's sweet chassis is its defining feature. But that hasn't stopped one intrepid Croc owner from attempting to improve on near perfection with help from Ohlins and Center Gravity

Words: Jeremy Laird Photography: Antony Fraser





It perhaps takes a brave person to question any Porsche suspension set-up, let alone that of a Cayman. But, if you want bespoke handling, then you have to plough your own suspension furrow

**N**ow if not an opinion splitter on several levels. That's the 987 Cayman. Take the styling. Is it pretty enough for a modern mid-engine Porsche coupé? That's been debatable from the moment Porsche pulled the wraps off this Boxster with a roof back in 2005. Then there's the performance. Some say it's simply not quick enough, that it's been held back to protect the iconic 911. But nearly everybody can agree on one thing. The 987 has a very sweetly balanced chassis.

In other words, the 987's handling ain't broken. So, why would anyone try to fix it? Enter Ohlins with their Road & Track suspension technology in long-awaited 987-compatible form. We'll come to what makes

the 987 Cayman is a one-size-fits-all compromise. In achieving that compromise Porsche must accommodate a very wide spectrum of owners and drivers. The result needs to be safe for everyone and it needs to be user-friendly for as many potential customers as possible. In short, it can't scare off mainstream car buyers.

No question Porsche is best placed to achieve an optimal compromise given that remit. But you don't need to think you're better than Porsche at setting cars up to decide you want to go after a chassis that's tuned to your own personal preferences. In an ideal world, one could argue, you'd have Porsche set the car up to your preference. But that's not an option. If you're after something a little more focused, something more particular, that's

the KW offering seemed a bit hardcore for daily use. But the Ohlins R&T kit with its DFV technology had a good reputation for meeting my remit when fitted to other models and marques.

"I've also always thought the standard Cayman an attractive car but one that rode too high for my liking. My car is now just a little lower than a Cayman R but still copes well with speed bumps and car parks."

We'll come back to how the Ohlins has worked out for Charlie in a moment. But let's drill down into what, on paper at least, makes the Ohlins R&T damper kit something special. A key feature is that DFV technology Charlie mentioned. It stands for dual-flow valve and in really simple terms the clever bit is the capability to 'blow off' extreme oil pressure inside the damper. That's handy when the damper piston is suddenly compressed, for instance when hitting a sharp bump in the road.

For a little more insight into this aspect, we spoke with Pete Leason at renown Porsche chassis fettlers Center Gravity in Warwickshire. Indeed, it was Pete who installed and set up the R&T kit on Charlie's Cayman. The result of that ability to quickly release extreme pressure, says Pete, is a brand of on-road compliance that's pretty extraordinary. "People often call it a 'magic carpet' ride," he says, "where the car glides over bumps rather than crashing into them."

Pete says the Ohlins R&T kit has another advantage over the competition. "The spring preload is set when fitting," he explains, "and allows the ride height to be adjusted without altering the pre-load. That means you can set the ride height very low while maintaining full damper travel and compliance. Going very low with other kits that don't support this ability

“ The 987's handling ain't broken, so why would anyone try to fix it? ”

this Ohlins kit stand out from the obvious Bilstein and KW alternatives. But the first obstacle Ohlins has to hurdle is why you'd mess with a factory setup that has generated widespread praise.

The argument for having a fiddle goes something like this. In simple, objective terms, the dampers Porsche fits to mainstream models like a cooking Cayman constitute pretty ordinary hardware. That's not to say the standard struts on a 987 Cayman are junk. But Porsche didn't exactly throw a lot of money at the damping, let's put it that way. Aftermarket products like the Ohlins R&T offer an opportunity to bolt on something a bit more special.

Another significant factor involves personal preference. Unavoidably, the chassis setup on

where hardware from Ohlins and outfits like setup-specialists Center Gravity can make a difference.

It's also where Charlie Craft and his rather delightful second-generation 987 Cayman S comes in. A serial owner of a number of very serious driver's cars, including a mega-power Lotus Elise with a supercharged Honda engine, Charlie is the kind of guy who recognises the kind of trade offs above but isn't afraid of going after a more tailored driving experience.

"My main intention was to build something along the lines of a budget Cayman R," explains Charlie, "something which could dual purpose as a daily but also be enjoyed on track occasionally. I considered the Bilstein PSS9 kit but saw some mixed reviews, while

Ohlins' quality speaks for itself, but it's how they perform bolted on to your car that counts





A win-win on Ohlins? Largely, yes. Of course there are compromises, but the R&T kit makes a good job of improving the Cayman's handling and body control, while retaining ride quality

**CONTACT**  
Center Gravity  
Academy workshop  
Unit 2,  
Plot 14, Brindley  
Close,  
Holly Lane  
Industrial Estate,  
Atherstone,  
Warwickshire  
CV9 2GA  
Tel: 01827 718800  
[centergravity.co.uk](http://www.centergravity.co.uk)

Thanks to Charlie Craft for providing his lovely gen 2 987 Cayman S and to Pete Leason of Center Gravity for talking us through the Ohlins install.

can result in a crashy mess."

Pete also reckons the Ohlins kit is proving very reliable. "We've fitted 40 to 50 cars with the R&T kit so far. So that's around 200 dampers in total. But we've only had to replace a single bush on one damper and that was on a car being driven 70 miles a day. We just don't have problems with this kit," Pete says.

If that's the theory behind the R&T kit, what's it like when expertly fitted to the 987 Cayman? The first thing you notice is that compliance. Most intrusions are dismissed with remarkable comfort. But it's not just the smothering of the initial impact that's impressive. It's the way the car regains composure so quickly following a really big lump in the road. Drive, say, a Cayman R back to back with an Ohlins-suspended Cayman and you'll notice how the R takes that little bit longer to regain full body control, how the body will bounce or pogo down the road almost imperceptibly after hitting a bump.

You also notice that the occasional near-limit edginess you sense in a standard Cayman R has been banished. The Ohlins kit really does hang together when loaded up at higher speeds, that's for sure. So are there any downsides beyond the cost of having the kit fitted? Certainly, you won't be able to run Porsche's Extended Warranty cover with this kind of fairly extensive modification.

The other issue is not so much a problem with the Ohlins kit itself but the knock-on effect

it can have in terms of other aspects of the car. With the dampers providing greater control on Charlie's car, for instance, the relative lack of precision of some aspects of the 987's standard rear axle suddenly become more apparent. Whether it's the central bush in each of the standard rear coffin arms, the engine and gearbox mounts, or some combination of all those parts, you can feel a slight loss of control at the rear when the car is under both heavy lateral load and hard acceleration. It's momentary, but it's something you just can't pick up on in the standard car due to the lack of damping control and the relatively large body movements.

Charlie's car is also running 19 inch wheels, which generally don't do much for steering or chassis feel. Indeed, they probably also contribute to a tendency for the front axle in particular to get crashy in response to particularly sharp and nasty potholes. A 987 Cayman running the Ohlins kit and the smaller 17-inch factory wheel option would be a very interesting proposition, that's for sure.

The way this particular 987 is set up, the front axle is also rather mute. There's a transient lack of information just as you turn in that saps a little confidence in what the car is doing. Just for a moment it feels like it doesn't want to turn. That's a subjective observation, but the point about it is that once you start fiddling with these cars, you have to be aware that achieving a final setup that ticks all your

boxes won't always be straightforward. Put simply, this stuff isn't easy and it could take a little time and a few iterations of both hardware and setup before you really nail it.

The rewards, however, are significant and it can be fun as well as an educative process along the way. Charlie is certainly very happy overall with the result. "I've now completed around 1200 miles with the R&T kit fitted and the overriding improvement is the quality of the body control, particularly at speed," he says. "The car now has zero float and feels totally planted where the old suspension could at times lose composure. The faster you go the better it seems to get.

"The rebound damping is on another level to the stock setup, too, so mid-corner bumps and crests are handled with minimal fuss. The ride quality seems about the same as the factory setup even though the spring rates are a lot higher – roughly the same as a 981 Cayman GT4. On track the car also feels relatively at home and traction out of corners even without a LSD and standard ARBs is more than acceptable. The only downside so far is the front units can be a bit crashy over bigger potholes and send the odd shudder through the cabin."

As good as the standard 987 Cayman chassis is, then, it's certainly possible to make unambiguously positive changes even if there will likely always be a little give and take. It turns out you can improve on near perfection after all. **PW**





ADVANCED SUSPENSION TECHNOLOGY



## ROAD & TRACK SUSPENSION FOR PORSCHE 997 GT3 RS, 991 GT3, 991 GT3 RS AND 981 CAYMAN GT4

- TTX-TECHNOLOGY (TWIN TUBE)
- REBUILDABLE
- TWO-WAY ADJUSTABLE
- 2 YEAR LIMITED WARRANTY
- HEIGHT ADJUSTABLE
- 20 MM LOWER THAN STANDARD



# TTX



The Porsche Club Sport Kit features the Öhlins well known TTX (Twin-Tube) technology. The unique combination of a 46 mm, two way adjusted, through rod and lightweight McPherson strut for the front and a 36 mm lightweight rear mounted TTX shock will completely transform your car.

The Öhlins Club Sport kit uses technology derived from Touring cars and GT3 racing but in this version, the shocks are also set up for street use. With the Club Sport kit you will cut seconds of your lap times compared to the standard setup on the racetrack, and you are only a few clicks away from the street comfort setting.

**DESIGN 911**  
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

+44 (0) 20 8500 8811  
[www.design911.com](http://www.design911.com)

US. PAT. 8,992,089 B2 US. PAT. 9,416,697 B2

THE IMS SOLUTION IS NOW PROTECTED BY TWO US PATENTS!



IMS RETROFIT

# 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.



**NICKIES**  
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES



**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

OVER 50 SETS OF NEW/USED



Large selection of new and used parts

Over 1000 genuine Porsche alloy wheels in stock - new, refurbished and used

A comprehensive selection of used and refurbished engines and gearboxes in stock

Used cars & parts bought and sold

PLEASE CALL FOR DETAILS

18,000 sq.ft of Shelved Parts

Mail order worldwide



Find us on Ebay and Facebook



# 9-APART Ltd

[www.9apart.co.uk](http://www.9apart.co.uk)

e:9apartsales@gmail.com

t:01706 824 053 f:01706 824 665

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



**Gmund Cars**

# GMUND CARS

SPECIALISTS IN SOURCING PORSCHE'S WORLDWIDE

[WWW.GMUNDCARS.COM](http://WWW.GMUNDCARS.COM)

TEL: 01423 797989 E-MAIL: [ANDREW@GMUNDCARS.COM](mailto:ANDREW@GMUNDCARS.COM)

TEL: ANDREW MEARN'S: 07887 948983

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

**SIMILAR CARS WANTED**



1974 Porsche 914/6 S/T Signal Green, UK registered, 993 motor giving 300 bhp, amazing spec, £65,000



1989 Porsche 911 3.2 Sport Cabriolet, Guards Red w/black hood, 66k miles, G50 box, high spec, £50,000



1973 Porsche 911 E 2.4 Coupe, Light Yellow, fully restored, German car when new, £150,000



1965 Porsche 911 Coupe, lhd, German car when new, Irish Green, UK V5, full FIA race spec, £245,000



1989 Porsche 944 2.7 LUX, white w/blue plaid interior, 60k miles, as new condition, £16,495



1989 Porsche 911 3.3 Turbo Cabriolet, Baltic Blue, w/blue, 5 speed, 60k miles, as new, £119,995



1988 911 3.2 Celebration Model, 1 of 10 Cabriolets, Diamond Blue, 86k mls, last owner 20 years, £59,995



1998 993 Turbo X50, S spec, factory standard, 450 bhp, Silver w/black, 41k miles, as new, £225,000



1991 Porsche 944 S2 Cabriolet, White with blue hood and leather, 74k miles, very good order, £16,495



1987 Porsche 911 3.2 Sport Coupe, Lagoon Blue, rebuilt engine and box, great condition £42,995



Porsche Tractors, always around 10 in stock, mostly restored, most models, see website, £POA



1978 Porsche 911 SC, two in a prep, a Targa and a Coupe, call for details, £POA



1980 Porsche 930 3.3 Turbo Coupe, white, 78k miles, just had engine re-build, history, £89,995



1994 Porsche 968 Cabriolet, Cobalt Blue with Grey leather, Cup alloys, £18,495



1996 Porsche 993 Turbo 4, Black/Black, good history, standard car, high spec, UK rhd, £139,995



1996 Porsche 993 Coupe, Midnight Blue w/Grey Leather, good spec, cup alloys, £49,995

Words and photography: Antony Fraser

# IN TURPIN'S SHADOW

What better way to retrace Dick Turpin's escape route from London north via the Great North Road – or the A1 as it's not quite so romantically known – than in Porsche's new generation Panamera. Turpin had a horse, but we've got horsepower at our disposal. Drive on...





**T**he daylight moon looked  
quietly down

Through the gathering dusk on  
London town

A smock-frocked yokel hobbled along  
By Newgate, humming a country song.

Chewing a straw, he stood to stare  
At the proclamation posted there:

“Three hundred guineas on  
Turpin’s head,  
Trap him alive or shoot him dead...”

...The five men laughed at him,  
trapped alive;  
And – the door crashed open behind  
the five!

Out of the stable, a wave of thunder,  
Swept Black Bess, and the five  
went under.

He leapt to the saddle, a hoof  
turned stone,  
Flashed blue fire, and their prize  
was gone.....

...He rode for one impossible  
thing; that in the  
morning light  
the towers of York might waken him-  
from London and last night...

...They woke, they rushed to the way-  
side door,  
They saw what the midnight showed,-  
A mare that came like a crested wave,  
Along the Great North Road.

What a marvelously evocative poem it is, Alfred Noyes' Dick Turpin's Ride. Naysaying, fun-sucking enthusiasts of historical accuracy have poured scorn on the story, of course, branding Turpin as a cattle-rustling ruffian, and the ride as a work of fiction, conjured up from a much earlier exploit by one John Nevison. The premise, as we scholars are all aware, (pay attention at the back there) is that Turpin, having accidentally shot dead an accomplice in an evening melée in London, rode non-stop to York on his legendary mare, Black Bess, in order to establish an alibi, on the basis that such a feat of speed would surely be impossible. As if to reinforce the achievement, a pursuing posse gradually fell away one by one, as Bess's pace proved too much for them. It's the stuff of swashbuckling romance, and no self-righteous brandishing of historical fact





can dent the nation's love of an anti-hero, eh? I'm with Dick! Join me!

Turpin's route, as we know, was the Great North Road, the country's artery from London, through York and all the way to Edinburgh. These days, we tend to think of it as the A1, and that's broadly the case, but the original route diverges here and there, and goes straight through all the villages and towns that today's road (thank goodness) bypasses. The question is, can

offices of *Car* magazine – so long ago now, they might have espied Mr. Turpin himself through their grimy windows. Our choice of ride is a rosier hue than dear old Bess, but likely to be very nearly as fast – sporting, as it does, an additional 549 horses. The Panamera Turbo has always been a supremely competent long-distance high-speed hauler, and we've every confidence that this latest iteration will be the best yet.

Time's against us, as usual, and we

are still in the swing and lurching into the road left, right and centre, and we feel a growing urge to be as far away from London as we can, as quickly as possible. Spooky!

Up St John Street to The Angel, then Upper Street, Holloway Road (chaos as always), Archway Road, then onto The Great North Road and through East Finchley and Potters Bar. We're out of town at last, and ahead of the morning rush. We know we won't stay in front of it forever, but we're going the opposite way to everybody else, and that has to be a plus, surely? We are to discover later that Turpin is said to have taken a more easterly route at this early stage, with Black Bess clearing a twelve-foot-high tollgate on the road to Ware. So, a bullet dodged for us there, really. If you want to emulate that sort of feat in a car, The General Lee will always be your weapon of choice. Accept no substitute.

It's an early start from London's Smithfield Market. Co-driver Rob at the wheel. Driving the Panamera in town requires deft space awareness thanks to its girth

As we reach Hatfield, we decide to hit the A1 and make a bit of progress; the thought of navigating through Welwyn and Stevenage proves too much for our resolve, even at this early hour; quaint forgotten

Fortunately for Dick Turpin, he wouldn't have had to negotiate the traffic jamming Black Cat Roundabout

## “ Our choice of ride is a rosier hue than dear old Black Bess ”

you still trace Quick Dick's tracks, and what are these places like now? There's only one way to find out...

It's an unholy hour of the morning that sees my own (very much alive) accomplice, Rob, and myself at the London end of the road, outside a bustling Smithfield Meat Market, in the shadow of the one-time

need to reach into Northumberland today, then onward to Edinburgh tomorrow. Quick snapshot over, we jump in and go. Rob's driving, and jolly well too, but the car's width, at very nearly two metres, is immediately a bit of an issue in the narrow back lanes of the capital. Irish meat wagons are all over the place, late night revellers



# Complete Suspension Packages

Build yours at [ElephantRacing.com](http://ElephantRacing.com) 3 clicks... Done!



Home | About | Contact | Careers | News | Tech Topics | Shopping Cart  
Advanced Suspension Systems For Porsche Cars Design & Development | Fast Shipping Worldwide | Sales & Support +1.408.297.2789

911 ▾ 964 ▾ 993 ▾ 996/997 ▾ 991 ▾ Boxster/Cayman ▾ 914 ▾ 944 ▾ 356 ▾ Merchandise ▾ Search ▾

## Suspension Builder

ONLINE TOOLS

[Suspension Navigator](#)  
[Suspension Builder](#)

### 1 Select Year & Model

Year

Model   
996/997/986/987  
991  
993  
914  
964  
944

### 2 Select Your Package

### 3 Review & Approve

Add, update, or remove parts using the tables below

**Add To Cart**

#### Front



#### Rear



PACKAGE CHARACTERISTICS +

RIDE COMFORT

41

PERFORMANCE

63

+1 408.297.2789  
[ElephantRacing.com](http://ElephantRacing.com)  
Santa Clara, California, USA  
Fast Worldwide Shipping





backwaters are rather further up our agenda. Our Panamera, now rather more in its element, surges up to Baldock in no time flat. We can't help musing that our friend Dick would have given his right musket for this kind of ground-covering ability. And his left musket for the kind of understated silent luxury with which it's achieved. So much more relaxing than being hurled along atop a wildly galloping nag, all wind-in-the-hair and flying oomska – plays havoc with your cape and your tricorne hat.

Baldock is a bustling little town, even without one of the nation's busiest roads rumbling through the middle of it. It puts a shudder down the spine to imagine what the place would look like without the bypass. We carry on, jumping on and off the A1, through Sandy and St Neots, to Alconbury, where our dandy highwayman's eastern route is said to have rejoined the

Great North Road. Next up is Stilton, with its impressively broad, straight high street. It's very much the quiet backwater now, but grand coaching inns like The Bell hint heavily at its one-time importance as a stopping point. Tragically, our own stop is brief (not even time to sample some of the famous cheese) and we're away up the road again, a flurry of capes and boots.

We give Peterborough a wide berth, and head for beautiful Stamford, awash with honey-coloured sandstone buildings, and clearly dripping with money for hundreds of years. No backwater this though, with the hubbub of a town that's about much more than just a road. The George is a great hotel, and very tempting, but to York we must go. Time's a-wasting!

**...And northward, like a blacker night, he saw the moors up-loom**

**And Don and Derwent sang to him, like memory in the gloom.**

**And northward, northward as he rode, and sweeter than a prayer  
The voices of those hidden streams, the Trent, the Ouse and the Aire...**

We're drawn inexorably north, Colsterworth and Grantham passing under the wheels in a blur. Full marks to the proprietor of Nurburgers food cart on the edge of Grantham. We didn't sample the nosh, but we enjoyed the Nordschleife graphics – I couldn't help but be reminded of the similarly amusing Carlsburger, on the Thetford bypass. Back onto the A1, and it's over the Trent and the Don, as we settle down and take in the new car's interior. It's a step up from the previous model, for sure, with the dash dominated by an enormous

The George Hotel in Stamford is typical of the coaching inns along the route and a very fine place to stay. Stilton rather speaks for itself

Below: In case anyone is in any doubt – it's a Porsche Panamera Turbo





The Panamera's gen 2 makeover has created a much sleeker machine. Yes, it's still huge, but it's more sculpted and less slab-sided, making it looking rather more athletic

No time to stop but you've got to love the endless creativity of Britain's burger vendors, when it comes to a branding opportunity

central screen, dealing with the satnav, radio, heating et al. The seats are comfy and endlessly adjustable, and the general ambience is one of subtle, sensible luxury without too many flashy gimmicks. It's the acme of long-distance cruising interiors, we conclude. We cross the Aire at Ferrybridge, then bound along the A64 to York. Turpin's mare is said to have collapsed under him and died within sight of the city, leaving our hero to walk a short distance to Micklegate, in the hope of making an impression on the locals and securing his alibi. He would have been rather disappointed to find horrendous traffic, and roadworks blocking Micklegate itself, further restricting access to what is already a notoriously difficult city to get around in a car. Feeling a little deflated, we take a quick snapshot and get out of town; Dick was eventually hanged in York, and we

don't want to risk the same fate. Besides, we have another pressing engagement north of the Tyne. A fabulous homemade curry awaits us, and only terribly rude people would be late for such a feast.

Darlington, where we're greeted by a miniature steam loco in the middle of a roundabout. The Stockton to Darlington line was the first commercial railway, of course; perhaps this was where it finished.

“ Dick was hanged in York and we don't to risk the same fate ”

We cross the Ure at Boroughbridge; a charming little town, if slightly compromised by its occasional propensity to flood. No such issue today though, as we rejoin the A1 to Scotch Corner, then off to skirt around Croft Circuit, then on to

No southern lover of the arts could possibly travel this far north without a brief stop to see Anthony Gormley's Angel Of The North, on the edge of Gateshead. Sited in a rather compromised location, not quite at the top of a hill, it can seem a little





underwhelming from the A1, but it's worth the two-minute detour to go and have a proper look. Stand for a moment or two, to admire the ambitious scale and the colourful beauty of rust. No, really. And while you're off the motorway, get yourself over the Tyne Bridge. It's an iconic and

rushing anywhere. We eschew the visual delights of engineering on offer, and crawl out of town on the Central Motorway.

With our curry within nostril range, we finally clear the traffic and make for our overnight halt at Hartford Bridge as quickly as we dare. Which bears very little relation

Perhaps not, but with a 190mph top speed, we must be approaching that point, certainly in this country.

Parked at last, bags in the hall, tummies rumbling, we just have time to give our genial host a guided tour of our transport. I've always regarded the Panamera as a slightly ungainly looking creature, somehow amounting to slightly less than the sum of its visual parts. Having blamed this on the overall shape in the past, the latest iteration has forced me to eat my words. The general form remains essentially unchanged, but a plethora of new details (not least the 991-esque tail lights) has, to me at least, made a great improvement. It looks lighter, leaner, less bulky somehow. We all agree it's a winner. Now: dinner!

Day Two: Your brave but weary travellers emerge from their fetid pits to face another gruelling day on the road. Destination: Edinburgh. Now, generally speaking, the Scottish capital would be reached by simply getting onto the A1 and staying there until we bump into Auld Reekie. We,

The Angel of the North. It's a bit rusty, but worth the walk to get up close and appreciate the scale of it

“ With curry within nostril range, we finally clear the traffic ”

unmistakable structure, opened in 1928. Often cited as the prototype for Sydney Harbour Bridge (completed just four years later) it's a beautiful thing, in a no-nonsense, form-follows-function sort of a way, and will reward a trip down to the Quayside for a better look. For us? Not on your Nellie. The evening rush is in full effect, and of course nobody's really

to how quickly we could get there, but neither Rob nor I fancy the prospect of life without a licence. And this does throw up a general issue with modern high performance saloons; they're able to go so quickly, and with so little effort from the driver, that they really do stretch your self-control to breaking point. Are they the answer to a question nobody's ever asked?

No mistaking the Tyne Bridge or the equally great structure in the foreground





**PARAGON**

The Natural Choice for Porsche

01825 830424



**911 Carrera RS (964)**

Maritime Blue • Tri-Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,753 km (58,595 miles) • 1992 (J)

**£209,995**



**911 E 2.2**

Silver Metallic • Black Leatherette Seats Manual Gearbox • Matching Numbers Professional Restoration • 14" Fuchs Wheels • 1971 (J)

**£129,995**



**911 Turbo (997)**

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox • Sport Chrono Pack Plus • Ceramic Composite Brakes • 40,396 miles • 2008 (08)

**£69,995**



**911 Turbo (997 GEN 1.5)**

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox • Sport Chrono Pack Plus • Touchscreen Satellite Navigation • 36,089 miles • 2008 (58)

**£67,995**



**911 Turbo S (996)**

Seal Grey • Black Leather Seats Manual Gearbox • Satellite Navigation Porsche Ceramic Composite Brakes 63,721 miles • 2004 (54)

**£64,995**



**911 Carrera Sport Targa**

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity 89,689 miles • 1988 (F)

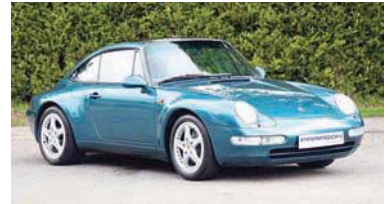
**£64,995**



**911 SC**

Guards Red • Tan Pascha Seats Manual Gearbox • 15" Fuchs Wheels Porsche Certificate of Authenticity Electric Sunroof • 69,879 miles • 1982 (X)

**£64,995**



**911 Carrera Targa (993)**

Turquoise Green • Marble Grey Leather Seats • Manual Gearbox • Air Conditioning • 17" Targa Wheels • 69,945 miles • 1996 (N)

**£59,995**



**911 Turbo (997)**

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation Sport Chrono Pack Plus • 34,128 miles 2006 (56)

**£59,995**



**Boxster S (981)**

Basalt Black • Beige Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Boxster S Wheels • 8,029 miles • 2015 (15)

**£46,995**



**Cayman S (981)**

Basalt Black • Black Leather Seats • PDK Gearbox • Touchscreen Satellite Navigation 19" Cayman S Wheels • 39,935 miles 2013 (63)

**£42,995**



**Cayman 2.7 (981)**

Rhodium Silver • Black Leather Seats PDK Gearbox • 20" Carrera Classic Wheels • Sport Design Steering Wheel 7,006 miles • 2014 (14)

**£39,995**

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](http://paragongb.com)



needless to say, have a better plan. With thoughts of Dick Turpin well behind us now, we're free as the breeze to go wherever takes our fancy, and we fancy a bit of coast. No, what we really fancy is a bit of toast. Steadies the constitution after a long evening of highly generous hospitality and merry-making...

Suitably fuelled, we hit the road. We're a few miles south of Morpeth, and we cruise through to join the A1 and head north for a while. Passing the village of Shilbottle is pretty much impossible without at least a snigger, as we cast our eyes over the results of the ceaseless battle between the highways agency and the local wags. Crossing the first 'l' to make a 't' is something of a local tradition, which no amount of uncrossing seems to be able to stamp out. And there are an inordinate

number of signs, too. Today, the wags are winning.

Onward to Alnwick Castle, designed by Robert Adam and much used as a movie location (Hogwarts, anyone?) but also justly famous for its terrific gardens and

we're also very much enjoying the nice quiet back-roads around it. It would be wrong to claim that the Panamera shrinks around you as you press on, but for a big car, it copes very well with a traditional pocked British B-road. We leave the

Even with the electronic suspension set to soft, the Panamera exhibits impressive body control and ride comfort

## “ For a big car, the Panamera copes well with British B-roads ”

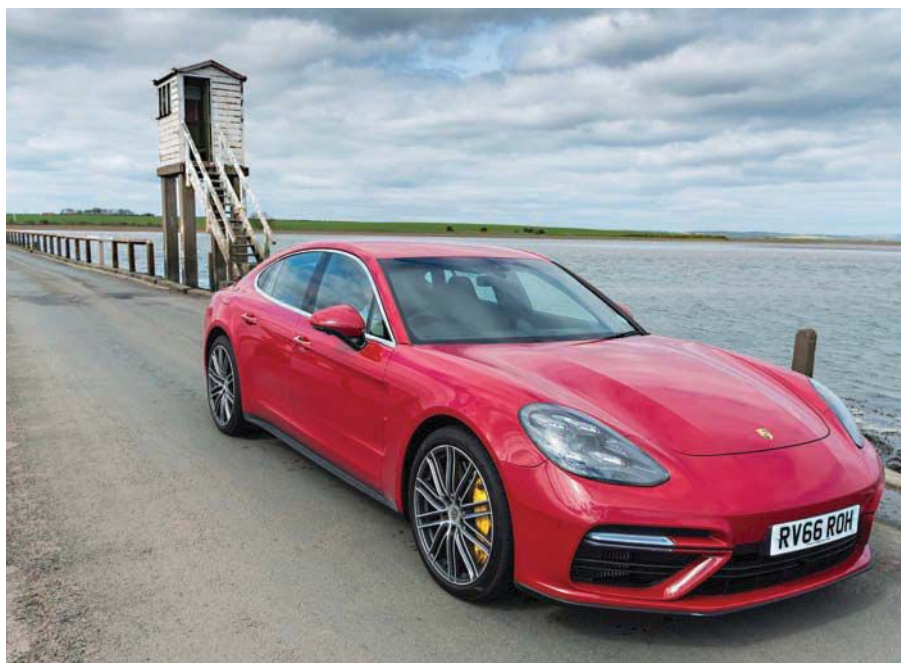
million-pound tree house. It's a major tourist attraction, but we've a schedule to keep. Bamburgh Castle beckons, a highly imposing edifice atop a huge rock on the seashore. It's fabulous, but

suspension in its softest mode and marvel at how composed it remains over the bumpy bits, and at how well the body can be controlled without having to stiffen the ride to an unacceptable degree. For a two-

Left: Bamburgh Castle is an imposing edifice. Below: There really isn't anything quite like the Panamera and there's no mistaking that it's a Porsche







Above: On the causeway to Lindisfarne. Right: Scotland ahoy!

tonne car, it's very impressive.

We're aiming for Lindisfarne now, and pass the tiny hamlet of Ross, on the mainland, home of the Lindisfarne Oyster Farm. They've been growing oysters on the site since 1381, so, er, a bit of history behind them then. Sorely tempting though it is, we have to pass. Time and tide wait for no man, and high water's not far off, which could make for a soggy trip over the

turns out to be completely covered in scaffolding, which puts the mockers on a touristy snapshot or two. Instead, we settle for a look in the stilted refuge hut at the causeway's midpoint. Mulling over what it must be like to sit in there watching your car float away on a spring tide is a sober experience, but after the previous evening, we could do with one of those.

Berwick-upon-Tweed is our next target.

torque. We're parked in the shadow of The Royal Border Rail Bridge, appropriately; this car truly does go like a train.

From here, it's a straight run up to Edinburgh. We can't believe our bad luck, but it's as disappointing as York! There's a huge cycle event going on. All well and good, I'm sure, but it's brought the already very busy city to a total standstill. Bigger. We can't get to the castle, so opt for a drive by the Scottish Parliament building. HOW MUCH!?! Yes, that's right – £414 million. It's hard to know how they managed it. With 129 MSPs, that's over £3 million each. Ouch. At a shade under £137,000 our Panamera looks pretty cheap now, eh?

We leave Edinburgh to the pandemonium and head south again, towards our chums in Hartford Bridge, this time along the scenic A68 and A697. So, what have we discovered? There's some fun to be had exploring slightly off the beaten track, for sure, but it doesn't half eat up some time. If you have that kind of time, you'll be able to enjoy Olde England in a measure of unspoilt charm. And if you have £137,000 you'll be able to do so in tremendous comfort and style (and pace!) without being flash and vulgar. Hard not to recommend it, really. **PW**

“ No arguing with the figures: 550bhp from 4-litres is impressive ”

causeway to the island. Or worse, leave us stranded there when we need to be cracking on. In the end, we arrive very close to the top of the tide, but it's neaps the following day and the high water's not very high at all – just a minor rinsing of the lowest part of the causeway. Nothing to worry about, you might imagine, but it's amazing how many cars decline the chance to follow us over. Sadly, the island's priory

Just a couple of miles from the Scottish Border, it's the most northerly town in England. We stop for some piccies, and take the opportunity to glance into the Panamera's engine room. OK, all you can see is a plastic cover (why?) but there's no arguing with the figures; 550 horsepower from 4-litres is an impressive feat, even for a turbocharged motor, especially when you consider the colossal 770 newton metres of

Below: Scottish Parliament Building makes the Panamera look like reasonable value for money!





**Jasmine**  
PORSCHALINK UK  
EST 1997

T: 01282 697171

**Porsche Specialist**  
**SERVICE & MOT CENTRE**  
Repairs Parts Wheels Engine Gearbox  
Restoration Classic Parts Race & Track Prep  
**ALL MODELS ALL PARTS**  
**NEW & USED**



**SERVICING | PARTS | REPAIR | RACE & TRACK**

Jasmine Porschalink UK  
The Porscha 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






 Next Day Mail Order Service

Company Registration No.: 3997925 (Cardiff)  
VAT Registration No. 712436363



Contact:  
www.twinsparkracing.com  
info@twinsparkracing.com  
+31 (0) 636145580

**Exclusive WEVO Modifications**  
915 Gearbox

TwinSpark specialise in machining poorly repaired gearbox housings and applying inserts which facilitate the use of the original spec bearings. It takes great skills, precision and high end equipment to perform these restorations. Our engineering crew delivers all that.

Furthermore we supply and/or fit custom gear ratios and crown and pinion combinations to tailor gearboxes to the specification of our clients. We also supply the parts and machining services needed to retro fit 915 gearboxes with RS/RSR oil cooling systems with internal spray bars.

TwinSpark delivers world class engineering solutions for your Classic 911.

**See below for different type of Modifications:**



WEVO Final Drive      WEVO Differential Modification  
WEVO Maincase Modification      Original RS/RSR Oil Cooling system

# EuroCupGT .COM

PERFORMANCE & STYLING



911      924  
964      944  
993      968  
996      986  
997      987  
970      955



# DOVE HOUSE MOTOR COMPANY

"the difference is our commitment to exceptional service"

## Porsche & Prestige Sports Specialists



**2006 Porsche 911 (997) 3.6 Turbo Coupe**  
Basalt Black, 2006/06, 56,360 miles, Black Leather, PCM - Sat Nav with Phone, Sport Chrono Pack Plus, Electric Memory Sports Seats, Sunroof, Carbon Pack, Sport Shortshift, Xenon Lights, 19" Turbo Alloys with Porsche Crests. **£56,900**



**2011 Porsche 911 (997) 3.8 Carrera S Conv Gen II**  
Basalt Black, 2011/60, 37,200 miles, Black Leather, PCM3 Touch Screen Sat Nav, Bluetooth Phone Prep, BOSE, Heated Seats, 19" Carrera Classic Alloys with Coloured Crests, Xenon Lights with Wash, Aluminium Dials, PASM. **£46,900**



**2010 Porsche 911 (997) 3.6 Carrera Coupe Gen II**  
Basalt Black, 2010/59, 58,000 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Sport Chrono Pack Plus, BOSE, Heated Seats, Short Shift, Xenon Lights with Wash, 19" Black Sport Design Alloys with Porsche Crests, PSM. **£37,900**



**2011 Porsche Boxster (987) 2.9 Gen II PDK**  
Platinum Silver, 2011/11, Automatic, 25,800 miles, Black Leather, Sports Steering Wheel with Paddleshift, PSE - Porsche Sports Exhaust, Heated Seats, Bluetooth, 19" Carrera S II Alloys with Porsche Crests, PSM. **£23,900**

## PORSCHE STOCK WANTED

All models of Generation 2 987 Boxsters & Caymans

All models of Generation 2 997 911's

All models of 981 Boxsters & Caymans

All models of 991 911's

**BEST PRICES PAID FOR GOOD EXAMPLES**

## DOVE HOUSE SERVICE CENTRE



[www.dovehousecars.com](http://www.dovehousecars.com)

Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: [sales@dovehousecars.com](mailto:sales@dovehousecars.com)



Sportwagen

**ECKERT**



Porsche spare parts for all models since 1950

**911/912 air deflector 65-82 9-pieces set  
479,00 EURO**



**All parts also available separately (for example)**

**outside left**

**central part**

**outside right**



**each 47,90 EURO**

**911 RSR Street / Racing muffler,  
OE tailpipe or 2 racing tailpipes,  
diameter 63,5mm, with Bolt-On  
flanges, 65-89**

**559,00 EURO**



**911 fuel tank support holder left,  
65-73**

**235,50 EURO**



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

Ambergstr. 3 • 86633 Neuburg/Donau • Tel (+49) 84 31 / 40 740 • Fax (+49) 84 31 / 42 174 • [www.sportwagen-eckert.com](http://www.sportwagen-eckert.com) • [info@sportwagen-eckert.com](mailto:info@sportwagen-eckert.com)

# TECH SECTION

# PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

**QUICK GUIDE**

**HOW TO P86**

**TECHNICAL TOPICS P110**

**SPECIALIST P94**

**OUR CARS P100**

**MARKET WATCH P120**

**T&T P123**

**CLASSIFIEDS P115**

**HOW TO: 86**

Replacing your windscreen? How hard can it be? Chris Horton shows you how, with the help of a 993 and London-based Glasstec



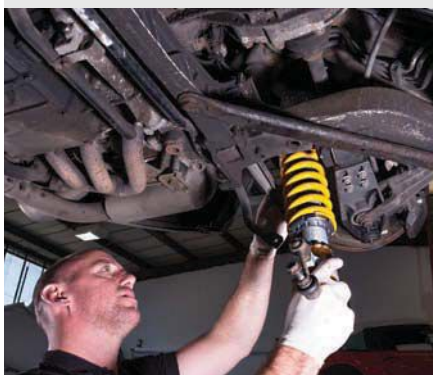
**SPECIALIST: 94**

Our American correspondent, Matt Stone, drops in on Pasadena based Sierra Madre Collection and discovers a one-stop-shop for all Porsche enthusiasts



**OUR CARS: 100**

A full Ohlins suspension refit for Bennett's 996. Will this stop him moaning? Let's hope so. Plus, M030 springs for Tipler's new Boxster and a Cargraphic exhaust



**TECHNICAL TOPICS: 110**



**CLASSIFIEDS**  
The place to buy and sell  
Porsches and accessories  
**P115**

Technical matters arising in the company of 911&PW Tech Guru, Chris Horton. This month he looks at siezed fittings in the shape of a 944 gearbox drain plug, plus replacing air-cooled heat exchangers and 944 M030 roll bars

**MARKET WATCH: 120**

What to look for when buying a gen 1 Panamera, plus dealer talk with Sussex based 9Excellence, and a round up of the latest sales and auction results and trends



**TRIED & TESTED: 123**

Getting out there and kicking the tyres! This month we check out a lovely 997 Carrera 2 at Cridfords and a rather keenly priced early Cayenne



# TECH: HOW TO

## ART OF GLASS

Successfully fitting a brand-new windscreen to your Porsche – in this case a 993-model 911 Carrera – is hardly a DIY task but, even so, it is invaluable to know how it ought to be done, if only so that you can be sure your car will not subsequently suffer the consequences. Story and photographs by Chris Horton



**I**t is easy to under-estimate the importance of your Porsche's windscreen. It is, after all, entirely transparent. Or it should be, anyway. Something that you spend your many hours behind the wheel looking through rather than directly at. Whether it qualifies as the single most important part of the car is open to debate, but you won't be going very far (or fast) without it. Even if you could withstand the wind in your face above about 30mph, modern cars depend on the presence of their bonded-in glass,

front and rear, for their structural integrity.

Your windscreen is also vulnerable to damage – but at the same time resistant to complete destruction. There can be few drivers who have never heard a loud bang and/or witnessed the appearance of a characteristic starburst on the glass in front of them, the result of a piece of gravel flung up by the vehicle ahead. This writer's VW Passat has half a dozen such scars (small enough to pass an MOT); one of my 5-series BMWs has a crack across the lower right-hand corner (ditto, because it is

just outside the area swept by the wipers); and even though the 944 has only a few bigger stone-chips, it looks as if the entire surface has been sand-blasted.

Sooner or later, however, the time may come when you have no choice but to replace your windscreen, either on cosmetic grounds (and scratches can be as much of a problem as impact damage), or to pass that annual safety inspection. Surprisingly, and perhaps uniquely within the car world, the windscreen industry – which you might imagine would try to sell us ever more

A good eye and a steady, confident hand with a sealant gun are among the required skills for successfully fitting Porsche (and other cars') windscreens, and Paul Ralhan of north London-based Glasstec has both – plus patience, many years of experience, and not least the desire to get it right

The blue 993's front windscreen was a poorly installed after-market item that was not only leaking but also creaking loudly – the latter a common problem in the cars even when they were new, and caused either by movement within the adhesive, or even by the glass and the body actually touching each other.

The uneven outer trim/sealing rubber (near right) told its own story – and it was a similar picture at the rear (far right).

Removal process begins by extracting clock from dashboard for access to antenna wire (right), and then pulling off both that outer trim and the rubber on the inside.

Both items can be used again if in good enough condition, but unsurprisingly this car would require new ones



'product', regardless of whether or not we need it – has evolved some sophisticated and effective repair techniques (no doubt under pressure from the closely associated insurance industry), and with luck those can stave off that evil day until perhaps the car itself reaches the end of the road.

This 'how-to' story notwithstanding, that replacement is not really a DIY task. It requires few tools, and the principles are simple. It can be quite awkward and time-consuming, though – not least to remove exterior and interior trim – and as with any procedure that involves large, heavy and inherently fragile pieces of glass, as well as some of the stickiest adhesives and sealants known to man, there remains the danger of making a complete hash of it.

What we are aiming to do here, then, is to show how a professional goes about it, we hope leaving you with the knowledge not necessarily to do it yourself, but to be able to seek out your own specialist, and assess whether he or she is up to the job.

We say 'seek out your own specialist', but that is not always possible – or not if you want your insurance company to pick up even part of the bill. (Most motor policies include the now familiar 'excess' clause, which requires you to pay the first, say, £50 or £100 of any qualifying claim.) The majority of mainstream and on-line, price-comparison-based insurers will require you to have any windscreen replacement (or repairs) carried out by one of their approved suppliers, and only by opting for a possibly

more expensive specialist policy – or paying for the entire process yourself – can you be certain that you will be free to choose.

One such insurance scheme, here in the UK, is offered by Lockton (for more details go to [locktonperformance.com](http://locktonperformance.com)). It's recommended by the Porsche Club Great Britain ([porscheclubgb.com](http://porscheclubgb.com)) to its now 19,000 members, but the company is also happy to consider enquiries from Porsche-owning non-members, albeit on perhaps slightly less favourable terms. 'We always offer a free choice of supplier,' a spokesman told us, 'whether it's for bodywork and paint, or for windscreen repairs or replacement. We can't claim that to be unique, but it is certainly quite unusual, and something we feel people

Some windscreen fitters will use an angled knife like this vicious-looking device (right) to cut through the adhesive – as will Paul Ralhan if in certain sections of the joint there is genuinely no alternative, but his preferred method is the traditional wire and 'T'-handle. What amounts to a long needle is pushed through the adhesive bead from inside the car, and used to pull back into the cabin a specially profiled stainless-steel wire. Easy when you know how; impossible when you don't



# TECH: HOW TO



Water pooling at the base of the blue 993's windscreen rebate showed just how ineffective the seal and its outer trim had become: this (far left) was after a period of several weeks without rain. Scraping out the adhesive might look brutal, but it is absolutely necessary, and done carefully, with the right tools, it should leave no damage to the paint that might later cause problems. No such luck here, though: the rust Paul Ralhan found would have to be dealt with by a bodyshop – twice, because he rejected their first attempt. It was a similar story in this red car (left), photographed a little while later, but in that case the rust was localised enough such that it could be treated successfully with abrasives, a rust killer, and then some etch-primer. That and the activator for the adhesive (this row, near left) will keep moisture out and thus prevent any corrosion recurring

Blue car was finally prepared to Paul's satisfaction – and with a classic Porsche of this likely value why on earth would you want to take any chances? Cut-out at lower right-hand corner of rebate is for the antenna wire, which also has to be fed through a hole in this piece of trim (top row, near left). New windscreen comes with a rubber moulding bonded to its perimeter, and that needs trimming slightly to allow for the depth of the new adhesive – and knowing precisely how much to take off is obviously just one of the skills required to do the job. The activator for the adhesive is applied, and then the new inner perimeter trim – the bit that covers the edge of the screen pillars and the roof – is cut for that wire to pass through. Rubber can appear to be too long for the aperture, but it's not: push it into all the corners, and compress it fully, and it will fit neatly



ought to be aware of before they commit to taking out a policy elsewhere.'

Should you find yourself in the position of being able to select your own repairer, then we think you will struggle to find a better man to replace your Porsche's windscreen than Paul Ralhan of north London-based Glasstec ([glasstecauto.co.uk](http://glasstecauto.co.uk)). Undoubtedly there are many other equally skilled and conscientious fitters out there, working for the mainstream repair and replacement companies. But the fact is that having one of those work on your cherished Porsche, rather than some slapdash and bonus-focused clock-watcher, is going to be more a matter of luck than judgement.

Such is Paul's attention to detail that we met for no fewer than three photo sessions. The first was for me to observe him fitting a brand-new front screen to a 993 – the one in the car at the time was a poorly installed after-market item; Paul always uses OE glass (and seals) whenever possible – and then to

replace the same car's rear window (or the backlight, as it is known within the trade). That was the original factory-fitted glass, but as was – and still is – all too common in 993s, was generating a loud creaking noise as it moved against the very slightly flexible structure of the body shell. Unsurprisingly the front windscreen was beginning to creak, too. (See also the panel on page 90.)

It soon became obvious that whoever had installed that front screen had either ignored the corrosion within the aperture in the body, or had created the conditions for it to start in the first place, and Paul rightly told the owner that needed to be addressed first. 'I can fit the glass today,' he told him, 'but that's just setting a pile of trouble in store for the future.' It was a similar story at the rear. The glass may have been the original, undisturbed since installation at the Porsche factory, but it appeared to have been fitted too high within its rebate (at least partly the cause of the creaking), and Paul had to use all of his

expertise and ingenuity to extract it without breaking it. And, no less crucially, without damaging the adjacent paintwork.

Our second meeting was a fortnight or so later at independent specialist Tognola Engineering in Datchet: another 993 – a red one this time – in for a new front screen, and although still showing the perhaps inevitable slight traces of corrosion within the rebate, treatable on the spot. The third time we met was back on the blue 993 owner's driveway – a month after the initial attempt, and primarily because Paul had correctly rejected the bodyshop's first efforts at repainting. And there is no doubt in my mind that, having now watched an expert in action over so many hours, I am confident that not only might I feasibly tackle a car like my 944, but also that I know enough about the process to check, as I have suggested, whether anyone else will do it to my satisfaction. I hope it gives you the same confidence and knowledge, too. **PW**

## THE KNOWLEDGE

All 911s up to and including the 964 (and many other cars of the period) have their windscreen and backlight both secured and sealed by means of a rubber extrusion, into the outside face of which is pushed a filler trim. This trim must first be pulled out to remove the windscreen, complete with the rubber, but it is easier carefully to cut the latter unless it is essential to use it again. In order to install the same type of window, the extrusion (new or used) is slipped over the perimeter, the filler strip inserted, and then the entire assembly eased into the rebate with a length of strong cord. This is looped around the lip on the inside face of the rubber, and used to pull it over the metalwork. For more on this see the March 2014 issue, in which we followed the process on a Carrera 3.2.

From the 993 onward, all 911 front and rear windscreens – and those of virtually every other car, whether Porsches or not – are bonded into position, although as you might expect of the 993 the design is a kind of halfway house, with much the same style of rebate as in the 964 and earlier models. The 944, the 968 and the 928 have bonded-in windscreens, and perhaps surprisingly for their age this is how both the 924 and the early 944 with the 'recessed' windscreen have the glass attached. All windscreens of this nature can be removed only by cutting through the strong combined adhesive and sealant that essentially glues the glass so firmly into position that it becomes an integral part of the vehicle's overall structure.

In the 993 this requires the removal of the outer and inner rubber trims (which might be reusable, although it's best to buy new), and the air-vent trim on the top of the dashboard. The wipers have to come off, too. (In many more modern cars you also have to take off the scuttle cover below the rear edge of the bonnet, and much else besides.) This allows essentially a long needle to be pushed – very carefully – through the adhesive from inside the car, and the eye at its sharp end to have passed through it a stainless-steel wire. The wire is thus pulled back into the cabin, and to each end is attached a 'T'-handle via which it is used, cheese-cutter style, quickly to slice through the remaining adhesive. It requires considerable strength, and care to avoid damaging paint or slicing through any adjacent trim, but is in truth simple and effective. Some fitters use a vicious-looking angled knife, but Paul Ralhan resorts to that only in dire emergency. 'It's just too easy to do a huge amount of damage,' he argues.

Once the glass is out, the remaining adhesive can be scraped out of the rebate – at the same time minimising additional damage to the paint and underlying metal; Paul uses well-worn and suitably rounded blades – and then the condition of both that paint and the underlying substrate can be assessed. The blue car shown here had previously had a new screen fitted rather poorly, and was showing signs of corrosion that Paul decided would have to be dealt with by a bodyshop. In cars with just a few rust spots, however, he scrapes and sands the affected areas back to bare metal, and applies first an etch-primer and then an activator for the adhesive. Between them these will stick so firmly to both paint and any 'bare' metal that moisture is excluded, and thus prevented from generating further corrosion. The good paint is roughened slightly with an abrasive pad to provide a key for the activator.

The new glass comes with a bonded-on rubber edge. Cheaper (or slightly cheaper, anyway) after-market windows don't always fit as neatly as OE items, suggests Paul. The inside face of this rubber often has to be trimmed back with a sharp knife in order to allow the pane to sit down at the right level within the aperture, and allowing for the thickness of the adhesive. It is essential to take off no more than is necessary, although any slight shortfall can be made up for with extra adhesive. The 993 glass also has on its exterior edge the hard-plastic channel into which will be pushed the locating flange of the rubber outer covering trim, for the time being filled with a protective filler strip.

The next stage is to fit either the new or original interior perimeter trim, pushing it firmly into position all the way round the flange on the rebate. In the 993 this will also require the cutting of a slot in the rubber near the bottom right-hand corner of the aperture, through which is passed the wire for the radio antenna. After that comes a trial-fitting of the glass, making sure not only that there is a uniform gap all the way round (usually established by temporarily placing packing strips beneath the lower edge, if necessary) but also that it sits at the right height relative to the roof, the pillars and the scuttle when viewed from the side. This is essential to make sure that the outer trim sits correctly. Paul can tell by eye alone whether or not it is right, but checks with a ruler.

After that comes the most impressive, even magical, part of the process. The glass is lifted back out, being careful not to disturb the packing pieces, and then, using a battery-powered version of the traditional skeleton

gun, Paul quickly and confidently runs a bead of adhesive all the way round the rebate. And not just any old bead. A triangular slot cut in the end of the nozzle gives a precise 'blade' of adhesive, with its broader side against the metal, and the sharp edge facing the window, and the instant-backwind function when the switch is released allowing the two ends to butt against each other so neatly that the joint is invisible. For both of the front screens Paul placed the bead on the body; for the blue car's rear screen he placed it on the glass. 'It's just easier that way,' he said.

The next step is to offer the screen back into position for the final time. The adhesive takes about 20 minutes to start going off, and roughly an hour to set fully (which is why you have to leave the car standing for at least that time), but plainly you don't want to have to disturb it once the bead has touched the rubber. So while there is a little leeway to reposition the screen against those packing pieces, for instance, it is in reality a bit of a do-or-die operation. And in the 993 it is slightly complicated by the fact that you must simultaneously feed the antenna wire through that pre-cut hole in the rubber trim, but Paul accomplishes that with practised ease – and clearly a right arm strong enough to hold the glass in rather a precarious-looking position while he does so.

Finishing touches now: filling the gap between the hard-plastic channel for the outer trim/seal and the body with more adhesive, and smoothing it off with a solvent-coated spatula; fitting that outer trim itself, making sure it pushes down smoothly, and at the correct angle relative to glass and body – and perhaps using a clever suction-pad lever device gently to push down on one side of the glass to compensate for a slight discrepancy of fit, possibly the result of a minor distortion in the body shell as much as a fault in the glass. 'But I only ever use that if I have to,' says Paul, 'because if you put a permanent "set" into the glass there is a danger that it will sooner or later crack. And if you have to push down *really* hard then there is clearly something very wrong somewhere.'

Wiper arms back on, dashboard trim, much cleaning and wiping with special solvents to remove every last trace of adhesive from where it's not meant to be, and that's about it. Not quite as dramatic an effect as having a complete respray, but for any car with a windscreen that has done more than about 50,000 miles the next best thing. A bit like a new pair of spectacles – or even just cleaning the old ones. Suddenly, you can see clearly again!

# TECH: HOW TO



A trial-fit ensures all is correct before any adhesive is applied, with packing where necessary to centre the glass within the rebate, and also make sure it's at the right height. White strip is the temporary filler to protect the plastic channel for the outer rubber trim. Electric gun with instant windback makes adhesive application (relatively) easy

Having a brand-new windscreen fitted to your Porsche doesn't come cheap – although the pain might be softened by your insurance policy. For a genuine Porsche front screen for a 993, reckon on between £1000 and £1200 (the latter including new inner and outer trims), or perhaps £700 if you opt for an after-market window. For a 996 or the equivalent Boxster you'll be looking at around £800, and for either a 997 or the contemporary Boxster or Cayman between £700 and £900, depending on the car's specification. For full details visit [glasstecauto.co.uk](http://glasstecauto.co.uk) or else call 0845 658 6545

## PROPER JOB

The other main reason for having certainly your 993's front and/or rear windscreen removed and refitted, perhaps regardless of any other damage, is to cure the annoying and surprisingly loud creaking sound for which the cars became infamous, even while they were nearly new. Or in some unfortunate cases virtually brand-new.

Many theories for this have been advanced, but ultimately it can be due only to movement within the adhesive joint between the glass and the body – or perhaps even the two materials touching actually each other. The rear window in the blue car shown here, for instance, was pushed tight against the right-hand top corner of the rebate, such that Paul Ralhan had difficulty passing that stainless-

steel cutting wire through the gap – and that had been installed at the factory. The other possible culprit is the hard-plastic perimeter channel for the outer trim, again moving relative to the glass and/or the body.

Numerous 'cures' have been suggested, too, probably the best known of them being the fitting of a length of special low-friction PTFE tape beneath the lip of the outer perimeter seal, where it meets the paintwork. But Paul Ralhan is adamant – and we see no reason to disagree – that the only way to solve the problem, once and for all, is to have the windscreen out, and then to do the job properly. 'Otherwise you might as well just turn up the volume on the stereo,' he says.

It's a fairly drastic step, especially if the window is otherwise undamaged (and that will most likely be the case for the rear

screen), but in that case it might be possible to save money by having the old glass refitted. That will necessarily tend to compromise the job, however – your fitter will probably have to spend some time making good the edge of the rubber bonded to the screen at the factory, and the plastic channel may be damaged – so you need carefully to weigh up the facts of the situation, and then to decide accordingly.

Needless to say, the 993 shown here had been suffering from the problem – which was why the rear window had to come out, as well as the previously poorly installed front – but now, with two new glasses, and all traces of corrosion eradicated from the rebates, it is in that context both as quiet as the proverbial mouse and 100 per cent watertight. And, more to the point, more than likely to remain so for the life of the car.



Ingenious suction tool (top row, far left) allows modest pressure to be applied to the windscreen while the adhesive sets, in the event that any minor manufacturing discrepancies cause it to sit slightly too high on one side or the other, but it is essential that any significant differences are investigated and addressed: you don't want to leave glass with a permanent 'set', or it might soon crack. More adhesive seals the gap between the outside of the glass and the body; essential to finish the job properly, and keep water out. It also helps retain the rubber trim



**M&A**  
— 1971 —  
COACHWORKS



## London's only Porsche Recommended Repair Centre

Established in 1971, 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.

M&A Coachworks. 135 Highgate Road London NW5 1LE

**Call 0203 823 1900**

Email [customerservice@macoachworks.co.uk](mailto:customerservice@macoachworks.co.uk)



[www.macoachworks.co.uk](http://www.macoachworks.co.uk)





Sit back and relax safe in the knowledge that we have been selling Porsche via Sale or Return (SOR) since 2005.



+44 (0)1296 663 824  
www.rpmtechnik.co.uk  
Tring, Hertfordshire, UK

**SALES | SERVICE | TRACK | RESTORATION**

# PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

## FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing Standard with all packages!



## YOUR CONVERSION EXPERTS!

<b>TRANSAXLE SPECIALISTS</b>	<b>OIL SYSTEMS</b>	<b>ENGINE CONVERSIONS</b>
<b>Setrab</b>	<b>Peterson</b>	911 & 914 3.6L DME
	<b>TWIN PLUG IGNITION</b>	
	<b>2.0L-3.6L</b>	

602-244-0911 patrickmotorsports.com  
Phoenix, AZ USA - Daily Worldwide Shipping

©2017 - All Rights Reserved - JE Patrick Motorsports, LTD. - SSN.0910 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®.

# PORSCHE PARTS



**www.douglasvalley.co.uk**

**01257 472866**

**eBay shop stevestrange007**

**07801 456066**

# HENDON WAY MOTORS

 established 1952



2010 PORSCHE 997 GT3 RS 4L

## 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](http://www.hendonwaymotors.com)

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

## SIERRA MADRE COLLECTION

It's a familiar story in the retail world Porsche or otherwise. Man can't find what he's looking for and so man starts own business and does it properly. In this case it's Jorge Perez after trying to source parts for a 356 resto. Seven years later his Porsche business – Sierra Madre – is thriving

Words and photography: Matt Stone



**L**ike so many great independent small businesses, the Sierra Madre Collection was born of a guy, a car, a garage, and a need for parts. Jorge Perez was restoring an early 356 and not easily finding the selection, variety, availability, and correctness he sought, and once he began sourcing parts and ultimately tooling up to produce some of them, Sierra Madre Collection was founded in 2007. It began with a combination office/showroom/warehouse that was entirely too small, and just a few employees. Now it's a one-stop-shop for all Porsche owners.

Over the ensuing decade, the parts selection grew exponentially, as did the staff (now 22 people) and thus the property; there's still the building in Pasadena, California, USA, which serves as showroom, plus offices for sales staff, customer service, marketing, online support, and the seedlings of a small but

quality-focused restoration shop. Nearby is the sprawling 4200 square metre warehouse operation, with 600 racks of stock, that feeds it all and operates with a numerically managed parts inventory system not unlike that of a major Porsche dealership.

Sierra Madre stocks and can supply a variety of genuine Porsche, OEM, Porsche Classic, reproduction and aftermarket parts

sources its inventory from vendors around the world, and equally serves a global customer base, consisting mostly of individual owners, but also collections, restorers, museums, and even a few racing teams, although go-fast parts and racing accessories aren't its mainline businesses. Magnus Walker, whose enclave isn't more than a half hour away, is also a customer.

Although the company was born out of

Starting with 356 parts, California based Sierra Madre Collection is in the perfect location to tap into the US's vibrant early air-cooled scene

“ Magnus Walker is just a half hour away and is also a customer ”

– depending on the needs and desires of the customer. The company currently produces about twenty per cent of the products it sells, with an eye toward expanding its own tooling and production capacity to be able to fill the most difficult and hard to find parts needs. Sierra Madre

the needs of early air-cooled Porsches, it has expanded with the market into most of the water cooled cars. 924s and 928s are absolutely welcome, and company representative Jenna Bertocci adds that Sierra Madre has also greatly increased its business in support of 996 and 997 models.

We love having a poke around at Porsche specialists around the world. Treasures abound at Sierra Madre – a 914 lurking here, a Martini liveried 924 there and, of course, racks and racks of the ‘stuff’ Porsche owners want and need



The company will also supply parts for later machines like Cayennes and Panameras, although these Porsches aren't its "bread and butter." Sierra Madre prides itself on high levels of customer service, with highly communicative email notification and follow up systems, so customers know the status of their orders at any given time. And though the company never likes to turn anyone away, it's not afraid to recommend them to another source, or their main Porsche dealer, if that's the best way to get their need covered. Most orders are shipped the same day as placed if the pieces are in stock in the warehouse. Besides top notch service, Sierra Madre's other calling card is choice; there are times when a genuine OEM Porsche original piece is the best and proper solution, in other cases the most appropriate (and sometimes more affordable) piece may come from the aftermarket. The idea is to give the customer a plethora of options.

Sierra Madre's business is built primarily on new parts, components and accessories,

although it has begun dabbling in used bits, and is considering how aggressively to expand this aspect of its offerings. Besides hard parts, the company stocks a smorgasbord of books, manuals, clothing and accessories, too. Ms. Bertocci adds that "some parts just aren't available new, reproduced or refurbished, so a serviceable

made only for the North American market, celebrating one of Porsche's wins in the legendary Florida 12 hour enduro. The charming Type 2 "parts chaser" bus is a huge hit at the many car shows and swap meets that Sierra Madre sponsors or participates in. Ms. Bertocci has driven the van noting that it's a lot of fun but a lot of

“ One 928 sits in the warehouse as a parts source, picked apart ”

used piece may be the only choice" so the company is considering its options in terms of sourcing and stocking more used inventory. One 928 sits in the warehouse as a parts source; its bones are picked apart to fill customer needs, and for use in tooling for no longer available bits. Another interesting piece parked next to it is a special white 1979 "Sebring Edition" 924

work; "first of all, it's kinda slow. And the shift linkage is a little vague, plus the slow geared manual steering requires a lot of arm twirling in the corners. But it's really cute and people love it."

Another need Perez discovered while restoring his 356 is that for high quality Porsche-centric restoration work and



Above right: Sierra Madre's 'charming' VW Type 2 pick-up for ferrying and collecting parts. Right: The Sierra Madre team left to right: Danny, Cash, Mike, Jenna, Edga, Paul and Ryan

# TECH: SPECIALIST

## CONTACT:

**Sierra Madre Collection**  
1055 E Walnut Street, Pasadena, California 91106  
Tel: +1 626 844 4616  
sierramadrecollection.com



services, so a double garage building just behind the Pasadena offices and showroom complex acts as an R&D dept for the testing of new parts, plus restorations and installations for local customers. Its chief

exhaust pipe and the stampings on the glass, and looks absolutely ready for Pebble Beach.

The Pasadena, California showroom welcomes your visit; it's a nicely turned out

week of Porsche events, the warehouse hosts Sierra Madre's annual "Lit Fair week" open house, the parking lot overflowing with all manner of Porsches and Porsche folk.

Many of Sierra Madre's employees are Porsche owners, so they practice what they preach, and are happy to sell you a sticker, a set of spark plugs, a fan belt, an owner's manual, an oil filter or an engine rebuild kit – and of course one or a dozen of its famous series of Porsche coffee mugs.

You can do your ordering yourself online or via the phone with any of the expert sales reps. If you don't yet own a Porsche, you'll find a nice variety of cars for sale even though Sierra Madre isn't a front line dealership per se. And if Sierra Madre doesn't carry the uber difficult to find pieces you need, they'll scour their worldwide roster of suppliers to help you find it. The parts are always out there. **PW**

“ Many of Sierra Madre's employees are Porsche owners ”

mechanic has a strong resume in Porsche work, business is picking up and there appears to be demand, so look for this part of the operation to expand in the future; they certainly know where to buy the parts. This shop has just put the finishing touches on Perez's now minty fresh 1953 Pre-A coupe, which is correct down to single

and welcoming space to just come by and troll. The Los Angeles based warehouse isn't a customer facing part of the operation, although does have a Will Call gate if you'd like to pick up your purchases direct and save the shipping time or costs. Should you happen to visit Southern California in March, during the Porsche Literature Fair



Left: Showroom sells all the right Porsche goodies that enhance the ownership experience. Sierra Madre Collection's, Jorge Perez, driving the business ahead





# SIERRA MADRE COLLECTION

Your main source for Parts & Accessories  
for all Porsche® Automobiles

Info@SMCparts.com • www.SMCparts.com • Pasadena, California • +1.626.844.4616

We ship hundreds of orders overseas weekly using USPS, UPS, and FedEx. Delivery time as quick as 4-5 business days.



**Polycarbonate Rain Shield Set, 911/914-6**  
SMC.000.601 \$187.00



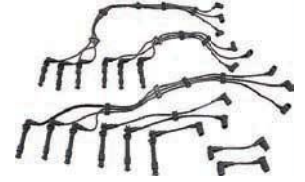
**Sway Bar Kit, 911/912 (65-73)/914 (73-76)**  
SMC.901.333 \$427.95



**356 Pre-A & 356A Bumper Guards**  
\$238.50 - \$298.00



**356 Quartz Dash Clock, VDO Style (50-65)**  
SMC.741.700.01 \$169.95



**Ignition Wire Set (94-98)**  
\$499.74



**Luggage Rack Leather Strap Set, Tan**  
SMC.200.006 \$169.87



**Seal & Rubber Restoration Kit, 911/912 Coupe (69-73)**  
SMC.000.892 \$1,006.36  
Other models available!



**Short Shift Kit, 911/912/914 (65-72)**  
65-229476-1 \$101.50



**StopTech Big Brake Kit, Rear, 911 (69-89)**  
SMC.82.785 \$1,795.00



**Taillight Assembly, Euro, (94-98)**  
Left 993.631.403.00 \$359.69  
Right 993.631.404.00 \$359.69



**CDI Ignition Module Box, 3-Pin, 911/930 (69-77)**  
901.602.702.X \$243.00



**PMO Carburetor Set, 911 (65-73)**  
SMC.911.500 \$4,714.29



**Poly Bronze Control Arm Bearings, 911 (68-89)**  
2051500 \$297.00



**Front Caliper Set, Early 911S (67-68)**  
SMC.351.975.SET \$381.54



**Tool Kit, 356C**  
SMC.721.020.04 \$572.51

### KEY BY CODE PROGRAM

Call or visit us online for pricing and details



Try our new key service dealing exclusively with Porsche automobiles.

Our excellent customer service, large selection of genuine, NOS and aftermarket keys will simplify the process for requesting key services.

## Free shipping on orders under 3 pounds, \$75 minimum

Mention Classic Porsche in the order notes and we'll refund the shipping on qualifying orders. *Restrictions apply.*

GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1055 East Walnut Street • Pasadena, California 91106 • United States





**DIAGNOSTICS  
SERVICING & MOT'S  
3D 4 WHEEL ALIGNMENT  
CORNER WEIGHTING &  
SUSPENSION  
CAMERA & RADAR CALIBRATION  
ENGINE & GEARBOX BUILDS  
AUTO GEARBOX FLUSH  
IMS BEARINGS**

**ROAD - TRACK - RACE**



**01603 626 668 - Norwich**  
[www.porsche-servicing-norfolk.co.uk](http://www.porsche-servicing-norfolk.co.uk)

**BE SAFE - NOT SORRY!  
IN YOUR PORSCHE**



**SAFETY BELT SERVICE**

- Seat belts supplied and fitted to all types of vehicle
- Seat belts manufactured to your specification
- Large selection of belts and harnesses • Original belts refurbished
- New original equipment belts available for certain vehicles



**020 8206 0101**

[sales@quickfitsbs.com](mailto:sales@quickfitsbs.com) • [www.quickfitsbs.com](http://www.quickfitsbs.com)  
Inertia House, Lowther Road, Stanmore, Middx, HA7 1EP



**Sales: 01653 697722**  
**Servicing: 01653 696181**  
[www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)



**Porsche 993 Cabriolet**

- In Stock Now
- Arctic Silver
- Low Mileage



**Porsche 911 Supersport**

- In Stock Now
- Supersport Targa
- Guards Red



**Porsche 964 Turbo**

- In Stock Now
- Marine Blue
- High Spec



**Porsche 993 C4S**

- In Stock Now
- Very Rare Car
- Arctic Silver



**Porsche 911 2.4T**

- In Stock Now
- Slate Grey
- Fully Restored



**Porsche 911 2.2T**

- Left Hand Drive
- Pastel Blue
- One of Three



**Porsche 993 C2**

- In Stock Now
- Arena Red
- Low Mileage



**Porsche 911E 2.0**

- Tangerine
- RHD
- 100% Original



**Porsche 964 RS**

- Lightweight
- Grand Prix White
- Low Mileage



**Porsche 911 3.0 Targa**

- In Stock Now
- Right Hand Drive
- Low Mileage



**Porsche 912 1.6**

- In Stock Now
- Low Mileage
- LHD



**Porsche 993 RSR**

- In Stock Now
- Cup Homage
- Signal Orange



**Porsche 993 RS Homage**

- Clubsport
- Speed Yellow
- Very Special Car



**Porsche 928 GTS**

- In Stock Now
- Amazon Green
- Tiptronic



**Porsche 911 2.7**

- In Stock Now
- Summer Yellow
- Low Mileage

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](http://www.design911.com)

**DESIGN 911**  
Centre for Porsche

## PROJECTS

We don't just write about Porsches, we drive and live with them, too

### THE TEAM

#### STEVE BENNETT

996 C2



Major works going on. As you can see in the following four pages I've bitten the bullet and gone for a full Ohlins suspension kit. Kill or cure I'd say in my journey to handling nirvana. Wish me luck...



#### KEITH SEUME

912/6 'EL CHUCHO'



It's that time of year again when I suddenly realise it's time for the MOT test. Like going to the dentist, I always get butterflies in my stomach, but there's no reason why El Chucho should fail...is there?



#### CHRIS HORTON

924S, 944



Damn! I got the 924S's headlamps functioning again for this year's MOT test, but in haste failed to spot that the brake lights weren't working – or that the handbrake wasn't efficient enough. Retest next week, then...



#### PETER SIMPSON

356C



Still working my way through the 356 parts. I've managed to sort out a few panels and the first job to get on with will be to replace the floor panels. So watch this space as it's about to happen!



#### BRETT FRASER

BOXSTER 986 S



If nothing else forces me to finally get the Boxster serviced, it's going to be the state of the gearchange - very, very hard to select a gear when it's cold. Really hoping it's not the clutch and yet...



#### JOHNNY TIPLER

BOXSTER 986 S



The Boxster is slowly becoming 'mine' thanks to a few mods. Fitting my old 996 wheels was a bit of a task, but got there in the end. New Cargraphic exhaust is a big improvement over the old system.



#### JEREMY LAIRD

CAYMAN 987 S



Absolutely, positively nothing to report bar driving nirvana. Well, that and a clunk from the front axle, a creak from the rear, a weird intermittent e-gas bug and all four tyres approaching end of life.



## HANDLING WITH CARE

Time to stop messing around as Bennett goes for a full Ohlins coilover suspension kit for his 996. Surely now he'll be happy...



Last month I signed off with a tantalising picture of a Porsche 996 Ohlins suspension kit. I know, I'm such a tease, but you didn't think for one moment that I was going to hang about on the fitting front did you?

Regular readers will know that I've agonised over the suspension options for my 996, chasing my tail and possibly searching for a set-up/system that doesn't really exist. I moaned about the optional Porsche M030 kit that the 996 came with, which felt like the dampers had been filled with concrete. I moaned about the standard Bilstein/Eibach set-up that I replaced the M030 with. Again it was too stiff for my delicate sensibilities. I hasten to add, here, that suspension is a very personal thing

and one man's uncompromising ride is another man's cushioned magic carpet. And, of course, there is always the standard option. I mean, what's wrong with that? Well, nothing, except that it's always a compromise, and part of the fun of owning a Porsche and taking an interest in vehicle dynamics is the opportunity to add individuality and go your own way on matters of handling. Having said that, clearly 'my own way' wasn't working.

Of course, there's a myriad of choices out there and I've already tried a couple of them. I've also tried a few set-ups on other folk's cars and tuner cars. Highlights that come to mind have been on RPM Technik's CSR 996s and the KW Variant 3 kit fitted to their demo car. And then I recently had the chance to try the Ohlins Road & Track



### STEVE BENNETT

996 C2

#### Occupation:

Editor,  
911 & Porsche  
World

#### Previous

Porsches: 911  
Carrera 3.2, plus  
numerous 944s

#### Current

Porsches:

996 C2

#### Mods/options:

996 C2: Ohlins  
coilover kit, plus  
RPM/Eibach  
adjustable  
suspension arms

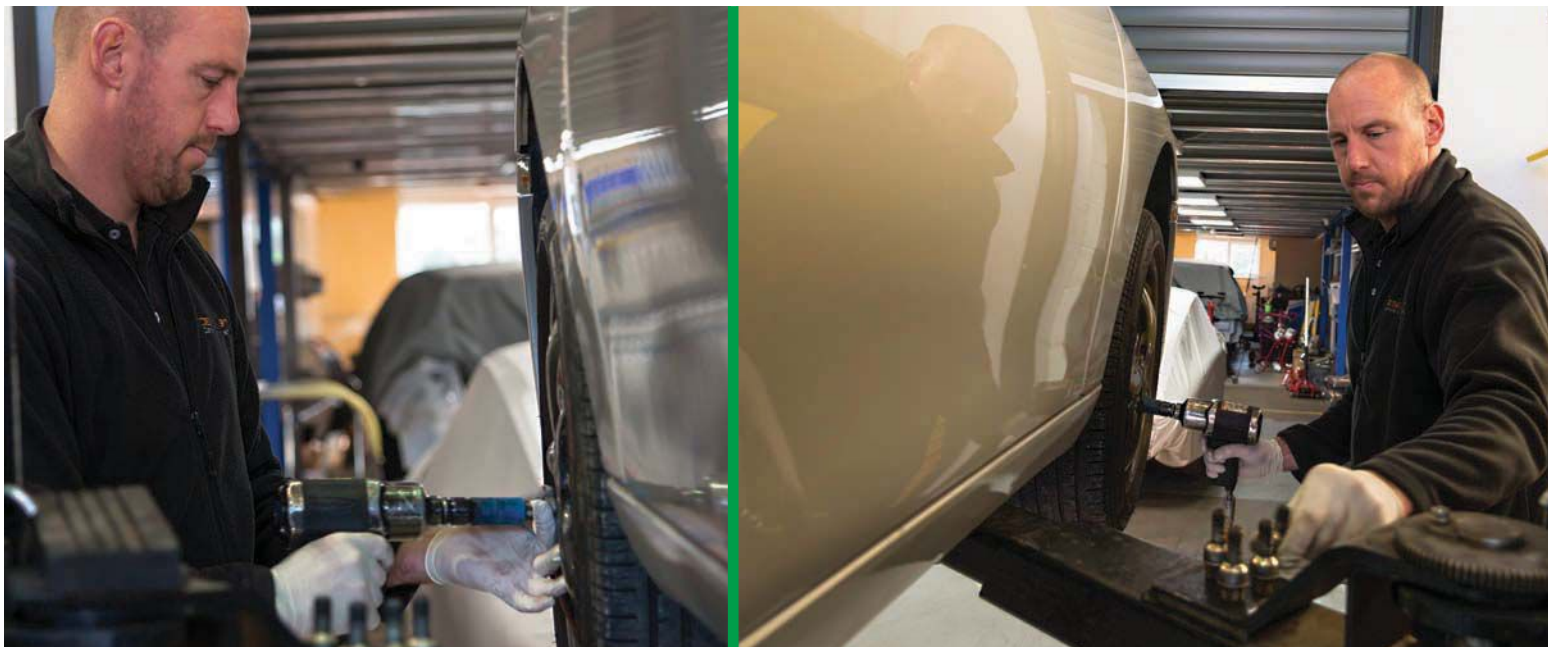
#### Contact:

porsche.world@chp  
ltd.com

#### This month:

They're probably  
far too good for my  
old 996 banger, but  
what the hell and  
hopefully this  
Ohlins kit will hit  
the spot

Bennett's 996 in the workshop at Design 911. It's going to be a long day!



set-up on reader, Richard Beaumont's amazing lightweight, largely carbon bodied 996. Put simply I was impressed, not just with the ride quality, but also the notion of fitting something as esoteric as Ohlins suspension to my own 996. I mean, Ohlins has some serious pedigree in racing circles and it's clearly good enough to be specced as O/E on Singer's re-imagined 911s to great acclaim.

The thought kept nagging away at me, but having spent a goodly sum already on my suspension and getting it wrong, I didn't have a great deal of budget left. I'm not ashamed to admit that I went cap in hand to Ohlins and they cut me a very good deal on its R&T POZ M100 coilover kit, which was soon winging its way from Germany.

So what is it that appeals about the Ohlins kit? Well, apart from the fact that it looks absolutely fantastic and screams quality, it's adjustable in both height and bounce and rebound, which means I should be able to fiddle around to my heart's content and arrive at a bespoke suspension solution that suits me and me only.

The R&T kit has a number of neat touches that distinguish it from the

competition. Firstly, the ride quality that so impressed me on Richard's car is partly a result of what Ohlins call DFV (dual-flow valve) technology, which causes the damper to quickly release pressure and so not effectively lock-up when striking a sharp bump. This is something that has plagued the rear of my 996 with both of my suspension set-ups. Secondly, the spring pre-load is set when fitting. The ride height can then be set without affecting the spring rate or the damper travel. In effect, you can go as low as is practical and still retain sensible ride and handling comfort. Anything else? Yes, the dampers are easy to adjust for bump and rebound with just one adjuster on each unit accessed from the inside for the rear dampers and externally for the fronts.

Essex based Design 911 are the UK distributors for Ohlins, so it made sense to entrust them with the fitting. I haven't been to its new premises and, usual industrial estate setting aside, it's an impressive facility containing the hugely popular mail-order side of the business, workshop and classic Porsche sales all under one roof, with further storage and paint shop

alongside for restorations and a drive in bunker for storage. That said, Design 911 guvnor, Karl Chopra, reckons they've filled the space already and is on the look out for more.

Guided tour over and it's time to get stuck in. Changing the entire suspension in a day is a big job that requires everything to go smoothly. Technician, Gary O'Brien, is concerned that the usual 996 issues of corroded bolts and fittings is going to delay things, but I assure him that the suspension on my car is fresh and has been on and off with such regularity that nothing has had a chance to seize. Plus, both Auto Umbau and RPM Technik who have both tended to the suspension are fastidious in their use of anti-seize compounds. First, though, we get the shiny Ohlins stuff out of the boxes for a good ogle. Seems a shame that it's going to be hidden from view. Of course, Ohlins made its name with motorcycle suspension, which is always on prominent display. Ohlins realised on that basis it would pay for it to look good. The combination of Ohlins gold suspension forks and monoshock rear damper, with yellow spring, on blood red Ducati 996s and the like,

Design 911's Gary O'Brien on the wheel gun. It's fair to say that he wasn't entirely looking forward to this job, such is the average modern Porsche's reputation for seized fixings...

...however, with the suspension having been on and off numerous times in the last year or so and reassembled with copious quantities of assembly paste, it all came apart remarkably easily



# TECH: PROJECTS



captured the imagination of enthusiasts and helped to really propel Ohlins' image. Not that it's a case of style over substance as we will surely find out.

Gary tackles the easy end first: the rear. He is pleasantly surprised that my assurances of 'easy to remove' prove to be accurate, as the rear dampers and springs practically fall off the car. To access the rear top mounts, a section of trim has to be removed from behind the rear seats. This has the double bonus of revealing a metal cover, which is secured properly and has been driving me mad with its rattling.

The Ohlins units are assembled on the bench. It's not tricky as such, but careful attention needs to be paid to the instructions. The standard suspension drop over standard is 20mm and that effectively is the default setting using the measurements supplied. Of course, with endlessly adjustable spring platforms, you can go higher or lower, but 20mm seems a good starting point. The damper units themselves are also pre set, but more of that later. So with relative ease the rear coilover units go on and the M030 anti-roll bars are connected. Half the job done.

The fronts are more time consuming because the brake calipers, discs and hubs need to be removed. Again they come apart without any issues and the front Ohlins units are assembled on the bench, ride height is set and they're offered up. Sounds easy, but it's mid-afternoon by the time the last corner goes on. Still, it couldn't have gone any faster or smoother in the great scheme of things. A geometry check and set up follows to make sure that everything is pointing in the right direction.

Could you do this at home? Yes, certainly, but you might get caught out with

**Left:** Access to the top mounts is under trim panel in rear of the car. **Above:** Rear damper unit comes off without a fight

Too good to hide away, but hide away they must. Ohlins damper units shout quality. Assembly on bench with ride height set. Note gold adjuster on top of damper

## CONTACT

**Design 911**  
51 Tallon Road,  
Brentwood, Essex  
CM13 1TG  
Tel: 020 8500 8811  
design911.co.uk  
ohlins.com





seized fixtures and fittings, but if you've got the equipment (heat is useful) to deal with such eventualities, then it's perfectly feasible, with Ohlins' largely excellent instructions.

As mentioned, the dampers are already pre set to what I assume is a 'safe' setting that is neither too soft or too hard. The rear dampers have 31 different settings, while the fronts have 27. Each damper has a simple adjuster and each setting can be felt with a pronounced 'click' as you turn it. Starting with zero, which is effectively fully soft, you then start to wind back in. And

this is where the fun starts.

Have I arrived at the perfect set up yet? No, I haven't. Have I been trying? To a degree, but this is being written just a few days after fitting and I haven't really had the opportunity to go out and attack my favourite roads. Thus far I have both front and rear set up at the 'half-way' point as a reference, on the basis that it will be easy to go backwards and forwards from there and keep a track of the changes. My ultimate goal is a set up that works well on typical British B roads, because if it can do that, then it will be fine everywhere else. A

suspension system that doesn't work in this environment isn't fit for purpose.

What is immediately apparent is serious body control over undulations and supremely stable cornering. What I want to dial out, though, is any harshness in the low-speed ride and unlock Ohlins' famous 'magic carpet' ride and maybe consult the likes of suspension gurus Center Gravity on set up path and options. What I'm sure of now is that I have the suspension to achieve this. Frustrating I know, but I'm afraid it's a case of watch this space. I will endeavour to have the answers next month... **PW**

Rear damper unit installed with no problems

Front damper removal and replacement is more involved, but again goes smoothly. Final job is a geometry check



**ZIMM**  
AUTOTECHNIK  
PORSCHE SPECIALISTS

ORDER ONLINE [www.allzim.com](http://www.allzim.com) PARTS FOR ALL PORSCHE • 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

**DAVE THE TRIMMER**  
FULL SE-TRIMS • CARPETS • HOODS • SMALL REPAIRS  
Classic & Modern

Highly skilled  
coach trimming

SPECIALISING IN PORSCHE  
SINCE 1998

Interiors and more

BESPOKE AND AFTERMARKET HOODS, TONNEAU COVERS, CARPET SETS,  
FOOTWELL MATS, HEADLININGS, TORN OR WORN SEATS, TAILOR-MADE SIDE  
SCREENS AND HOOD BAGS, HAND-STITCHED STEERING WHEELS, RETROFIT  
HEATED SEATS, EMBROIDERY, BROKEN SEAT FRAMES, CIGARETTE BURNS,  
WORN SEAT PIPING, TORN OR WORN SEATS, DOOR PANELS

see even more

01908 585 039 | 07825 873 535  
dave@davethetrimmer.com  
davethetrimmer.com

01676 53 23 46

**Woolies**  
Workshop

WWW.WOOLIESWORKSHOP.COM

NEW AND USED PORSCHE 924 AND 944 SPARES

USE PWORLDS TO GET 5% DISCOUNT ON SPARES

**WILLIAMS CRAWFORD**  
*Passion for Porsche*

SALES - BROKERAGE -  
RESTORATION - MAINTENANCE -  
BESPOKE BUILDS - ENGINE REBUILDS -  
ACCIDENT DAMAGE - EVENT PREPARATION

997 Carrera 2 S Tiptronic S, 2007, GT silver	£26,995
996 Turbo S Cabriolet manual, 2004, Arena red	£74,995
996 Turbo Coupe Tiptronic S, 2003, Basalt black	£42,995
996 Targa Tiptronic S, 2003, Basalt black	£POA
981 Cayman manual, 2014, Sapphire blue	£35,995
987 Boxster manual, 2006, Atlas grey	£13,495
987 Boxster S Tiptronic S, 2005, Arctic silver	£13,495

911 Carrera 3.2 Sport Coupe manual, 1988, Guards red	£49,995
911 Carrera Cabriolet S manual, 1989, Grand Prix white	£49,995
911 SC Coupe manual LHD, 1981, Black metallic	£POA
911 SC Coupe manual LHD, 1982, Platinum gold	£35,995
964 Carrera 2 Cabriolet manual LHD, 1990, Black	£49,995
964 Carrera 2 Targa manual LHD, 1993, Black	£POA
993 Carrera 2 Cabrio Tiptronic S, 1995, Aventura green	£69,995
993 Carrera 2 manual LHD, 1996, Midnight blue	£59,995
968 CS manual LHD, 1994, Guards red	£29,495

**SIMILAR CARS PURCHASED**

Cornwall, UK email: [info@williams Crawford.co.uk](mailto:info@williams Crawford.co.uk) or [sales@williams Crawford.co.uk](mailto:sales@williams Crawford.co.uk)  
telephone: +44 (0) 1752 840307 website: [www.williams Crawford.co.uk](http://www.williams Crawford.co.uk)

**CarBONE**

GAUGES  
CUSTOMIZATION?

WE CAN HELP!

PHONE: +48429422115 // [OFFICE@CAR-BONE.PL](mailto:OFFICE@CAR-BONE.PL)  
[WWW.CAR-BONE.PL/SHOP](http://WWW.CAR-BONE.PL/SHOP)





**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](http://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**



## SONIC BOOM BOY

In an unplanned attempt to emulate Bloodhound's world land speed record challenge, Johnny Tipler discovers his 986 S is halfway to the sound barrier with a Cargraphic silencer, which provides the required acoustic effect



### JOHNNY TIPLER BOXSTER S

**Occupation:**  
Freelance writer, author  
**Previous Porsches:**  
Carrera 3.2, 964 C2, Boxster 986, 996 C2  
**Current Porsches:**  
Boxster S  
**Mods/options:**  
Mo30 lowered springs, Cargraphic exhaust  
**Contact:**  
john.tipler@paston.co.uk  
[johnnytipler.co.uk](http://johnnytipler.co.uk)  
**This month:**  
Fitting up some bigger wheels, plus a Cargraphic exhaust system

Bigger wheels from JT's out-going 996 have found their way on to the Boxster, but not without much fiddling with spacers and wheel nuts. Looks good, but not sure about ride quality!

**W**ith hurricanes and tidal surges in the news of late, my newly acquired 986 Boxster S has gone along with the flow and adopted a new soundtrack – a rushing tsunami tune that, under hard acceleration at high revs, conjures up nothing so much as a fast-moving tidal wave. All credit, then, to Cargraphic for bringing about the transformation from babbling brook-style choppy sea to full on surf-smacker surge.

A day on the hoist at Cargraphic's Cullompton, Devon, factory saw the standard 986 box replaced by a gorgeous shiny ovoid cylinder. If that sounds like a straightforward job, hear this: with the car up on the ramp, first action is when Keith, a veteran exhaust specialist, cuts the brackets off the old pipes connecting the silencer so it can be de-mounted. He removes the car's rear bumper panel and raised the spoiler to gain better access via the engine bay to undo the captive nuts to the silencer support. 'There's no way of getting your hands or a tool on the other side of the nut to prevent it from spinning, so the only option is to remove the rear valance, and the job is made far easier by doing that, once we'd figured out how to lift the spoiler.'

It's evident that on the bolts holding the manifold in place, especially on the left-hand side, the corners of the nuts have rusted away. We'll tackle those in a future report, no doubt, but they give a clue of the chore in store. Meanwhile, Keith had the devil's own job getting the pipe with the cat on, because

the triangular flanges were corroded together, and it's very difficult to separate them without applying heat, particularly as he's remounting it onto an existing plate; if he was replacing everything he wouldn't have to be too careful about how he removed it – he would just hit it or cut it. 'You just don't know how long it's going to take to get the old stuff off,' says Keith; 'and when you go into a high street exhaust place, they tend to just cut it, they use gas, they use grinders, with no thought of having to fit back onto something that's already there.' After that, the job becomes more straightforward, though Keith needs a second pair of hands when reconnecting cat pipe to silencer, itself supported on a tripod stand. It makes an incredible difference having one fitted at source.

Cargraphic partner Simon Young is optimistic: 'You should have more sound, and probably a marginal horsepower gain. It's slightly lighter than the original as well, and hopefully you're looking at 3- to 5bhp more, which might be noticeable, but definitely more sound, and it's a nice looking piece of kit as well; it's quite unique, because it's not made from pressings like the standard one, and the ends on our silencer are like half a rugby ball on each end, and that gives the silencer a very distinguished look. And it doesn't resonate, which is another good thing.' I like the rugby ball analogy, though I'll need to be careful when I park at the rugby club, then – you know those rigger buggers, any excuse to handle a ball... Anyway, it is interesting to learn how the shape of the silencer came about: 'the

company we buy our baffles from are restricted on what they can offer us in the way of ones for a large oval silencer, and there was nothing really that we could buy off the shelf that was big enough for what we wanted, so we decided to make our own tooling and produce our own end sections for this particular size, with a view to using it on other systems, and we maximised the space available in terms of the silencer unit and the back end of the car. When we were originally doing this, back in the late '90s, of the systems that were available for the Boxster at the time there was nothing that was particularly good, and everything tended to resonate. So we produced all this tooling to fabricate the rugby ball silencers, and it's a unique product for the 986. The advantage of doing something like this is that it makes it hard for somebody to copy it if they're not prepared to invest in the sort of tooling that we've invested in. It's a totally different system on a 987, a different layout, different system. What you've got here only works on a 986, and we've produced it in such a way that the 2.5 and the 3.2 S both use the same silencer but they have a different hanging system. We produce the hangers on brackets so you can take the same silencer and you either fit a set of 2.5 brackets or a set of 3.2 S brackets. I wouldn't say the 987 system is better than the 986, it's just different.'

'The 981 Boxster is different again, though the original system is surprisingly light, so there must be less requirement for silencing, and that must be due to the

**CONTACT**  
Cargraphic  
Thomas Schnarr  
GmbH  
Wieslauerstraße 20,  
D-76829 Landau,  
Germany  
Tel.: +49/6341/968  
911-0  
[info@cargraphic.com](mailto:info@cargraphic.com)  
[cargraphic.com/](http://cargraphic.com/)  
[cargraphic.de](http://cargraphic.de)



engine configuration I guess. But the rear section of the 981 is quite a good system anyway, and we make a flap system for them, and we do a full race system for all of the 987s and 981s, and there's quite a comprehensive range of parts for both those models. Not so much for the 986. I think the 986 will recover in value, and as soon as there is a resurgence people will start spending money on them and we'll start selling systems again. I don't see Boxsters getting any cheaper than they are now, so there is only one way for them and that will be up.'

I'll drink to that. I start up the engine and instantly the Cargraphic rugby ball elicits a much deeper rumbling on tick-over. On the A38 the sound crescendos to a mellow boom, and nothing like the rasp that characterised the 996. I notice that there's slightly better torque and now I can pull more strongly from lower revs, with slightly perkier acceleration as well. It makes me want to have the rest of the Cargraphic system installed now.

You can't beat a Boxster point to point, cross country. Especially when it's been lowered a bit. Having had the suspension slammed by 10mm with M030 springs, supplied by Porscheshop and fitted by SCS at Honiton, the next revision to the running gear was to fit the 18in five-spoke Carrera wheels left over from the 996. As mentioned

in my last running report, they were fairly corroded on their inner surfaces so I got Colorcote at Hethel to powder-coat them a bluey-grey hue. What I hadn't appreciated was that, at the back, the 996 version of the Carrera wheels were 10in rims while those on the Boxster were 9in. We discovered this only when the boys at Kingsway Tyres in Norwich fitted a set of Vredestein Ultrac-Vorti tyres, balanced the gorgeous as-new wheels and fitted them on the car and, much to our surprise, we found it wouldn't budge. The rear rims were jammed against the rear dampers. A call to Porscheshop elicited a set of 10mm spacers. The rear wheels still rubbed. A pair of 20mm spacers followed. The rims were clear of the dampers, but the standard bolts securing the spacers to the hubs were too long, and sounded as if they were snagging on the handbrake spring in the nearside hub when the wheel was rotated. So Porscheshop sent a set of shortened (by 2mm) bolts, and finally, on the fifth attempt, the wheels went on and didn't catch on anything. They endow the 986 with a great deal more attitude, and I think the darker colour sets off the Arctic Silver of the bodywork very nicely. I ran into an old acquaintance, Rick Cannell of Highgate House Graphics, at the recent Classics at the Castle gathering, and he proposed a decorative programme for the car, though he wouldn't be drawn on what he has in mind.

Anyway, at first I wasn't so sure about the ride quality with the new, lower profile tyre walls, which produced a harsher, less compliant ride, and I felt an element of the tactile feel of tyre-on-Tarmac had also been lost. So, it is tempting, then, to source a set of 17in wheels and undertake similar cosmetic treatment as the Carrera wheels, and shoe them with appropriately taller rubber. It would be interesting to see how the 986 looks with Fuchs wheels, which would perhaps be more in keeping with the purer classic shape of the original Boxster. When it comes to roadholding, though, the Vredesteins are imperious in their adhesion, making the Boxster feel utterly planted on a smooth surface; sure, there's not so much pleasure on a rustic country lane because of the uncompromising ride, but I guess that goes with the territory. At any rate, grip is phenomenal, and there's a new poise about the Boxster as it goes around corners, evoking that feeling that you can simply do anything you want with it. You can't ask much more of a car than that. Other than a smoother ride, perhaps.

And, meanwhile, as that thought festers away in my mind, I've planned a road trip to Northern France, opting for overnight crossings aboard Brittany Ferries' finest, so let's hope the good folk of Brittany aren't alarmed by the tsunami soundtrack emitted by their cheeky visitor. **PW**

Left: Getting the bigger 996 wheels to fit without rubbing on the dampers required 20mm spacers and shortened bolts. Middle: old and new exhaust systems. Above: Cargraphic exhaust back box owes something to the world of rugby!

It all looks easy enough in the pics, but replacing the exhaust on any Porsche of this age requires a lot of time, patience and heat. Still, the new system looks great fitted



# PMO carburetors

Pair 40mm PMO's: \$3800  
 Pair 46mm PMO's: \$3900  
 Pair 50mm PMO's: \$4000

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

40mm, 46mm and 50mm



**"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](http://www.pmocarb.com)

VISA, MasterCard, or Prepaid



1970's Wheel Brace...



One Mans Speciality.....  
[www.thewheelrestorer.co.uk](http://www.thewheelrestorer.co.uk)  
 Tel : 01978 352980

[www.clubautosport.co.uk](http://www.clubautosport.co.uk)

Porsche Specialists since 1971



**WORKSHOP FACILITIES** - servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work



**FULL BODYSHOP & REPAIR FACILITIES** - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates



**NEW AND USED PARTS** - any part for any Porsche, from engines and gearboxes, body panels to small trim parts

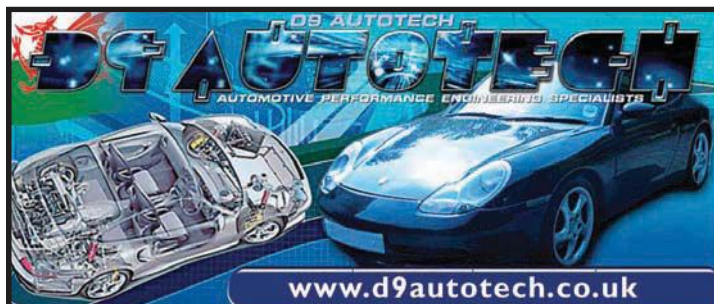


**LIGHTWEIGHT COMPOSITE PANELS** - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless  
**SINGER INSPIRED CONVERSIONS AVAILABLE NOW**

Next day delivery or collection

**Tel: 01384 410879**

email: richard@porscha.co.uk or mick@porscha.co.uk  
 Park Lane, Halesowen, West Midlands, B63 2RA



[www.d9autotech.co.uk](http://www.d9autotech.co.uk)

D9 Autotech

Porsche specialists for south wales & west.

Servicing, rebuilds & restoration, full autologic diagnostics massive discount on parts



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)

**No5 GARAGE**

Independent Porsche specialists

Established 1976



**ALL REPAIRS AND SERVICING FOR YOUR PORSCHE**

UNIT 1,  
 46 COLVILLE ROAD,  
 ACTON,  
 LONDON W3 8BL

[www.no5garage.co.uk](http://www.no5garage.co.uk)

EMAIL: no5garage@aol.com TEL: 020 8993 7318



# 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](http://www.jazweb.co.uk)**

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



### 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 Coil-on-Plug for 911**



Visit [www.clewett.com](http://www.clewett.com) or call 310-406-8788 USA

# 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](http://www.autoumbauporsche.co.uk)

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS



### TWG MOTORSPORT SPECIALISING IN PORSCHE

**SERVICING REPAIRS 356-991**

**Porsche parts new up to 60% off, 915 gearbox rebuilds from £450 and menu price servicing**

**Sales & Workshop 0800 999 7911**

**[www.twgmotorsport.co.uk](http://www.twgmotorsport.co.uk)**

Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1)





Sponsored by



## PULLING THE PLUG ON A 944 TRANSAXLE CASING

Arguably the most awkward problem facing any DIY Porsche owner – and many professional technicians, come to that – is galvanic corrosion. The process by which, over a long period (and sometimes a very short one), ferrous-based components effectively weld themselves into any surrounding light alloy. Many is the time I have stood beneath some disappointingly recent and so still high-value example of Stuttgart's finest, raised on a lift, while the hero of the relevant how-to story drills out the remains of a broken screw or bolt before tapping the resulting hole and/or fitting a suitable threaded insert. It can add many hours to the job – and significant cost.

It strikes in unlikely places, too. On each of the three transaxle cars I have owned (a 944 and two 924Ss) the filler plug for the combined gearbox and final drive required some pretty heavy-duty hardware (and heat) to shift, with the added complication in the first 924S of the hexagonal key simply rounding out the matching recess in the plug. It looks as though my recently acquired Mercedes-Benz Vito might have the same issue, too, although fortunately that filler plug not only has a much deeper recess for the key, but also appears to be made of much better-quality material, and so has not already been damaged.

What to do, then, if your filler (or drain) plug won't

budge, or becomes so damaged that you can't grip it properly? (And obviously you need to make absolutely sure you can shift the filler plug before draining the oil, not when the contents of the transmission are in a bowl beneath it. Turning the car upside down to refill the unit is more than just a little inconvenient...) First, wire-brush the plug and the surrounding area to loosen as much surface corrosion as possible, and then give the exposed threads of the plug a generous squirt of penetrating oil – this last step ideally a few days before you need to do the job, and perhaps repeated several times. I always wonder in these circumstances how much of the penetrating oil, if any, will genuinely enter the necessarily minuscule gap between the plug and the casing, but every little helps – and it can't do any harm.

Next, clean out the recess in the central part of the plug to eliminate as much corrosion and good, old-fashioned dirt as possible – a straight or angled pick is probably the best tool for that job – and then make sure that you have a good-quality key that is as tight a fit as possible. Don't worry if you have to tap it gently with a hammer to drive it fully home – unless, of course, that comes as the result of not cleaning out the recess sufficiently (see above) or, perhaps, that the key is actually not quite the right size.

The correct key for the 944 transmission plugs is a 17mm impact wrench on something as potentially fragile as this (although you might have to if all else fails), but there is no doubt that a short, sharp pull (or push) on something as tight as this is always more effective than a gradual increase in pressure.

Don't panic if your key does start to round out the recess in the plug. Well, not quite yet, anyway. Snap-On – among others – sells sets of special

reverse-fluted sockets designed to grip the outside of rounded-off bolts and nuts and, unlikely though it might seem, they can usually make remarkably short work of even something that started off completely circular, such as one of these plugs. Choose the socket that's as tight a fit as possible over the threads, perhaps tapping it home over the relatively soft material with a few short, sharp blows from a heavy hammer – you are in no position to pull your punches here. Again give yourself a fighting chance by using as long a bar as possible, and perhaps land the knockout punch by getting the area round the plug as hot as possible, with either a DIY-

style gas torch or, better still, an oxy-acetylene set-up. Just be careful not to start melting everything in sight, and bear in mind the obvious fire risks, not least due to the proximity of the fuel tank. Have an extinguisher ready, in case.

It would, of course, be a good idea to buy a couple of new plugs before you start – the part number for both is 111 301 127E; they cost a mere £2.76 apiece plus VAT – and it's obviously only sensible to protect any remaining exposed thread, once they have been fitted, with a squirt of some wax-based preservative. That should help prevent any water working its way down the thread, and creating further corrosion in future.



Many transmission drain and filler plugs – shown here on a 924S transaxle removed from the car – require the use of a hefty hexagonal key to locate in their central recess in order to undo them. They often 'round out', though, in which case one of these special reverse-fluted sockets should do the job

## USE HEAT TO BEAT THOSE CORRODED NUTS

Steve McHale at JZM has made some constructive suggestions about my recent how-to story on replacing an air-cooled 911's heat-exchangers, and given his famously long experience in all matters air-cooled – and water-cooled, too, of course – I feel duty-bound to pass them on. (See pages 118–122 in the May 2017 edition of the magazine.)

'In all the years of removing these systems I don't think we have ever snapped an exhaust-manifold stud,' he wrote. 'The way to do it is rapidly to heat the nuts until they are cherry-red – you'll need an oxy-acetylene torch for that, not just a small gas

blowlamp – and then to use a 13mm universal-jointed socket to undo them. You shouldn't need to hit the heat-exchangers with a hammer and a drift in order to make your socket fit.

'Do the same with the barrel nuts, obviously using the correct hexagonal key through the holes provided in the heat-exchangers. The system comes off in one piece, and the whole job should take no more than around three hours from start to finish. Also, fitting a straight-through pipe, as you showed, instead of a side exhaust box, results in a considerable reduction in engine torque.'



Avoid this scenario, says JZM's Steve McHale – and potentially having to damage the heat-exchanger to fit the socket on the nut in the first place – by first quickly heating the nuts to cherry red

**STRASSE**  
SPECIALISING IN PORSCHE  
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

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

**Carrera**  
ENGINEERING & MOTORSPORT

UNIT 7, MIDDLEBROOK INDUSTRIAL ESTATE, HOE LANE, NAZEING EN9 2RJ

- FIXED PRICE SERVICING £45 PER HOUR
- DIAGNOSTICS
- AIR CONDITIONING
- PRE PURCHASE INSPECTION
- WORK GUARANTEED TO MANUFACTURERS SPECIFICATION
- OVER 36 YEARS EXPERIENCE

**DEALER QUALITY SERVICE**  
at highly competitive prices

01992 892333 tony@carreraengineering.co.uk www.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

**Electrical Innovation for your Air Cooled 911**

**CDI+ Ignition** **Fuse Panels**

- 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
- 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**

**YORKSHIRE CLASSIC PORSCHE**

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on  
01937 574052  
YCP Service Centre  
01347 878425

Yorkshire Classic Porsche are a used Porsche dealer in 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.

We now offer service, repair and diagnostics at our new Sales and Service Centre in York

**www.yorkshireclassicporsche.co.uk**  
Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA  
also at Unit 31, Alan Farnaby Way, Sheriff Hutton YO60 6PG



Sponsored by



## CALLED TO THE BAR

I have suggested before in these pages how fortunate we Porsche owners are that so many brand-new genuine parts are still so readily available for so many of our cars. Most recently that came with the caveat – gained from experience with the plenum-chamber cover for my left-hand-drive 944, which I had to modify with a pair of scissors – that they don't necessarily fit as well as they must have done back in the days when the cars were rolling off the production line. By and large, though, we are in a pretty good place.

During the recent summer I encountered another interesting example of how Porsche has quietly but significantly changed the specification of a fairly key component – without any unduly disastrous consequences, it has to be said, but initially quite disappointing, none the less. Forewarned is forearmed, however, so I hope that what follows might help you to avoid a similarly inconvenient hold-up in any such project

you might be tackling.

Rob Nugent and Robin Hayers, two of the technicians at BS Motorsport, are spending their weekends building a 944S2 trackday car, with me following the process as closely as possible. You might recall that a few months ago we ran a how-to feature on installing lightweight Dynamat sound insulation, to make it more comfortable to drive to and from the circuit. Next step was to attempt to sharpen up the ageing (OK, then, completely knackered) chassis, and to that end they are going for Powerflex polyurethane bushes all round, and hopefully a set of Bilstein dampers – all great how-to stories, and of which more in due course.

Rob also wanted to beef up the front and rear anti-roll bars, and had bought, brand-new from Porsche, essentially an M030-specification job for the sharp end. Intriguingly, but today perhaps not entirely surprisingly, the logo on the shiny black powder-coating showed that it had been

manufactured by well-known German spring company, H&R. Knowing from previous experience that the centre section of an M030-spec 944S2 anti-roll bar has a diameter of precisely (and as far as I know purely coincidentally) 30mm, Rob had also ordered the appropriately sized bushes from Powerflex.

So far, so good. It soon became apparent, though, that while the new poly bushes for the drop-links between the anti-roll bar and the suspension arms were the correct size for the new bar, the single-piece items to be fitted in the mounting brackets to the body shell (below right) had by some margin too large an internal diameter. It was very easy to slide them along the bar, then, but there was no way they would then hold it securely enough for it to do any good. Back to the boxes they arrived in and, sure enough, the labels suggested that we had received the items we had requested, confirmed by measuring them with a caliper: 30mm, give or take a few thou.

But the same caliper immediately showed that the new Porsche/H&R bar has a diameter along its central section of only 28.5mm. Not much we could do about it on a Saturday afternoon, but the following Monday morning Rob was on the phone to the parts department at Reading, just in case there had been a mix-up somewhere along the line. Apparently not, though: the part number in the PET system definitely relate to that bar, and that is the only one that is now available to that specification. Presumably any reduction in stiffness through its slightly reduced diameter is either compensated for by the choice of material, or perhaps even deemed irrelevant. Who knows?

Pragmatically, Rob ordered from Reading a pair of standard M030 Porsche bushes, themselves now with an internal diameter of 28.5mm (so obviously someone, somewhere, has taken on board the fact that the bar had been modified), and unsurprisingly all is well. I think it's worth knowing

about this minor discrepancy, however, if only because you might suddenly find that any new such (Porsche) bushes you buy for your own car don't fit the 30mm diameter anti-roll bar that came as part of any original M030 set-up.

As for the old (26mm) bar from the S2, after a thorough shot-blasting and powder-coating treatment that will eventually be going on my 944 to replace its factory-fitted 23mm job – complete with the appropriate Powerflex bushes, of course. And then, like the two Robs, I shall have to start thinking about what to do at the blunt end.

I did let Powerflex know about this situation, by the way, and while perhaps understandably they have no immediate plans to offer bushes for these later 28.5mm 'M030' anti-roll bars, it's something they will if necessary consider for the future. So for them, too, forewarned is forearmed. Anyway, more on all this – and the rest of the S2's front-end rejuvenation – within the next few months.



'M030' anti-roll bar for 944S2 used to be 30mm thick, but relevant part number has superseded to this 28.5mm diameter item (above, in Rob Nugent's hands)



Unsurprisingly, 30mm mounting bushes from Powerflex were fractionally too large. Company has yet to tool up for the new 28.5mm items, but at least we have made them aware of this unannounced change



We'll bring you the full story of converting the S2's suspension to Powerflex bushes throughout within the next few months, but shown here are those for the anti-roll bar's drop links (ie connecting the ends of the bar to the suspension arms). They don't look as though they will ever pass through the metal eyes, but a strong bench-mounted vice and some careful use of a screwdriver should do the trick. Just watch your fingers, and obviously be careful not to tear the relatively soft material with the blade. A squirt of WD-40 helps, too



Tested and Approved  
by Porsche Specialists

Used by & available from **RPM**TECHNIK  
To find your nearest stockist visit [www.evanscoolants.co.uk](http://www.evanscoolants.co.uk)



The Ultimate  
Cooling Solution



# DESIGN911

CLASSIC CAR CENTRE

Telephone:  
+44 (0) 20 8500 8811



Porsche 356C 1965 1.6L Karmann Coupe, Manual Gearbox, LHD, Signal Red 6407 with Black interior.



Porsche 356C 1964 Coupe 1.6L Manual Gearbox, LHD, Ivory White with Black interior.



Porsche 356 1962 Cabrio 1600S Manual Gearbox, LHD, Ruby Red with Black leatherette interior.



Porsche 356C/1600 SC 1965 Karmann Coupe, Manual Gearbox, LHD, Light Ivory 6404 with Fawn Leatherette interior.



Porsche 356 Chesil Speedster 3.0L 1970, Manual Gearbox. RHD. Midnight Blue.

SEE OUR WEBSITE FOR A FULL LIST: [WWW.DESIGN911.COM/CARS](http://WWW.DESIGN911.COM/CARS)



## 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](http://www.TIPEC.net)



## 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](mailto:sales@portiacraft.com)

[www.portiacraft.com](http://www.portiacraft.com)

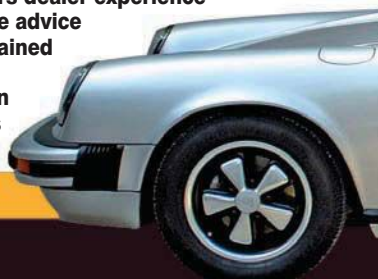


# STEVE BULL

## SPECIALIST CARS

### SERVICING, REPAIRS & SALES

- Numerous Porsche models in stock for sale
- Buyers of all Porsche vehicles - please call
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Purpose built premises
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche



Tel 01380  
725444

Mobile 07767 324542  
Sales 07590 822868

[www.stevebullspecialistcars.co.uk](http://www.stevebullspecialistcars.co.uk)

PORSCHE SPECIALIST  
An established service in Devizes Wilts



Service \* Restoration \* Sales

## Porsche Air-Cooled Engine Re-builds & Upgrades

911 \* 912 \* 914 \* 356



01295 812002

[www.greatworthclassics.com](http://www.greatworthclassics.com)

Your Lifestyle, Our Profession





# AUTOFARM

PURELY PORSCHE SINCE 1973



OVER 40 YEARS OF PURELY PORSCHE  
Independent specialists for servicing, repair, improvement,  
storage, sales and restoration



Best 911 Restoration Specialist  
Best Independent Porsche Specialist For Servicing  
Total 911 Awards 2015

workshop@autofarm.co.uk  
www.autofarm.co.uk  
01865 331234



# A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against  
prostate cancer.

[prostatecanceruk.org/menunited](http://prostatecanceruk.org/menunited)



## PROSTATE CANCER UK

Prostate Cancer UK is a registered charity in England and Wales (1005541)  
and in Scotland (SC039332). Registered company number 02653887.

3872

## PORSCHE INSURANCE

QUALITY  
PROTECTION  
FOR YOUR  
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

**classiline\***  
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.classilineinsurance.co.uk](http://www.classilineinsurance.co.uk)

Authorised and regulated by the FCA. \* Terms and Conditions Apply.

# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

356

## 9 - Apart

Parts specialists for 356  
01706 824 053



Classic Car Insurance  
0800 093 2953

www.KARMANN KONNECTION.com  
Porsche 356 & Early 911 Specialists



Great selection of Cars and a huge selection of O.E. and Top Quality parts for all 356's and 911's 65-73.

01702 340613

info@karmannkonnection.com

### ROGER BRAY RESTORATION

Milestone Business Park, London Road  
Whimble, Exeter, Devon EX5 2QB



STOCKISTS OF SIMONSEN 356 PANELS

CLASSIC PARTS FOR PORSCHE  
356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior - we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com

Tel: 01404 822005 Fax: 01404 822007

parts@rogerbrayrestoration.com

911

## 9 - Apart

Parts specialists for 911  
01706 824 053



"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY  
Hutton, Essex

www.dsdmotorworks.co.uk

CALL US ON

01376 583075

OR

07774 854418

CURRENTLY OFFERED AT

## PATRICK MOTORSPORTS

917 LMK Gulf



916 Tribute



1973.5 911T CIS



1966 912 3 Gauge



914-6 GT Vintage Racer



See these and other cars for sale at:  
Facebook.com/patrickmotorsports

602.244.0911

sales@patrickmotorsports.com

911



Classic Car Insurance  
0800 093 2953



911 1974 coupe

Left hand drive, 2.7 CIS, first of the impact bumpers, Certificate of Authenticity, black with black trim, history, handbook and documentation, MOT, drives well. Tel: 01704 880728.

£32,000

P1117/018

911



911 3.0L RS Replica

1974 RHD, original chassis no: 9115100757, production completed Feb 1975. Ex-race car, road legal, last owner 31 years. Exterior paint Guards Red G8. Original selling Porsche Centre PCGB, revised specification: front and rear wings extended RS type, with front and rear bumpers RS type, rear spoiler RSR (long) type, weight 950kg. 3.2 Carrera engine fitted with Club Sport DME, racing exhaust manifolds, 42mm three into one racing headers, 2 off (taken from Mr John Greasley of Dage Sport 911 race car) silencer pre-1974, approx 260bhp. Gearbox: 915 (1975) special close gear ratios 4 and 5; suspension: front torsion bar 21mm diameter, rear torsion bar 26mm, anti-roll bar 26mm [SC type]. Brakes: 993 Turbo, 4 discs and calipers; wheels: BBS Cargraphic front 8.5"x18", rear 10.5"x18"; windows, side and rear plexiglass; roll cage: Safety Devices model (steel) welded into suspension pick-up points; steering wheel: Momo Prototipo; seats: Corbeau race (new); safety belts: Luke 6 point (new). Many spares, including slicks included, history and pictures, Porsche Certificate of Authenticity. A top road and track day car that is 100% reliable, and can only appreciate in value, one year MOT. Email: lena911@googlemail (Marlow, Bucks). £49,950 ono P1117/017

911

911 Carrera 3.2, 62,000 miles  
Black with black leather interior, 12 months' MOT, lots of history and documentation, same owner for last 18 years, a very original car with overall good bodywork but does need some minor work to the body (photos available), the car is an original right hand drive/UK registered car and located in the UK. Tel: 0041 7874 54223. Email: croftsps@gmail.com.  
£42,000 P1117/019

993 Carrera 2S, factory Aerokit

For sale my Porsche 993 Carrera 2S (Turbo S widebody) with factory Turbo S Aerokit Turbo II, Varioram engine, 6 speed manual, in stunning Zenith metallic with matching Marble Grey and black leatherette interior, 1997, P-reg, C2S model and it comes with every Turbo II extra on list. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire).  
£85,995 P1117/020

944



1987 944 Lux

Owned since 1992, two previous owners, exceptional condition, always garaged, recent belt and brake service, must be one of finest examples available, please phone for full details. Tel: 07793 874664. Email: philipdell@hotmail.com (London).  
£8250 P1117/005

911virgin.com



Porsche wanted  
Payment  
Call  
Speak to

urgently  
immediate  
today  
Terry or Tom

Porsches bought & sold

01895 255222

info@911virgin.com

# THE GRAND TOURER

With the SUV market conquered with the Cayenne, Porsche had a clear run at the super saloon market and so unveiled the Panamera in 2009. The idea was to create a four-door 911 in terms of looks and it certainly looks different. Whatever the view, it has been a huge success and, eight years in, it's a sound secondhand buy

Once Porsche knew it had weathered the storm of protest that greeted the launch of what was not only its first four-door car but also a chunky SUV of no great beauty, the road to entering the prestige saloon market was cleared. Porsche purists did not like the idea of a Zuffenhausen off-roader, but it sold like hot cakes and all the fuss now seems absurd given that the big profits from the car aimed at US and Asian markets generates the profits that allow Porsche to indulge in sports cars like the GT3 and 918 Spyder.

The second step in Porsche's aim of becoming a 100,000 unit per year carmaker was to build a Mercedes and BMW chaser, a spacious four-door car that the prosperous 911 owner might like in the garage, too, for when family or business duty called. That was to be called the Panamera which, after a protracted period of teaser photos and information being dripped to the media to soften the blow of Porsche moving yet further away from its sport car roots, made its world debut in late

April 2009 in China, at Auto Shanghai.

The idea was to offer something more than another executive cruiser, but something that looked like a luxurious, four-door 911. Like the stillborn 989, a front-engined, four-door GT styled on 911 lines and shown in 1998, in fact.

The "Grand Turismo" car, as Porsche labelled it, went on sale in mid-September 2009, and within three months 10,000 had been built at the Leipzig plant it shared with the Cayenne. Nine years on, and with a second generation model on sale since 2013, the Panamera is an established driver of the Porsche money making machine, accounting for a significant proportion of the company's sales.

Of course, when a manufacturer of prestige cars suddenly extends production it can have a nuclear effect on product quality and secondhand values – just ask Mercedes-Benz and BMW. So has Porsche fallen into the same trap, the result large numbers of depreciated cars on the market that used car buyers shun, or has Zuffenhausen pulled off the trick of selling large numbers of Panameras while keeping

it exclusive? Here we look at the first generation Panameras and outline what to look for and how much to pay.

## DESIGN, EVOLUTION

The Panamera was launched in a three model range: the Panamera S and four-wheel-drive 4S using the same Cayenne-based 4.8-litre, normally aspirated V8 engine producing 395bhp and 369lb ft torque, and the Turbo powered by a twin turbo V8 of the same capacity good for 493bhp and a hefty 516lb ft torque (increased to 567lb ft on Sports Chrono overboost). Both engines had the new Direct Fuel Injection of the time, plus the also then new fuel saving device, Auto Start Stop which cuts the engine in stationary traffic. The seven-speed PDK automatic transmission was standard on all three cars (although the S could be ordered as a six-speed manual), while adaptive air suspension was standard on the Turbo.

Much was made of the rear seat luxury, there being two individually sculpted seats, with eight-way electrical adjustment as

The Panamera has serious road presence if not good looks, with its rather blunt nose. It is, however, a fine way to travel





This is a luxury car and a Grand Tourer, so the interior reflects that. It also introduced the elevated style centre console, which has been a staple of Porsche interior design now across all models. Right: 4.8-litre, 395bhp V8 in Panamera 4S

standard and various other options such as adaptive and comfort seats available. Four-zone air-conditioning was offered as an extra, allowing each occupant to set up their own "climate". No effort was spared on the sound system, the 1000-watt, 16-speaker system designed by Berlin Audio specialist Burmester. Prices ranged from £72,300 to £95,300, slightly above the 911.

The first additions to the range came in June 2010 in the form of new entry models, the Panamera and Panamera 4, both using an all-new, Porsche-designed 3.6-litre V6 (Porsche had previously been embarrassed over its use of a VW V6 in the Cayenne) producing 296bhp/295lb ft torque, and the 4 with the 4S/Turbo's "active" all-wheel-drive.

Then in September of that year the Turbo was offered with a Powerkit – the twin turbos were uprated, and the ECU tweaked – delivering an extra 40bhp, shaving the 0–62mph down from 4.2 to 3.9sec. A Porsche Exclusive factory option at £11,118, it could also be retro-fitted. At the same time, the Sport Design Package bodykit was offered for £2500, as was a sports steering wheel with gearshift paddles, an alternative to Porsche's original and unsatisfactory steering wheel button

shifters. Both these items were also factory order or retro-fit.

In February 2011 the Panamera went electric, the new S Hybrid model using the Audi-derived 3.0-litre, supercharged V6 producing a combined 375bhp/428lb ft torque when the electric motor kicked in. It could go a whole 1.3 miles on battery power alone. One month later a model at the opposite end of the spectrum – and which saw a favourite Porsche "sub brand" extended – was introduced, the Turbo S. This was effectively a model with the Powerkit, featuring turbochargers with titanium-aluminium turbine wheels, giving 542bhp and 590lb ft torque on overboost.

Always a reluctant builder of diesel cars, Porsche slipped the Panamera Diesel into showrooms in August 2011, another model to borrow Audi power, the 3.0-litre V6 rated at 247bhp/406lb ft torque. The oil burner did 0–62mph in under seven seconds, made 150mph and gave close on 40mpg.

Another flavour badge, GTS, was attached to the Panamera in February 2012 to produce a super-sporty, normally aspirated model. The 4.8-litre engine was updated to 424bhp/384lb ft and sat in an air-suspended chassis lowered 10mm and with

tauter damping. A Sport-Design body kit upped the visuals on the outside, and special trim, including "GTS" logos on the headrests, adorned the cabin. The gen 2 Panamera appeared in April 2013.

## DRIVING THE PANAMERA

The Panamera drives as you would expect it to. You sit almost as low as in a 911 and have the same surroundings, only more space. Familiar Porsche instruments are ahead, and driver and passenger are separated by the usual huge transmission tunnel covered in rows of switches. The interior feels solid and high quality, possibly more so than in a Mercedes of the same era.

Sharp steering and fairly stiff suspension make the Panamera agile and enjoyable, its considerable size seeming to shrink around you with familiarity. The Turbo and Turbo S are a feast of power and torque, and the atmospheric S model isn't short of breath either, while the V6 petrol and diesel have more than enough pace for every day driving. Seat comfort is excellent, but the firm suspension and big wheels are

## TIMELINE

**April 2009**  
Panamera S, 4S and Turbo unveiled at Auto Shanghai in China

**June 2010**  
Entry level Panamera and Panamera 4 added to the range

**September 2010**  
Powerkit for Turbo made available as a factory order or retrofit, as is a paddle shift steering wheel

**February 2011**  
S Hybrid petrol/electric version launched

**March 2011**  
Turbo S introduced to run alongside the normal Turbo

**August 2011**  
Panamera Diesel goes on sale

**February 2012**  
The sporty, normally aspirated GTS model is introduced

**April 2013**  
All models replaced by second generation Panamera

## SPECIFICATIONS

### 970-model Panamera

	Panamera/4	Panamera S/4S	Panamera GTS	Panamera Turbo/S	Panamera Diesel
Engine (cyl/cc)	V6/3605	V8/4806	V8/4806	V8/4806	V6/2967
Power (bhp/rpm)	296/6200	396/6500	424/6700	493/542/6000	247/3800
Torque (lb ft/rpm)	295/3750	369/3500	384/3500	516/553/2250	406/1750
0–62mph (sec)	6.3/6.1	5.4/5.0	4.5	4.2/3.8	6.8
0–125mph (sec)	25.8/26.6	18.5	17.9	13.9/12.9	30.4
Max mph	161/159	175	180	188/190	150
Average mpg	30.4/29.4	26.2/25.5	26.4	23.2/25.0	44.8
CO2 (g/km)	218/225	253/260	251	286/270	167
Weight (kg)	1760/1820	1800/1860	1920	1970/1995	1880
Wheels (F,R)	8Jx18in, 9Jx18in	8Jx18in, 9Jx18in	9Jx19in, 10Jx19in	9Jx19in, 10Jx19in	8Jx18in, 9Jx18in
Tyres (F,R)	245/50, 275/45	245/50, 275/45	255/45, 285/40	255/45, 285/40	245/50, 275/45
Years built	2010–2013	2009–2013	2012–2013	2009/2011–2013	2011–2013

Maintenance costs, 970-model Panamera (including VAT)

Minor service, all models £359

Major service, 2WD £820, 4WD £999

Front brake pads £506

Fix leaking engine coolant pipes under the vee £933

Set of four premium tyres (front 245/50 ZR18, rear 275/45 ZR18) £929

Servicing and repair costs supplied by JZM

## WHAT YOU'LL PAY

**£17,000–£20,000:** High mileage basic Panamera 3.6, probably at auction  
**£20,000–£25,000:** Starting price for used car dealer and privately offered Panamera, 4 and 4S from 2009/2010  
**£25,000–£30,000:** Starting price for Panamera Diesel, 2011/2012  
**£30,000–£40,000:** Cheapest price at Porsche Centre, but 970s rare here. Also high mileage Turbos start here  
**£40,000–£50,000:** Last of the 970s, including Turbo S

there to remind you that you're in a Porsche, giving a firm ride.

## WHAT YOU'LL PAY

You'll find lots of diesels for sale, because they accounted for over half of all new 970s delivered in the UK. Panameras, regardless of model, are still expensive, Porsche having had the good fortune to sell relatively high numbers without inducing heavy depreciation, at least compared to rivals. For example, a Panamera S from 2009 with 70,000 miles has a "retail" or forecourt price of £28,300, and a "trade" value (equal to what a private seller could expect) of about £23,000; the nearest Mercedes-Benz equivalent costing the same new, a CLS 63 AMG, of the same age and mileage would be £16,700 retail and £14,150 trade.

The very cheapest model with average

mileage will be a 2010 Panamera, which is going to cost a little over £20,000 privately, with used car dealers asking £26,000. If you want the S or 4S, add around £4000 to both figures, and if it's to be a Turbo, expect to pay at least £30,000 privately and £36,000 on the forecourt. To buy below £20,000, the only likely possibility is the 3.6-litre car, an early, 2010 example and probably with high mileage, likely to fetch £17,000 in a private sale or at auction. Note that the Panamera Diesel is only Euro 5 emissions spec, and therefore will incur the heavier penalty in London's forthcoming extended Ultra Low Emissions Zone.

## WHAT TO LOOK FOR ENGINE

The powertrain is the main, and possibly so far the only, significant trouble spot on any of the Panamera models, according to

## WHAT THE PRESS SAID

'What we were looking for was that unmistakable strand of Porsche dynamic DNA. Switching between Sport and the somewhat more manic Sport Plus settings, the Panamera never feels anything less than rock solid, stable and impressively planted, but it never overcomes its size – and that is accentuated by the low slung driving position.'

**911 & Porsche World**, Panamera First Drive, September 2009

'At 1931mm wide, the Panamera takes up more road space than a Land Rover Discovery but on anything from a decent B-road up feels a lot smaller and more nimble than its size suggests. Mostly this is down to the steering, which, if not identical to Porsche's sports cars shares some of the characteristics, namely that it is precise and feelsome. Where it differs is that it is more quickly geared.'

**Autocar** Road Test, Panamera Turbo, 30th September 2009

Steve McHale, director at Hertfordshire based Porsche specialist JZM. 'The early V8 S engines suffer from heavy carbon build-up on the backs of the inlet valves, and they are also prone to injector clogging,' he tells us. 'This will cause a misfire and possibly an engine warning light. He adds that it is worse if the Panamera has the PDK automatic gearbox – that's most if not all UK cars –

It's actually a hatchback! Tailgate offers impressive practicality and the seats fold to give a useful load area





With its styling cues taken from the 911, the Panamera looks quite unlike anything else on the road and is certainly distinct from its opposition

possibly because these Panameras, despite their motorway-eating ability, seem to get a lot of use in town, where revs rarely exceed 2000rpm.

Another common issue, and one very familiar to these who work on Cayennes with the same V8s, is the likelihood of a coolant leak from the engine. 'Early eight-cylinder engines had poorly designed water coolant pipes in the middle of the vee under the inlet manifold, which tend to fail and leak,' Steve explains. 'But you can get a modified set from Porsche.' Some Porsche specialists offer alloy pipe upgrades. Engine ancillaries that fail include the high-pressure fuel pump and the ignition coil.

### TRANSMISSION

Glitches affected the first cars' seven-speed gearbox. 'Early cars had PDK transmission shift issues,' Steve reveals. 'Re-programming and shift adaption [checking the clutch bite point and the gear shift rod movement] can go some way to fixing the problem – but there is a risk of the ECU and or the gearbox crashing midway through the process, resulting in the need for a gearbox and ECU replacement.'

### SUSPENSION AND BRAKES

Steve reports no particular issues, though high mileage cars need to be checked out carefully. 'Shock absorbers are likely to be worn out on high mileage cars, and because the cars are heavy, they get through discs and pads quickly, and they also wear out their tyres quickly.'

### VERDICT

For the Porsche enthusiast who can no longer fit everything into a 911 or a Cayman or Boxster, the Panamera is a logical step. It retains a genuine "Porscheness", offering a sporty drive but also incorporating the refinement you'd expect.

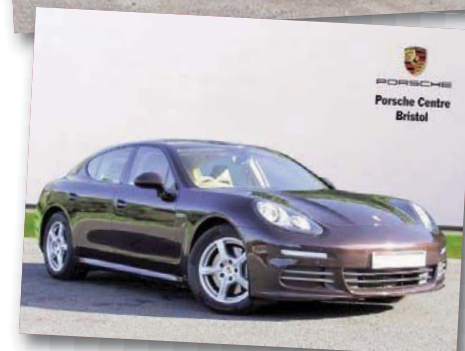
With even the earliest Panameras only eight years old, the usual problems we regularly report do not apply. You should not see any bodywork rust, serious electrical problems or tired looking interiors. However, the early cars do have their problems so need to be checked out properly, especially as – unlike most other prestige cars nearing a decade old – values remain relatively high. But find a good one, of which there are many for sale, and you won't be disappointed. **PW**

### SPOTTED FOR SALE

**Private seller**  
2011/11 Panamera 4S, blue, grey leather, Bose sound, 77,355 miles, £26,995, Kent

**Prestige car specialist**  
2010/10 Panamera V6, Blue, ivory leather, 19-inch Turbo wheels, 47,000 miles, £30,989, Surrey  
[jct9.com](http://jct9.com)

**Porsche Centre**  
2013/63 Panamera Diesel, brown, grey leather, 20-inch Sport wheels, 53,800 miles, £36,490  
**Porsche Centre Bristol**



### USEFUL CONTACTS

**JZM Porsche**  
A long established Hertfordshire-based specialist with a deep engineering knowledge of all modern Porsches; our technical consultant for this Buyers' Guide.  
[jzmporsche.com](http://jzmporsche.com)

### BUYERS' CHECKLIST

An engine misfire may be caused by a carbon build-up on the cylinder-head valves  
V8s are prone to leaking coolant in the engine vee  
The high pressure fuel pump and the ignition coils can fail  
Some early Panameras suffered a snatchy PDK gearshift  
Brake discs can wear quickly due to the high weight of the car  
A full service history, PC or independent, is essential

# DEALER TALK: NINE EXCELLENCE

A passion for Porsches drew Ken Napier in from the IT world six years ago, and after initially offering workshop services, his Surrey-based operation recently began selling Porsches as well



**How long have you been working with Porsches?**  
We created Nine Excellence (commonly known as “9e”) back in March 2011. Whilst we are still a young organisation we have over 60 years’ Porsche experience between all the staff. Now with over 2000 regular customers, last year we decided to open the sales side when we had the opportunity to acquire the building next door. Having a strong reputation on the workshop side should help us be successful on the sales side. We are buying cars either cash outright purchase or on sale or return (SOR).

**What Porsches do you specialise in?**  
I think most people would immediately say Turbos because of our “Vmax” activities and tuning projects in the past, but actually it represents approximately 20 per cent of the daily activities. We cover all Porsche models from the 356 to the latest 991 gen 2 cars. We cover servicing, repairs, engine builds, pre-purchase inspection, and performance upgrades. In terms of buying and selling, we are interested in any car that is in great condition.

**What’s your cheapest, and most expensive Porsche presently in stock?**  
Our cheapest is a 997-model 911 Carrera S at £28,995, and the most expensive is a rare 1969 911 Touring that has undergone a complete restoration, at £139,995.

**What would you recommend as the best “first Porsche” to buy?**

It depends on what you are looking for (number of seats, SUV, coupe or cabriolet) and ultimately your budget. If you had a budget of £20,000 and wanted the fun factor, then I would set aside a couple of grand for maintenance from that and you should be able to pick up a sub-50,000-mile 987 Cayman S – it’s a great driver’s car that probably many people immediately dismiss because they think they have to have a 911. If indeed it has to be a 911, then look for the best 996 available.

**Where do you get your stock from?**  
We have just started, so most of the stock has come from our customer base so far. We are looking in the private sale markets as well, so we will grow our network.

**What warranty do you give, or sell?**  
The warranty, which is 12 months and quite comprehensive, is in-house and is the same whether the car we are selling is owned by us or through SOR. It is not underwritten – we believe this shows our confidence in the cars that we retail.

**What’s “hot” at the moment?**  
Setting aside any rare cars or the limited GT models, the 997 gen 2 Turbos. There are very few in the market for sale, and prices for low mileage examples have risen close to 991 Turbo models.

**What’s best value at the moment?**

The SUVs – the 2011 onwards diesels have undergone a price “correction” over the last few months, primarily due to negativity in the press. As a result these vehicles represent good value at the moment, and any potential downside in further depreciation would be offset by the near double fuel economy when compared to petrol variants.

**Name a car that you recently sold, that you would happily have kept for yourself**  
A low mileage 997 Turbo. It was a great spec, great colour combination, and these are appreciating at the moment.

**What car do you drive every day?**  
It depends on my mood, but generally I pick up the keys to a 2012 Porsche Cayenne Diesel – it is just a great place to sit and is so easy to drive. If the weather is good, then it has to be our 9e 964 supercharged shop car – so much fun.

**What are your plans for the future?**  
To keep doing what we have been, which has worked for us – our reputation is very important to us. Expanding in to the sales side was a logical step for us.

**Contact:**  
Nine Excellence Ltd  
Unit 3 Axiom Business Park  
41 Balcombe Road  
Horley  
Surrey RH6 7HF  
01293 226911  
nineexcellence.com

## HELPING YOU SELL YOUR PORSCHE

If you sell your Porsche privately you may get more for it than by part-exchanging it. But if you go the private route, you must present the car in the best possible light, and we suggest stealing a few tips from dealers, as summarised by car dealer consultant Cooper Solutions.

When listing on, for example Auto Trader or eBay, CS says honesty is the best policy: accurately list all the details such as mileage and options, the more information the better, but don’t waffle. If there’s damage, mention it – bidders won’t be deterred by minor scratches. Wash the car and remove everything from it, and include a good, enticing photo gallery, with at least 10 images – and all in focus.

Carefully consider the reserve if you want to include one, avoiding setting it too high. And put in a low starting bid – this definitely attracts early bidders and watchers, thus creating the impression that your car is in demand. Following all this advice could boost the price you achieve.



## STORING YOUR CLASSIC PORSCHE OVER WINTER

Many classic or “modern classic” Porsches are stored in a garage over the winter, possibly with an indoor car cover, but are they being stored correctly? There are some golden rules which will enhance protection in the garage.

If it’s a cabriolet, store it with the roof erected, because this keeps the canvas taut and prevents damp being trapped which is likely to cause mildew to form. The beginning of a long storage period is a good time to change the oil, as old oil contains acids that can corrode the inside of the engine. And while it may seem counter intuitive to fill up with fuel, this prevents condensation entering the tank and causing it to rust.

It’s a good idea to keep the battery on a trickle charge if that’s possible, and you should start the engine periodically – but always run it up to full temperature. Older Porsches need to be cosseted!





# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM



**Independent Porsche Specialist**

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: info@octanegarage.co.uk  
www: octanegarage.co.uk

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

## REGISTRATIONS

### PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

CAB 911X	911 BEG
REG 911E	911 HDL
S911 LER	911 WVS
TON 997X	911 SCR
POR 997T	911 TYR
POR 911K	911 FEG
1974 RS	911 MSD
993 POR	911 SHE
993 RUF	CAR232A
X993 POR	930 FF
VNZ 911	XXX 911C
964 MC	991 PD
964 GC	911 RWS
RSR 911K	B911 RSR
RSR 911T	A993 XXX
RUF 911T	D911 POR
911 VE	E944 POR

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694  
EMAIL: erha300@aol.com

## IRZ 996

'IRZ 996' car registration on retention I have available on a retention certificate so available immediately to transfer onto your 996 'IRZ 996', an ideal number plate at a great price for your Porsche 996, please feel free to contact me if you have any questions. Tel: 07856 687137. Email: colin.fettes@azamour-solutions.co.uk. £1200 P1117/013



### 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 P1117/008

## REGISTRATIONS

### LES 190

'LES 190' registration for sale Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. £3500 P1117/012

### TUI2 BOP

TURBO P (TU12 BOP) Probably one of the best number plates you could have to complement a Porsche Turbo 'TU12 BOP', the plate is on a retention certificate and available for immediate transfer. Tel: 07557 492542. Email: alanhowt@hotmail.co.uk. £1950 P1117/002

### GTO3 DKT

'GTO3 DKT' On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com. £350 P1117/030

### JJI 9115

Registration for sale 'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. £2000 P1117/029

### HE11 CAR

Porsche registration HELL CAR 'HE11 CAR', looks great on a 911! Tel: 07415 252911. Email: keithnicko@aol.com. £3850 P1117/028

### L911 BAD

Porsche cherished number 'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com. £3850 P1117/010

## REGISTRATIONS



Reg number for twin turbo Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day. £499 P1117/009

### BVV 911

Cherished number 'BVV 911' Complementary 911 number for that special Porsche. Tel: Keith, 07415 252911. Email: keithnicko@aol.com. £3250 P1117/016



Boxster 987 owners!!! The finishing touch for your Boxster 987! A dateless reg that can only increase in value. Tel: 07763 719646. Email: pbeb@freeuk.com. £1750 P1117/014

### V911 EDP

'V911 EDP' number plate for sale On retention so available for immediate transfer. Tel: 07738 713317. Email: l5langford@sky.com. £650 P1117/031



'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 P1117/025

### P911 SAB

Cherished registration 'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk. £9950 P1117/011

## REGISTRATIONS

### S5 AEA

### DDX 957

### CMA 16F

Number plates for sale 'S5 AEA', £700; 'DDX 957', £900; 'CMA 16F', £650; 'R444CCY', Racy, £550; 'R444CYY', Racy, £550; 'AA17TKN', Aitken, £1900. All plates on retention certificates. Tel/text: Graham, 07973 922549. Email: grahamraitken@talktalk.net. P1117/004



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 P1117/024



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, please call or email, do not text. Tel: 07020 923542. Email: saltydog1@gmail.com. £1999 P1117/026



GTS number plate 'GT55 RED', a great looking plate on any Carmine Red GTS model, Macan, 911 etc, held on retention, not currently on a vehicle. Tel: 07787 292572. Email: scott.easton@ntlworld.com. £499.99 P1117/027

## PARTS

1977 Porsche 911 parts for sale 911 parts, bonnet, boot lid, bumpers, various instruments/ sundries. Tel: 07879 466740. Email: keith@seatown.co.uk. P1117/008

AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

Despite the hype surrounding it, the hybrid 918 Spyder did not sell like hot cakes when it went on sale in late 2013, a hypercar insider tells us. But that was before people realised that ‘you don’t know what you’ve got till it’s gone’, says David Sutherland



Porsche 918 for sale with Romans International at £1.25m. Demand high for hypercar

Part of the trick of selling a hypercar is to build in its legacy before the first example is delivered, ensuring that when the usually limited production run ends, the car slips effortlessly from dream new car to legendary, super-coveted status. But despite Porsche being the purveyor of the world’s greatest sports cars, historically it has not managed that process well, as evidenced by its first two truly exotic Porsche road cars, the 1986 all-wheel-drive, turbocharged 959, and the 2003 to 2007 carbon-bodied, V10-powered Carrera GT.

The former was under-priced, leading to an early and massive inflation in values, thus depriving Porsche of revenue that could have been in its, rather than speculators’ bank accounts. By contrast the

latter was too expensive for the time, at £310,000, leaving Porsche unable to find buyers for all 1500 Carrera GTs, and cutting the run to 1270.

It seemed that Porsche had for a third time misjudged pricing when, after an extended period of drip-feeding information to the press, it finally launched the sensational hybrid 918 Spyder in late 2013, priced at around £850,000 before options. A total of 918 cars were to be built, and wealthy customers were expected to form a chequebook flapping queue.

But strip away the “shock and awe” factor of a car that could make 62mph in under three seconds but which was clean enough to side step the London Congestion Charge, and you found a model whose order book was much slimmer than Porsche wanted, according to one

hypercar sales expert, Tom Jaconelli of Surrey-based Romans International. ‘When they first came out they couldn’t sell them,’ he claims. ‘They weren’t just being sold to favoured customers. We could have bought one – anyone walking into a showroom could have bought one.’

But notice Tom is talking in the past tense – the situation has now entirely reversed, and the rate at which 918 values are heading into the stratosphere almost makes the Spyder’s blistering performance seen snail-like by comparison. ‘Everyone assumed they’d lose a load of money on them – but as soon as they were all gone, in about late 2014, that’s when people started wanting them,’ Tom recalls.

‘In this market when everything is dropping, they’re going against the

grain. We’ve sold six or seven and they go for £1m to £1.2m, and in the last six months they’ve come up another £100,000.’ Presently Romans has one 918 for sale, a one-owner, UK supplied car with 1065 miles and in Basalt Black with Onyx Black leather, priced at £1.25m.

918 values had been quietly minding their own business, the cars usually advertised with a discreet “price on application” note – until August when the first example to be delivered in California popped up at the RM Sotheby’s Pebble Beach auction in mid August and set a record auction price of \$1,842,500 (about £1,437,600) including buyer’s premium. This 1189-mile car, also in Basalt Black Metallic with an Onyx Black interior highlighted by Acid Green piping, was ordered early, in March 2011, and delivered in August 2013 to its one and only owner, in San Francisco’s Bay Area.

The price exceeded the upper band of the pre-sale estimate by \$242,500 (£189,200), and a high profile sale like that can only further fuel prices. ‘The US market is not always aligned with Europe, and sometimes people can get a bit carried away at auctions, but it’s a good steer,’ Tom comments. ‘The market is so different to what it was in 2014 – there are now a lot more people buying for investment.’

Seeing as we are talking about very expensive Porsches, what other models joined the “million dollar club” in the hedonistic atmosphere on the Monterey peninsula? We’re used to the most

sought after 356s, usually the mid 1950s Speedsters making several hundred thousand dollars, and the 1954 Super Speedster coming on to the market after 47 years in one family and sold by Gooding & Company for \$352,000 (£275,000) performed as expected. But the early, 356 1500 with Reutter bodywork not only made \$1,017,500 (£793,900) but overtook its estimate by an enormous \$317,500 (£247,700) in the RM Sotheby’s sale. All the more extraordinary was that although a “matching numbers” car with less than 50,000 miles, it had been discovered ‘mostly complete’ in an asparagus field in the mid 1970s. It underwent a body and mechanical restoration.

After its chequered investment history over the last three plus decades the 959 is another seven-figure contender, Gooding finding a \$1.1m (£833,000) home for an 8200km 1988 Komfort spec car originally delivered in Germany. But the daddy of all Pebble Beach lots had to be the 1970 917K (“K” denoting Kurz or short version) in familiar Gulf colours, which not only raced at Le Mans but appeared in the 1971 film Le Mans. Gooding sold it for a staggering \$14.1m (£10.7m), making it the highest priced Porsche ever sold at auction.

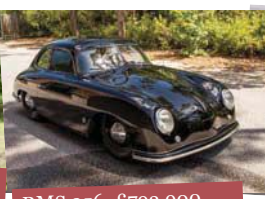
Though not everything at Pebble Beach went for billionaires’ money, one hammered down for just \$77,000 (£60,000) by Bonhams. It was distinctly agricultural, though: a 1961 Porsche Junior L108 Tractor. Just right for someone’s field of dreams. **PW**



RMS 918 £1,437,600



Gooding 356 Super Speedster, £275,000



RMS 356, £793,900



Gooding 959 Komfort, £833,000



Gooding 917K, £10.7m



Bonhams Tractor, £60,000

# TRIED & TESTED

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

PORSCHE 997 GEN 2 2010 '10-PLATE' PDK 38,230 MILES £41,995



The applause which greeted the 997 in 2004 must have been a relief to Porsche after the controversy of the 996's styling. However, this much admired restyle slightly obscured the fact that the engine was still a carryover of the less than perfect 996 unit. Porsche addressed this – rather late in the day in the view of many observers – with the second generation 997, the subject of our test here. This Carrara white coupé comes handsomely equipped with full black leather to the doors and dash and such desirable extras as Porsche Navigation, PASM, Bluetooth connection and a Sports exhaust. Externally, the 19 inch alloys are particularly well chosen.

Although the 991's cabin has moved the game on again, the 997's cockpit is still a rewarding place to be, a huge improvement over the budget-constrained 996's insides. On this 'base' Carrera the stitched leather is another tasteful option and its well kept cabin, more intimate than a 991's, really wants for nothing. And neither does the way the Carrera goes, either. The beauty of any 911 is the way it communicates – the impression of speed is there, the driver feels the road and the imperfections, but only the harshness is filtered out. Porsche's hydraulically assisted steering, here in its final guise, has proved a hard act to follow. The 997 is a joy to conduct at quite moderate speeds around these

Surrey B roads, its 3.6 alternately docile or urgent depending on how it is solicited; whether the extra 30Nm of the 3.8 S make any discernable difference to progress is a moot point, though the larger engine outsells the 3.6 by 2:1. Cridford's Jonathan Leach likes the 997: "Technically, the 991 is obviously a far superior car, but its thresholds are simply so far beyond reach now that some of the connection with the driver is being lost. I'd rather drive these." Most sales are the PDK version, the general perception that this is more efficient as well as being easier to drive. On the other the rare hand manual gearbox cars are increasingly sought after and find takers almost as soon as they appear in the showroom, says Cridfords.

The Carrera was supplied by Tonbridge PC in July 2010, its first owner covering only 8300 in four years. He did insist though on an intermediate oil change at 5510 miles in 2012, despite a PC which told him "wasn't necessary." By contrast, owner number two, a Cridfords regular, racked up 30,000 miles in two years before trading it against a diesel Cayenne. The last service, at 30,647 miles, was carried out by Cridfords in July 2016. This gen 2 997 is an interesting car, around £12,000 more than an equivalent gen 1, but the same amount less than the first 991. It is also nearly an S in terms of kit without the price premium. Once again, the plain Carrera looks the judicious purchase. **PW**



## CHECKLIST

### BACKGROUND

The 997 appeared in 2004, basically a comprehensive re-panelling of the 996 chassis, particularly noticeable in the frontal treatment which recalled the 993. The 997 model also turned the 'S' into a more powerful engined version, the 'base' Carrera carrying over the 996's 3.6, while the new Carrera S was bored out to 99mm to make 3.8 and 40 more horsepower. Introduced in 2008, the second generation 997 had minor changes to the front and rear, but underneath, two entirely new DFI engines, which were lighter and, among other advances, dispensed with the troublesome intermediate shaft. Porsche also used the occasion to launch its double clutch transmission and at a stroke the PDK became the preferred gearbox of 911 buyers despite being a £2500 option. The 'base' Carrera now had a 3614cc flat-six rated at 345bhp at 6500rpm and 390Nm at 4400rpm.

### WHERE IS IT?

Cridfords is a well known name in the Porsche retail firmament. Jonathan Leach started trading in Weybridge, upped sticks to premises in Ripley (where, incidentally, your correspondent bought his first Porsche), before moving in 2014 to the Surrey village of Ewhurst. "I particularly liked this site because it had not only a traditional car showroom on the main street, but also a workshop," says Jonathan who in 2017 is celebrating 30 years in the Porsche business. Today Cridfords employs 12 and its busy four hoist workshop also houses an MOT bay – two employees are registered testers – and the latest geometry alignment rig. Cridfords services around 25 cars a week, and also undertakes both water and air cooled engine rebuilds. The stock of 30–40 Porsches sells at the rate of five or six per week. [cridfords.co.uk](http://cridfords.co.uk)

### FOR

Gen 2 997, full service record, attractive specification and colour

### AGAINST

Purists would prefer a manual gearbox

### VERDICT

Virtually a Carrera S (less 40bhp) for Carrera money

### VALUE AT A GLANCE

Condition	●●●●●●●●●●
Price	●●●●●●●●○
Performance	●●●●●●●●○

# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

## PARTS



**Porsche 911 parts for sale**  
Rear spoiler off '75 2.7, £400; complete black carpet set, £50; rear lower quarter panels off SC, £40 each; rear lower quarter panel off 2.7, £30, needs work; front smile, £35; front roll bar, £50; s/s exhaust system, £350; 1 s/s heat exchanger, £250; front steering cross member, early steel, £60; pair wishbones, rusty but ok, £50pr; ono on all items plus other items available, call or email for details. Tel: 07903 783586. Email: d.m.stllr@ntlworld.com. P1117/001



**996 pair clear headlights (not Litronic)**  
Pair of clear headlights for 996, non Litronic, good condition complete with all bulbs, buyer collects. Tel: 07850 667555. Email: paulkayvin@gmail.com (Essex). £3000 P1117/049



**'75 '76 '77 Porsche 911 911S engine motor 2**  
'77 911 Targa 2.7 litre engine, 80,000 miles, ran great, engine turns smooth, comes with distributor, oil cooler etc, email me for more pics if interested. Email: gavinnblaublau@gmail.com. £3000 P1117/040

## PARTS



**Porsche Carrera 911 996 3.6L engine**  
02 03 04 05 Porsche Carrera 911 996 3.6L engine assembly motor dropout, 80K miles, engine runs great, email me for more photos if interested. Email: gavinnblaublau@gmail.com. £4000 P1117/035



**Porsche 993 RS Speedline wheels OEM 911**  
Unobtainable Porsche 993 OEM set of 4 Speedline wheels, 2 fronts 18x8ET52, 2 rears 18x10ET65. They are brand new, never mounted, ever, no kerb rash, oxidation etc, zero imperfections. Tel: 07783 624679. Email: rallyparts@tutanota.com. £3500 P1117/037



**911 stainless steel silencer**  
Suitable for 911SC and Carrera, 1976 to 1989, big bore 80mm tailpipe, excellent condition. Tel: 07831 391306. Email: gary911sussex@btinternet.com (Sussex). £140 P1117/036

## PARTS



**Porsche 911 Weber 46 IDA carburettor**  
Porsche 911 Weber 46 IDA few carb original RSR ST 906 good condition with bridges. It came from a running engine, even with the original stamp on it. Tel: 07783 624679. Email: rallyparts@tutanota.com. £4000 P1117/032



**Genuine Porsche 997/996 alloy wheels and tyres**  
Front are 235/40/18, both in good condition with Pirelli Zottozero tyres with 5.5mm; rear are 295/30/18, one has slight corrosion around valve and the other has a small curb mark on it, both have Pirelli Zottozero tyres with 4mm tread, they all have Porsche centre caps, please feel free to ask any questions. Tel: 07973 618003. Email: lindapediani@yahoo.com (Ayrshire). £1000 P1117/006



**Porsche 911SC 3.0 engine crankshaft**  
Genuine, early 911SC fully CCR-refurbished, counterweighted 911SC crankshaft, condition is excellent, asking price is 1600 Euro, and I will ship worldwide. Tel: 614 341 4554. Email: racin@protonmail.com (Netherlands). £1600 P1117/033

## PARTS



**Genuine Ruf wheel set for Porsche 993**  
Ruf wheels (complete set of 4) for Porsche 993 including tyres Pirelli P Zero. Front: wheels 8.5 J x 18 H2 ET58, tyres 225/40 ZR 18 N4 DOT 0910; rear: wheels 10 J x 18 H2 ET66, tyres 285/30 ZR 18 N4 DOT 3607. Wheels are in perfect condition, no damage at all, tyres are perfect with 7mm profile, centre caps not included, fits C2, C4, Targa, S, 4S, RS, Turbo. Tel: 32 475 723939. Email: guysteen68@gmail.com (Belgium). £2400/€2750 P1117/038



**Porsche 911 RSR ST 2.5 MFI**  
Genuine Porsche -Bosch 911 ST/RSR MFI mechanical fuel injection pump, this will fit most mechanically injection Porsche competition cars from 1971-1974. The pump has been in storage for many years, the dual actuator moves freely and the pump turns nicely as it should. Email: gavinnblaublau@gmail.com (Kent). £10,000 P1117/034

# PORSCHESHOP.CO.UK

NEW MOBILE-FRIENDLY WEBSITE

SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS



BODY REPAIR PANELS



MECHANICAL PARTS



SERVICE ITEMS



BRAKE KITS & PARTS



LIGHTS & LAMPS



CLUTCH & GEARBOX

# TRIED & TESTED

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

PORSCHE CAYENNE V8 S 2004 '53-PLATE' 93,230 MILES £6990



**F**irst registered in January 2004, this must be one of the very first Cayennes imported. It has the normally aspirated petrol 350hp V8 with a Tiptronic five-speed transmission, and a measure of how Porsche got the concept right from the outset is how well its all leather interior has stood up to 13 years' use compared with an X5 of the same era. The steering wheel shows wear as does the driver's seat which remains supportive, but Porsche overmats have comprehensively preserved the carpeting, and the luggage space and sill are surprisingly unmarked. A full set of tools and the emergency spare wheel are present and the glove box contains all the books; the Bose radio has good tone and the electrical equipment all seems to work. The only salient fault is a driver's door which has dropped badly and needs adjustment to shut without slamming. Externally the paintwork is largely intact, just the odd scratch which has not penetrated the undercoat. The passenger side plastic grille at the front is broken. Budget tyres comprise three 305/30-22 Accelera lots and a single Rotalla. All have plenty of tread and show no unevenness, but the frankly daft 22 inch rims are vulnerable and none has escaped a scuffing. The low profile tyres result in a distinctly firm ride and crash somewhat over potholes, but otherwise the heavy body is well controlled and damping feels entirely in order. Indeed, on the move the Cayenne feels rather splendid, its commanding driving position quite a novelty for this

tester, more used to a 911/Cayster view of the world, but the accurate, nicely weighted steering and confidence-inspiring brakes are very recognisably Porsche. The Cayenne fires and quickly settles to a cultured idle and once suitably warm it can really pick up its skirts, responding instantly to the long-travel accelerator. Kick down changes are smooth, as they are when performed manually, and the 0-62 can't be far adrift of Porsche's claimed 7.2 seconds. The big V8 is smooth, sounding more authoritative and urgent as the revs rise, but always cough, even at 6000rpm. The instruments report correct oil and coolant temps after warming up and no rattles or squeaks disturb progress. The appeal of the Cayenne is not difficult to see.

The service record appears correct, with three PC stamps covering the period to 2009 and 45,000 miles and then seven non-specialist stamps, the last of which was in June 2016 at 83,000 miles. The brake fluid was renewed in 2009; the second owner apparently replaced the left side catalyst in 2015/6, but there is no supporting paperwork or invoicing. This Cayenne would probably scrub up nicely, but as presented it is at least an honest looking example. Of course with these big V engines, their cooling system's reputation in particular means caveat emptor applies more than ever. Nevertheless, if purchased in the semi-expectation that at some point there could be a large bill, at £7k which includes an Autoguard six month warranty, this could be the Cayenne you've always promised yourself. **PW**



## CHECKLIST

### BACKGROUND

Ever since the appearance of the Range Rover, Ferry had wanted to build a similar vehicle for which he felt his firm already had the know how and, in 1993, he even told *Auto Motor und Sport* that if he had remained CEO, rather becoming chairman, he would have pushed the project through. Ferry died in March 1998, but Wiedeking had already understood the possibilities: the SUV market was then ten times the sports car market. Porsche could have 10% of that – it was an opportunity waiting to be taken. Porsche fans still reeling from the end of air-cooling were appalled that Porsche was now turning to SUVs, but the Cayenne's profits enabled it to keep its sports cars in production and build the low volume GT2s and GT3s. Today 4x4 SUV models account for two thirds of Porsche sales.

### WHERE IS IT?

A dealer of 30 years' standing, Johnsons Vehicle Sales, located between Staines and Sunbury, handles mostly light commercials – vans, Ford Transit type tippers and 4x4s. It stocks over 100 vehicles and has a valet and workshop on site. Sales manager Tony Andrews says that it is not unusual for cars like Cayennes to come their way. This example was taken in part-exchange for a Toyota Hilux by a Berkshire buyer who needed off-road capability for a wood business. Taken into stock only ten days previously, the Cayenne is presented as received and to judge from the attention it has attracted Andrews think it will sell quickly. [johnsonsvehicles.co.uk](http://johnsonsvehicles.co.uk)

### FOR

Two owners, mostly complete service record, decent cabin, no apparent body damage

### AGAINST

V8 thirsty and likely to be expensive if anything goes wrong

### VERDICT

A calculated risk, but a lot of Cayenne for the money

### VALUE AT A GLANCE

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

# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)



**cmsporsche.co.uk** EST: 1997  
INDEPENDENT PORSCHE SPECIALISTS  
IN TELFORD, WEST MIDLANDS - 01952 608-911

Over 20 years experience  
Fixed Price Porsche Servicing (Please see our website for details), mechanical & bodywork repairs & factory P.I.W.I.S diagnostics  
Labour rates from only £58.99/hour  
Specialists in the supply of New & Used Parts that we have in stock for Porsches from: 1984 onwards  
Porsches bought & sold in any condition: the GOOD, the BAD or the UGLY!!

01952 608-911 | [www.cmsporsche.co.uk](http://www.cmsporsche.co.uk) | [cmsporsche@aol.com](mailto:cmsporsche@aol.com) | 07831 711609



## Car Cover Shop

To protect and preserve

- Custom made and ready to ship covers for all Porsche models
- Indoor, UltraSoft Stretch, from £99
- Indoor Custom made, from £145
- Outdoor breathable 4 layer fleece lined, from £112
- Outdoor Custom Waterproof, from £295

Online database for the perfect cover at  
[www.carcovershop.co.uk](http://www.carcovershop.co.uk) Tel 01780 749449

## PARTS



**Porsche 911 Weber 40mm carburetors 40ID**  
Pair of Weber carburetors, 40IDAP3C and 40IDAP3C1, including the air cleaner bases. The carbs are in good perfect condition, asking price is \$1600, and I will ship worldwide. Tel: 207 890 1234. Email: [raceparts920@gmail.com](mailto:raceparts920@gmail.com) (USA).  
**£1600** P1117/044



**Porsche 911 911R Weber carburetors 46IDA**  
Porsche 911 Weber carburetors 46IDA C, condition: excellent, these are NOT tired cores removed from running track car, went with EFI, other than a gasket kit, these are ready to run, email for more photos if interested. Email: [racep@tutanota.com](mailto:racep@tutanota.com).  
**£2500** P1117/043



**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](mailto:pr@trade-events.co.uk).  
**£995** P1117/007

## PARTS



**Porsche 993 Carrera 4 (1995) front and rear lights/lenses**  
Full set of rear and front lights (not headlamps) including side repeaters and centre rear reflector with top cover piece, all bulbs, holders etc. Genuine Porsche OEM parts, rear are red/red (with amber indicators), fronts and side repeaters clear. Condition between good and very good, still shiny and no micro-scratches - just not as shiny as brand new! Either collect from SW4 or shipping £20 to UK only, contact for further details. Tel: 07951 03330. Email: [nick@p-m.uk.com](mailto:nick@p-m.uk.com) (London).  
**£350 ono** P1117/041

### Porsche 911 Weber carburetors 46 IDA OEM

Beautiful set of Porsche OEM 46 IDA3C carburetors. If you're restoring a 906 or are looking for the best OEM 911 carburettor produced by Weber for Porsche, here it is. The intakes are PMO, email for more photos if interested. Email: [racep@tutanota.com](mailto:racep@tutanota.com).  
**£3500** P1117/021



**Porsche 987 Boxster S engine 3.2 9871009**  
Factory rebuilt Porsche 987 Boxster S engine 3.2 98710092602 M96.26 fitment: 2005-2008 Boxster. Condition is excellent, asking price is 6000 Euro, and I will ship worldwide. Tel: 614 341 4554. Email: [racin@protonmail.com](mailto:racin@protonmail.com) (Netherlands).  
**€6000** P1117/042

## MISCELLANEOUS

### Porsche engine stand

Genuine Krebsfer engine cradle on purpose built steel stand, cradle can be unbolted for bench mounting. Previously used for 912 and VW air cooled engine rebuilds. Tel: 01590 670813. Email: [roboberts7@hotmail.com](mailto:roboberts7@hotmail.com) (Hampshire).  
**£80** P1117/022



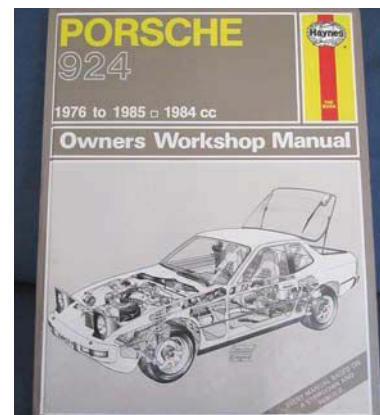
### 911 & Porsche World magazine collection

93 issues from no 17 Sept/Oct 1993 to 107 Feb 2003 (exc issues 33, 45 and 48), plus issues 112, 116, 191, 192 and 193, buyer collects, reasonable offer considered. Tel: 07827 885723. Email: [smunday1963@gmail.com](mailto:smunday1963@gmail.com) (Cambs).  
**£75** P1117/046



**1965-66 Porsche 911 SWB tool kit**  
Absolutely beautiful condition. Tel: 07790 72001. Email: [gavinblaublau@gmail.com](mailto:gavinblaublau@gmail.com).  
**£1500** P1117/045

## MISCELLANEOUS



**Porsche 924 Haynes workshop manual**  
1976 to 1985 □ 1984 cc  
**£4.50** P1117/003

### Porsche books

Porsche Catalogue Raisonne, German language, two volumes. Tel: 07957 292127. Email: [richardfridd1@hotmail.com](mailto:richardfridd1@hotmail.com) (Kent).  
**£150** P1117/023

## 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@theporsche911buyer.co.uk](mailto:paul@theporsche911buyer.co.uk).  
**P1117/015**

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT:

[www.911porscheworld.com](http://www.911porscheworld.com)

OR YOU CAN EMAIL: [classifieds@chpltd.com](mailto: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 December issue is 12th October (January issue deadline 9th November).

**Specialist vehicle  
insurance from  
people who share  
your passion.**



[rhspecialistinsurance.co.uk](http://rhspecialistinsurance.co.uk)  
**0333 043 3911**



From iconic models to future classics –  
we've been providing specialist vehicle  
insurance for over 40 years.

## TIME MACHINE

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

### NOVEMBER 2003 (ISSUE 116)

**T**he supercar edition we called this one, thanks to a first drive in the amazing Carrera GT and a 959 buyers' guide. According to the coverline: now was the time to buy one. And with prices starting at £95,000+ we were probably right, particularly given that the most valuable 959s these days are selling at auction for over £1m. Our crystal ball was clearly a bit wonky though as we predicted: 'If you buy a 959 today it should, given suitable care and attention, be worth at least the same in 10 years' time.' Yes, and the rest!

Back to the Carrera GT and Porsche hosted the launch at a former Russian military base deep inside what used to be East Germany. The Cold War facility had the required space to blitz the Carrera GT back and forth at 200mph, which is what we did with consistent ease. Editor Horton got the invite for this gig and naturally revelled in the experience of driving one of Porsche's true greats, apart from the clutch that is. The Carrera GT is famed for its tiny ceramic clutch, specified so the engine and gearbox could be mounted as low down in the chassis as possible.

It's a tricky unit, which requires a certain technique of easing it up virtually on tickover and then, when the plates bite, gently feeding in a bit of throttle. As Chris noted, fine when you're in a no pressure surrounding, but perhaps a different matter in the cut and thrust of modern motoring. Indeed, current Editor, Bennett, can confirm that the Carrera GT's clutch is no fun in the cut and thrust of modern motoring, when for example you're trying get accross a busy roundabout, with a queue of rush hour traffic behind you.

### NOVEMBER 2007 (ISSUE 164)

**W**arning to self: spending time flicking through the *911&PW* archive for the monthly instalment of 'Time Machine' can make you feel very old. I mean, was it really 10-years ago that proper Porsche PR man, Andrew Davies, fixed it for the Porsche monthlies to jet into Stuttgart for a day with the then new 997 GT2? Those truly were the days, and truly, what a car.

And this issue sparks another memory and an anniversary of sorts. A test of a 911 SC RS is something of a rarity. It was the result of a trip to Spa for a track day and a drive in a 908, which didn't happen (it broke), but we met with *911&PW* reader and Porsche collector extraordinaire, Johan Dirckx, whose SC RS we stumbled across.

Back then Johan preferred to remain anonymous, but since that chance meeting in 2007, he's been a supportive benefactor to *911&PW* supplying many rarities for our driving pleasure and to be featured in these pages. And these days, he's not quite so shy. Thanks Johan for 10-years of support. Sorry you've had to put up with Tipler and Fraser for all that time.



Elsewhere in the issue, Keith Seume debated his perfect Porsche in his regular 'Carte blanche' column. He decided it would be a 993 Carrera 2 and used a very nice Mexico Blue example to illustrate the point and rather like the Mexico Blue 993 C2 cover star that he's driven in this very issue. Of course the 993 was still relatively contemporary in 2003 so prices in the classifieds were holding up, the cheapest being a LHD C2 at £23,995. Rather more of a bargain, though, are the newly refurbished 7 & 9in Fuchs for £550!



### NOV 2004 (ISSUE 128)

**M**oving on a year and we pitched the 944S2 against the 968 in a front-engined 'grudge match,' asking whether 'twice the price means twice as good?' Well, no of course not, given that the 968 was an evolution and facelift of the 944, but market forces at the time dictated that a 968 could command £12,000 to the 944S2's £6000. Better the 968 might have been, but not by that much. Indeed, some even prefer the revvier, snappier engine in the 944S2 over the 968's bigger, torquier power delivery. Of course it's the relative scarcity of the 968 that adds to that price differential, as it does today.

This being late 2004, the 997 model 911 was just starting to come on stream after its summer international launch. We managed to get a first UK drive into this issue, although not in an official Porsche GB press car, but in a left hooker imported by Camtune, claiming to be the first 997 in the UK. They also supplied a 996 C2 for comparison. It's difficult now to appreciate just what a technical tour de force the 997 was when it was launched, and we were particularly taken with the PASM suspension combined with Sport Chrono describing it as a 'real revelation' and something of a bargain at £507.

Back then the base list price of a 997 C2 was £58,380. Fast forward 13-years and you're looking at £77,891 for a 991 C2. That will be inflation, then.

Elsewhere we looked at the complexities of changing the clutch in a Boxster and Michael Cotton contemplated whether Porsche was going to enter the Paris-Dakar with the then very new Cayenne. Now that would have been something...





# SUBSCRIBE & SAVE!

**PAY JUST £4.00\* PER ISSUE INSTEAD OF THE £4.95 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

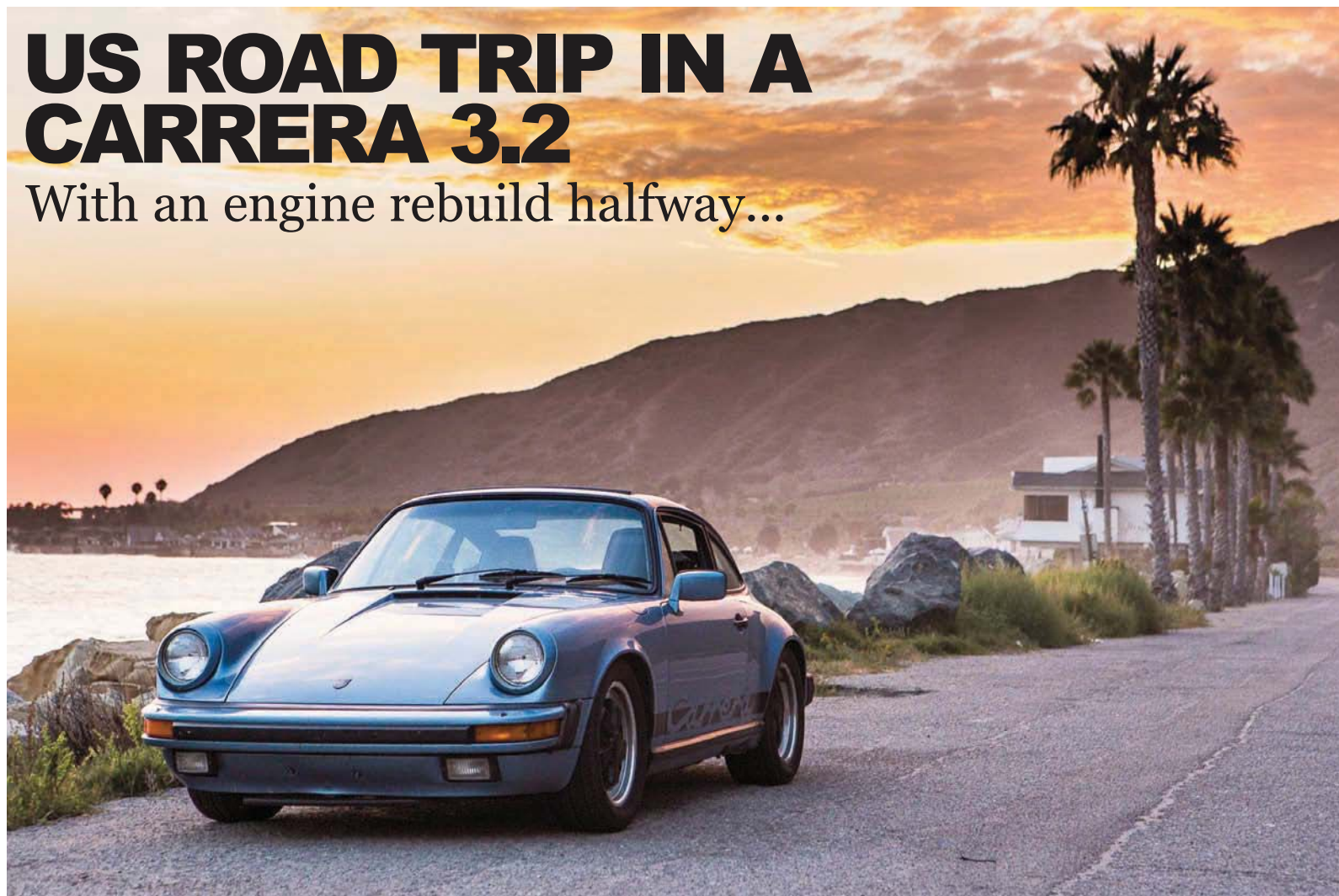
**SUBSCRIBE ONLINE:  
911PORSCHEWORLD.COM**

	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**

# US ROAD TRIP IN A CARRERA 3.2

With an engine rebuild halfway...



PLUS: OUR CARS, YOU AND YOURS, HOW TO, TECH TOPICS, TRIED AND TESTED, MARKET WATCH AND CLASSIFIEDS

## DECEMBER 2017 ISSUE OUT: NOVEMBER 2

OVERSEAS (APPROXIMATELY): EUROPE NOVEMBER 9 USA/CAN DECEMBER 7 AUS/NZ JANUARY 4  
FOR YOUR NEAREST STOCKIST WORLDWIDE SEE PAGE 3

### ADVERT INDEX

9Apart	70	Elephant Racing	75	Patrick Motorsports	92	STR of Norwich	98
Addspeed Performance Cars	26	Elite Garages	21	PMO	108	Tarett Engineering	8
Autofarm	114	Elite Motor Tune	54	Porsche Cars GB (Aftersales)	5	Tech9	132
Automobilia Auktion Ladenburg	17	Euro Cup GT (Porscheshop)	82	Porsche Club of GB	105	The Wheel Restorer	108
Auto Umbau Porsche	109	Evans Cooling Systems UK	112	Porsche Parts UK	27	Tipec	113
Below Zero Ice Driving	55	FVD	2	Porscheshop	19	TJS Sportscars	41
Bilstein	59	Gmund Cars	71	Porsche Torque	36	TWG Motorsport	109
Braunton Engineering	26	Greatworth Classics	113	Portiacraft	113	Twinspark Racing & Engineering	82
Brey Krause Manufacturing	4	Guard Transmission	48	Precision Porsche	30	Van Zweeden	37
Car Bone	104	Hartech Automotive	36	Quickfit Safety Belt Service	98	Williams Crawford	104
Cargraphic/Parr	131	Hendon Way Motors	93	Rennline	35	Woolies Workshop	104
Carrera Engineering & Motorsport	111	Heritage Autowerks	53	RGA	30	World MotorSports	26
Cavendish Porscha	8	Heritage Parts Centre	15	RH Specialist Insurance	127	Yorkshire Classic Porsche	111
Classicline Insurance	114	Hillcrest Specialist Cars	111	Rotiform Wheels	9	Zims Autotechnik	104
Classic Retrofit	111	Jasmine Porschalink	82	RPM Specialist Cars of Harrogate	48		
Clewett Engineering	109	Jaz Porsche	109	RPM Technik	92		
Club Autosport	108	JZM	4	RSJ Sportscars	31	CLASSIFIEDS	
D9 Autotech	108	LN Engineering	70	Ruf Automobile GmbH	45	Car Cover Shop	
Dansk	49	M&A Coachworks	91	Selection RS	23	CMS Porsche	
Dansk (Design 911)	99	Nine Excellence	51	Sierra Madre	97	DSD Motorwerks	
Dave the Trimmer	104	Ninemeister	54	Specialist Cars of Malton	98	Eric Hall	
Design 911	64, 113	No5 Garage	108	Sportwagen Eckert	84	Karmann Konnection	
Design 911 Service Centre	65	Northway	36	Steve Bull Specialist Cars	113	Octane Garage	
Douglas Valley Breakers	92	Ohlins (Design 911)	69	Stoddard Parts	25	Prestige & Performance Cars	
Dove House Motor Co	83	Paragon	79	Strasse	13, 111	Roger Bray Restoration	



Seamlessly connecting with your Android or iOS smart phone and tablet, the **performance Active Sound System** reads all signals coming from the engine, recalculates them and creates a powerful petrol V8 Soundtrack fed directly into the tailpipes – allowing you to fully adjust and tailor the performance active sound to your individual requirements.

The accompanying **Cargraphic Replacement Rear Silencer Pipe** features reduced backpressure & temperature, a reduction in weight and enhanced sound with no drone or resonance, for optimum flow and maximum performance.

**AVAILABLE NOW**  
FOR YOUR PORSCHE MACAN S DIESEL 3.0L V6



\*Featured Macan fitted with Cargraphic Performance 17 wheels.

## THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

With 30 years experience, PARR is the UK's leading Porsche specialist. As the official importer of CARGRAPHIC tuning products, we offer a wide range of parts for your Porsche and other marques. From simple tuning and upgrades to bespoke modifications, performance engineering 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



30  
YEARS

CELEBRATING THIRTY YEARS  
OF PREMIUM REFINEMENT

# Extremes, unified.

## TECHART *GT Street R.*



**720 horsepower. 2.5 seconds to 62 mph.** The Porsche 911 Turbo S based TECHART GTstreet R is nothing less than the embodiment of the ultimate individualised street-legal race car. Being renowned since 2001 for its synergy of distinctive design and breathtaking track performance, the TECHART GTstreet models have always unified the best of both worlds.

**TECHART is OE quality since 30 years.** So if you go for genuine TECHART individualisation, you always make a decision for trouble-free installation, unrestricted servicing and perfect technical compatibility – for enduring individual driving pleasure.



**Premium Refinement for your Porsche. Closer to you.**

TECHART is available in the UK through our authorised partners:



**Parr**

5 The Faraday Centre, Faraday Road, Crawley RH10 9PX.  
Tel: +44 (0)1293 537 911, Email: performance@parr-uk.co.uk  
<http://www.parr-uk.co.uk>



**Tech 9**

Hale Garage, Hale Road, Hale, Liverpool L24 5RB.  
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms  
<http://www.tech9.ms>



**TECHART Global Brand HQ**

Roentgenstr. 47, 71229 Leonberg, Germany.  
Tel: +49 (0)7152 9339 0, Email: info@techart.de  
<http://www.techart.de>

**Learn more:**

[www.techart.de/gtstreet](http://www.techart.de/gtstreet)