

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

911&Porsche

World

911&PORSCHE WORLD PICNIC

AUGUST 31
SEE PAGE 15

YOUR FIRST PORSCHE

Real world £10-£50K buyers' guide: Boxster 986 * 911SC * 996 * Carrera 3.2 * 997 * 968 * 964 * Cayman * 993 * 996 GT3 * Boxster 981
Plus: Real world maintenance, parts, financing, dealer and buying advice



PLUS:

RUF BOXSTER 3.8, ST AND RSR BACKDATES, NÜRBURGRING 24HRS, Q&A, OUR CARS AND LOADS OF PORSCHE PARTS FOR SALE

September 2014 No.246 £4.60
US\$9.99 CANADA \$12.99



www.g11porscheworld.com



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

since 1984

Tuning | Parts | Service

**Real World Performance Measurement Tool that
measures Crank Power, Wheel Power and Torque**

insoric
swiss precision measuring



1. Mount



2. Record



3. Evaluate



Insoric RealPower

The innovative insoric RealPower measurement tool uses a simple sensor based measurement procedure to record performance. Simply attach a sensor to one of your wheels, take a test drive, plug the usb cable to your computer, insert the cars data and the insoric software displays the performance.

The performance data is displayed simply and understandably without the user needing any special knowledge and the performance is based on real world testing by actually acquiring the data during a test drive. This is the most cost effective and accurate way to measure performance over traditional dynos and is a must have for tuners and repair shops!

For more information and pricing please visit our website at: www.fvd.net/insoric



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



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

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

911&Porsche *World*

Editor Steve Bennett
01379 668748; porscheworld@chpltd.com

Deputy Editor Brett Fraser
brett@brettfraser.co.uk

Features Editor Keith Seume
01208 871490; keith@fastbrit.com

Consultant Editor Chris Horton
porscheman1956@yahoo.co.uk

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

Studio manager Peter Simpson

Art Editor Joel Mitchell

Group advertisement manager James Stainer
james.stainer@chpltd.com

Production Liam Wilson
liam.wilson@chpltd.com

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

Administration Allie Burns, Sandra Househam

Accounts Bev Brown

Subscriptions Debi Stuart debi.stuart@chpltd.com

Website www.911porscheworld.com

Managing director Clive Househam

Worldwide retail distribution
For worldwide newsstand availability queries contact Phil Sait, CHP Distribution Manager, Seymour Distribution Ltd.
Tel: 020 7429 4000
e-mail: phil.sait@seymour.co.uk

Printed in England
Garnett Dickinson Print Ltd; tel: 01709 768000

chp

f Find us on
Facebook

pocketmags

iTunes

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, 2014; ISSN 0959-8782

WHILE ALL DUE CARE IS TAKEN IN COMPILING 911 & PORSCHE WORLD, THE PUBLISHERS, STAFF AND CONTRIBUTORS CANNOT BE HELD RESPONSIBLE FOR ANY EFFECTS ARISING THEREFROM



Gathering together 12 ‘real world’ Porsches up to £50,000 was, as ever, a fascinating process and one that generated much debate between the eclectic and electronically connected staffers that guide *911&PW*. The fact that we were having to push the boat out to such financial extremes was at first troubling, but then we decided that we had to be realistic given the fast pace at which the Porsche market is moving. People clearly do have the wherewithal and so we should reflect that.

It comes as no surprise that there is still a yawning chasm

“There is still a yawning chasm between the air and water-cooled cars”

between the classic air-cooled cars and the modern water-cooled. You can almost hear the purists muttering “told you so.” Interesting, then, that our real live ‘first time’ Porsche buyer was somewhat non-plussed by the classic experience. Sure, as brand advocates we know and appreciate that an air-cooled 911 is not just something that you jump into and ‘get,’ but there was a definite moment when the penny dropped and that was when our Porsche virgin jumped the air/water divide. From then on he was having a ball and constantly amazed at just how affordable the water-cooled cars were. We keep saying it, but get in there before everyone ‘gets’ it.

Steve Bennett

FEATURES

YOU AND YOURS

Meet David Newton and his cars

34

RUF BOXSTER 3.8 DRIVEN

Ruf transforms the Boxster with 420bhp 991 power. It's fast

40

LORDS OF THE RING

Following the fortunes of the Falken Porsche team at the Nürburgring 24-hours

50

BACKDATING WITH STYLE

Retro 911s take on ST and RSR styling cues, but with a modern twist

64

YOUR FIRST PORSCHE £10K-£50K

Real world Porsches from £10k to £50k including: Boxster 986, 911SC, 996, Carrera 3.2, 997, 964, 996 GT3, 911T SWB, Boxster 981. Plus: Where to buy, servicing options, parts, finance, the dealer view and the first time Porsche buyers' take

72

SPECIALIST: NINE EXCELLENCE

Famous for 220+mph 996/997 Turbos, there's more to Nine Excellence than speed

116

HOW TO: 3.2 CARRERA CATCH UP

Looking backwards and forwards at progress with our Carrera 3.2 project

121



CONTENTS 09.14



911 & PORSCHE WORLD
PICNIC
MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 31 AUGUST
SEE PAGE 15

72



126



18

REGULARS

PORSCHE NEWS **08**

All the latest Porsche news...

PORSCHE PRODUCTS **18**

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

USUAL SUSPECTS **26**

Brett Fraser on the 991 Targa, Le Mans, Mark Webber and 7-speed gearboxes

PORSCHE LETTERS **30**

A packed sack of opinion!

PORSCHE PROJECTS **126**

Brett Fraser restores the hood on his Boxster

CLASSIFIEDS/TRIED & TESTED **137**

Porsches, parts and plenty more for sale

SUBSCRIBE

Don't miss a single issue of the only magazine that covers every model of Porsche. Why not subscribe today? You'll save money, too!
Just turn to page...

129

BREY-KRAUSE
Get Equipped...www.bkauto.com

www.BKauto.com

You Tube

f

33

YOKOHAMA

BREY-KRAUSE
Get Equipped...www.bkauto.com

Keep an eye out for the Brey-Krause tire carts

Developing products with a team like Kelly-Moss helps us learn how to better bridge the gap between street and track.

Contact us for more information about our tire carts

9products

PORSCHE PERFORMANCE PARTS MADE IN EUROPE



LOWER CONTROL
ARM SOLID CASTER
BUSHING

109 €



996 REAR STRUT SPHERICAL
UPPER MOUNT

395 €



986/996 WATER SEALED
TRAILING ARM SPHERICAL
BUSHING SET

239 €

HEIGHT ADJUSTABLE
986/996 TIE ROD KIT FOR
PREVENTING BUMP
STEERING

379 €



993 ADJUSTABLE REAR AXLE
SOLID BUSHING SET

445 €



ADAPTER KIT FOR UPGRADING 944,
968 OR 964 FRONT BRAKES TO BIG RED OR
M030

169 €

STOCKIST AND MAIN DISTRIBUTOR: 9XX-PARTS, INFO@9XX-PARTS.COM, +35850 55 15 150, FINLAND



Porsche Fixed Price Maintenance. The quality you'd expect, a price you wouldn't.

Whether it's a new set of brake pads or a replacement clutch, rest assured that with our new fixed price tariffs for a range of maintenance jobs on selected Boxster and 911 models* it doesn't have to be a balancing act between quality and cost. Our Porsche accredited technicians are trained to the very highest standards and only use the precise tools and genuine parts required to do the job to the standard your car deserves.

Get the best of both worlds with fixed price maintenance from Porsche.

For more information visit www.porscheownerservices.co.uk



PORSCHE

Porsche Centre Aberdeen

0845 5202165
/aberdeen

Porsche Centre Belfast

0845 5202166
/belfast

Porsche Centre Bolton

0845 5202167
/bolton

Porsche Centre Bournemouth

0845 5202168
/bournemouth

Porsche Centre Bristol

0845 5202169
/bristol

Porsche Service Centre Byfleet

0845 5202198
/byfleet

Porsche Centre Cambridge

0845 5202170
/cambridge

Porsche Centre Cardiff

0845 5202171
/cardiff

Porsche Centre Chester

0845 5202172
/chester

Porsche Centre Colchester

0845 5202173
/colchester

Porsche Centre Dublin

00 353 1235 3375
www.porschedublin.ie

Porsche Centre East London

0845 5202174
/eastlondon

Porsche Centre Edinburgh

0845 5202176
/edinburgh

Porsche Centre Exeter

0845 5202177
/exeter

Porsche Centre Glasgow

0845 5202178
/glasgow

Porsche Centre Guildford

0845 5202179
/guildford

Porsche Centre Hatfield

0845 5202180
/hatfield

Porsche Centre Jersey

0845 5202175
/jersey

Porsche Centre Kendal

0845 5202181
/kendal

Porsche Centre Leeds

0845 5202182
/leeds

Porsche Centre Leicester

0845 5202183
/leicester

Porsche Centre Mid-Sussex

0845 5202185
/midsussex

Porsche Centre Newcastle

0845 5202186
/newcastle

Porsche Centre Nottingham

0845 5202187
/nottingham

Porsche Centre Portsmouth

0845 5202188
/portsmouth

Porsche Centre Reading

0845 5202189
/reading

Porsche Centre Sheffield

0845 5202190
/sheffield

Porsche Centre Silverstone

0845 5202191
/silverstone

Porsche Centre Solihull

0845 5202192
/solihull

Porsche Centre Sutton Coldfield

0845 5202193
/suttoncoldfield

Porsche Centre Swindon

0845 5202194
/swindon

Porsche Centre Tewkesbury

0845 5202296
/tewkesbury

Porsche Centre Tonbridge

0845 5202195
/tonbridge

Porsche Centre West London

0845 5202196
/westlondon

Porsche Centre Wilmslow

0845 5202197
/wilmslow

*Participating centres only. Fixed price maintenance tariffs apply to Boxster Type 986 (1996-2004) and selected 911 Type 996 (1998-2005) models only. Fixed price maintenance tariffs may be withdrawn or varied at any time. Contact participating centres for full details, terms and conditions.



PORSCHE NEWS

FERRARI CHALLENGER REVEALED

It has been rumoured for several years now, but a number of recent revelations suggest that a Porsche supercar in the £200,000 bracket will become a reality – with some pundits slating its launch as early as 2017. It is a market that the 911 – iconic and highly regarded though it is – cannot truly compete in due to its six-cylinder engine, which appears to be nearing its sell-by date, the recent serious problems with the GT3 unit cited by some as clear evidence of its limitations.

Reliable reports say the Porsche model coded

“g88” – which will compete with the likes of the Ferrari 458 and rivals from Lamborghini, McLaren and Aston Martin – will be mid-engined but will not use the expected V8 – instead it will carry on the boxer tradition with a flat eight-cylinder, and with possibly four turbos boosting it to over 600bhp. This unit will be part of an all-new family of four-, six- and eight-cylinder engines Porsche is developing to stay at the top of the game not just in terms power, but in emissions too.

The leaky world of

patents appears to have revealed a key aspect of the new engine’s efficiency, that of a specially designed engine crankshaft that is able to take low friction, roller bearings at the joint with the shaft and the piston’s connecting rods. This, along with other efficiency measures will help Porsche maximise efficiency and hence lower emissions, this possibly the most crucial challenge Zuffenhausen faces in the foreseeable future.

Porsche turned a corner in production engineering efficiency

when, in the course of replacing the g68 and 993-model 911 in the mid 1990s – these two having few if any common components – it introduced a platform to serve the Boxster and 911, and later the Cayman. Two decades after that initially life-saving and subsequently highly profitable rationalisation, the carmaker will go one step further, with one underpinning common to not only the regular sports cars but the g88 as well. It is expected to be designed to suit different powertrain

configurations – for example, front, mid and rear engines, and hybrid systems – plus varying suspension set ups.

With a flat-eight engine longer than a V8, the bodywork will require a longer engine bay section. That will clearly have an influence on the g88’s styling, but the car is expected to bear a resemblance to the existing 918 Spyder. Porsche, as usual, chose not to make any illuminating comment on the reports, saying only that ‘there are open points in our range and this is one of them.’



TECHART'S TAKE ON THE MACAN

TechArt has released some details of one of the first of no doubt many upgrade programmes for the Porsche Macan that will spring out of the German tuning industry. It comprises an Air Suspension Module (based on TechArt's Cayenne system) which lowers the new SUV, an aerodynamic kit including front and roof spoilers and wheel arch extensions, and Formula I/II/III wheels in 21- and 22-inch diameter.

The Porsche specialist, based in Leonburg, near to Stuttgart, has also devised engine power packs for the normally aspirated and turbo V6s and also the V6 turbodiesel, but has so far not released output

details, as development is still ongoing. 'We are working on the petrol and diesel engines,' a spokesman said, 'but as you know working on the latest Porsche engines is never easy.'

The mechanical upgrades include a sports exhaust, said to give a power increase, and which comes with a sport button that changes the noise. It, along with the engine power kits is claimed not to affect vehicle diagnostics or servicing, and is supplied with a two-year warranty that covers not only the TechArt items but damage to the engine and gearbox. The mechanical and styling packs can be complemented by TechArt's usual bespoke interior trimming service.



TURBO TRIBUTE UNVEILED

Porsche has a fondness for celebrating iconic models and the latest to have that honour bestowed is the 911 Turbo, its 40 years of production marked by a limited edition 991-model Turbo S – and one that will only be available in the UK. Forty of the 911 Turbo S GB Editions will

be produced by Porsche Exclusive, the customising division which undertakes small runs, priced from £150,237.

The additional £8117 over the regular 552bhp Turbo S, whose mechanical specification the GB Edition uses, essentially gets you an

early 930 Turbo (also pictured) tribute. It wears 20-inch Sport Classic wheels in gloss black, has Sport Design mirrors, "Porsche" graphics on the doors, black exterior trim features, special black leather trim, privacy glass and various other special details including a badge on the glovebox lid with a

Union flag. Owners also get a photo book documenting the production process.

Previously, Porsche has offered four limited edition 911 Turbos, the most recent prior to the present offering being 16 years ago. The first was a special version of the 1980s 935 race car

inspired "Flat Nose", then 86 of the 964-model 911 Turbo S, featuring RS-style lightweight components, were built in 1992/93, which was followed by 14 special 993 Turbo Cabriolets in 1995. Two years after that 345 of Porsche Exclusive's 993 Turbo S went on sale.



LE MANS MOVIE DOCUMENTED

Among motor racing films, 1971's *Le Mans* has become easily the most iconic, mainly due to the starring – and Porsche driving – role of Steve McQueen, hence there can be little surprise that a documentary of its making during 1970 is being prepared. However what promises to make it more than merely an extended collection of archive clips is that the directors, Gabriel Clarke and John McKenna have secured the full support of the McQueen family and have also persuaded the late actor's son Chad to take part – he returns to the French circuit for

the first time since appearing in the original film as a 10-year-old.

McQueen: The Man & Le Mans concentrates on Steve McQueen's ambition to make 'the ultimate racing motion picture', which, after his success in films including *Bullitt* and the *Thomas Crown Affair*, turned out to be difficult, highly stressful, and took a toll on the charismatic but volatile actor's finances and personal life. *Le Mans*, which focuses on the struggle between Porsche and Ferrari in the 24-hour race, but which is largely devoid of plot and dialogue, was not well

received on release, its cult status only arriving years afterwards.

Interviewees include McQueen's friend and five times *Le Mans* winner Derek Bell, David Piper, who lost a leg during filming, and co star Sigi Rauch, who became a close friend. Previously unseen footage has been unearthed, including two 45-minute films shot on the set, and unheard taped interviews with McQueen.

'I remember my time as a boy on the set in *Le Mans* as though it were yesterday so it is exciting to return,' said Chad McQueen. 'My dad set out



to make the most realistic racing film ever, and it was one of the most personally important films in his career.' Filming is due to conclude at the end of the summer.

OUR TAKE

PAST TIMES

Porsche's decision to display 60 years worth of prototypes in Stuttgart will make for an essential visit for enthusiasts of the German marque, says David Sutherland.

Appreciating how its heritage helps sell new cars, Porsche does a wonderful job of displaying famous models, both in its museum in Stuttgart and during the many "away days" it enthusiastically participates in throughout the summer. But, although we don't know the full details yet of its latest museum exhibition, which opens in September, it may well be a case of 'You ain't seen nothing yet'.

Because while the beautiful road and race cars presently on display at the Porsche Museum are by now quite familiar, Porsche will show off a raft of prototypes and other rarities stretching back 60 years that very few people knew existed. Even senior Volkswagen people, supposedly now in control of Porsche, didn't know about them, it's said.

Most of these cars never made it into production – which adds to the fascination. We'll never know, for example, what a 911 with a V8 engine – the sole prototype was named the 965 – would have been like. A tail-heavy disaster that killed off the 911, or a formula that gave it true GT capability? And how would the 911 have fared as a four-seater rather than a 2+2 coupe? Probably quite well, if its looks are anything to go by.

The 300 cars have apparently been stored in secrecy for many years in a nondescript warehouse little more than a stone's throw from the Zuffenhausen factory, which makes the whole story all the more breathtaking. And because the display will be in the museum, not here, we'll never know what Porsche will hold back.

Some say a historian is a person who accurately predicts the past, and that it's the future that counts. But this display looks set to bring the Porsche story alive in the most extraordinary way. We can't wait to see it.



MCQUEEN 917 WITHDRAWN

We don't know why, because the auction house won't comment, but we do know that the withdrawal from sale almost at the last minute of possibly the greatest ever barn find Porsche – the 1969 917K race car that appeared in *Le Mans*, driven by Steve McQueen – will be a massive disappointment to high end classic car investors. Gooding & Company had been due to sell it at the Pebble Beach Concours d'Elegance in California in mid August, but the Porsche's description and photos abruptly disappeared from the catalogue.

The car, 917-024, in its distinctive Gulf livery, was the first 917 to race, entered by the Porsche works team at Spa Francorchamps in 1969. The flat-12 engine car was then acquired by Porsche factory racer Jo Siffert, who loaned it to Solar Productions for use in the making of *Le Mans*. Following Siffert's death in October 1971 the 917 (which led his funeral procession) was sold to a private collector and remained hidden for quarter of a century, after which it was restored.



RALLY WINS FOR TUTHILL

Banbury-based Tuthill Porsche, which specialises in building and entering Porsches in classic motorsport events, has covered itself in glory recently, with two rally wins. A new recruit to Team Tuthill Porsche, the Swede Patrik Sandell took laurels in the 2014 Midnight Sun Rally in July, a three-day event in Sweden, driving a 1970s 3.0-litre Porsche 911

without pace notes, local knowledge obviously quite helpful. He won by just nine seconds.

This year Tuthill has previously won the Mini Tour Britannia event, and prior to the Midnight Sun Rally, Glenn Janssens, also driving a 911, came first in the Ypres Historic Rally in Belgium. Tough competition included five-times British Rally champion Jimmy McRae.





ADVANCED SUSPENSION TECHNOLOGY



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



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

COMPLETE
SUSPENSION KITS FROM
£1115.83 + vat

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

DESIGN 911
Centre for Porsche

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

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

PPCGB.com
PERFORMANCE CAR PARTS

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

PORSCHE BOOSTS R&D

These may look like anonymous modern buildings but they are off-limits to all but VIP invitees, and protected by super tight security, and within their walls the world's top sports cars are designed and engineered. They are part of Porsche's research and development centre in Weissach, about 20 miles away from the carmaker's Zuffenhausen factory.

Porsche let the cameras in because it wanted to show the results of a €150m (about £120m) investment in the facility, which undertakes contract work for other car manufacturers as well as honing its own products. Three new buildings have been opened: a design studio with concept car construction facility, an aero-acoustic wind tunnel and the Electronics Integration Centre.

Even before this latest spend, the research and development centre made Porsche the only manufacturer with all R&D located in one place. 'Weissach now stands more than ever for top German engineering expertise and pure Swabian inventive spirit,' said Porsche chairman Matthias Müller.



PORSCHE PROTOTYPES REVEALED

For the first time ever Porsche will open up some of the secrets from its more than 60 years of engineering, including a stillborn "affordable" version of its mid 1980s supercar, the 959. These will be on public view in the Porsche Museum in Stuttgart, a special display entitled 'Project: Top Secret', covering 60 years of Porsche prototypes and running from 17th September until 11th January 2015.

This promises to be an extraordinary exhibition,

with some cars that are already known about being shown – such as the 993-based, V8-engine 989 – but some others that few, if any, people outside Porsche knew existed. Pictured, for example is the 965 prototype, only one of which was built. With an Audi V8 under its engine lid, it was intended to be a cheaper version of the Ferrari F40 challenging, all-wheel drive 959, whose wider bodywork is evident.

Precisely why Porsche – an intensely secretive

carmaker – should want to reveal all this now is not immediately obvious, a spokesman's unconvincing reason being: 'We have only had the Museum since 2009, so it is only now that we have the environment to present such a display.' But one possible explanation is that in the long run up to a new car slotting in between the 911 Turbo and the 918 Spyder, it would do no harm to highlight its past engineering prowess and also the careful way in

which projects were evaluated.

Porsche has over 600 cars, far too many to show in the Museum, hence most are stored in a warehouse a few streets away. Fascinating vehicles include a convertible 928, a 964-series 911 that was a Boxster development mule, a dozen 959s and a four-seat 911. And if Porsche's 1950s tractors are your thing, there's enough of them to plough a very considerable area.



NEWS IN BRIEF

Porsche Club GB's North East Region will be staging its annual show at a different venue this year, Witten Castle, Bishop Auckland, DL14 0DE, on 17th August. The free to attend event has a concours, while trade stands will include Specialist Cars of Malton, JCT600, Porsche Centre Newcastle, Lloyds Body Shop and Redline Racing.

With the delivery delay on the Macan now six to seven months in the US, Porsche has devised a special short-term lease scheme, offering customers a Boxster or Cayman until the SUV arrives. Some 80 per cent of Macan buyers will be new to Porsche, the carmaker estimates.

Porsche Engineering Group has signed a deal with Tongli University in Shanghai in China. The purpose is to help Porsche understand more fully the nature of the Chinese market. It has a similar tie-up with the Czech Technical University in Prague.

It's not that long ago that we anticipated Porsche breaking the 100,000 sales per year threshold. But in the first six months of 2014 alone the carmaker is not so far off that, delivering some 78,800 cars to customers. Demand for the Panamera was particularly strong, sales up 20 per cent to 13,500.

Porsche has a new motorsport chief, 44-year-old Dr Frank-Steffen Palliser. Taking over from Hartmut Kristen, he starts on 1st October and is responsible for GT racing worldwide, but he also retains his previous responsibility for the 918 Spyder project.

CATCHING UP WITH

MAGNUS WALKER



Surely one of the few people who walk to work in Los Angeles, this Porsche-collecting Brit from Sheffield has recently begun manufacturing wheels for classic 911s

How old are you, and where do you work?
I'm 47 years, and live and work in downtown Los Angeles.

What was your big break in the motor industry?
It had to be Tamir Moscovici's short documentary film, *Urban Outlaw*, released in October 2012, which opened the door to the automotive world – my life since the film release has been busy.

Are you a petrolhead?
I've been a motorhead since the age of 10, driving represents freedom to me.

What was your first car?
A 1977 Toyota Corolla I bought it in 1989 for \$200.

What was the first Porsche you ever drove?
A 1974 911 I bought in 1992.

Which Porsche past or present do you like best?
My 1971 911T which I bought in 1999. It gets a lot done with 200hp.

What car do you drive every day?
I walk to work, so I have no need for a daily driver.

What gets you out of bed in the morning?
Passion, motivation and dedication to keep moving forward, and trying something new.

What has been the biggest challenge of your working career?
To stay focused, organised, and believe in myself and never give up.



HEXAGON

MODERN CLASSICS

WWW.HEXAGONMODERNCLASSICS.COM

A significant proportion of the cars we have sold this year have been bought to order for clients. If there is a specific Porsche you require not listed on our web site - please call Jonathan Franklin 07522 911911 with your requirements



1994 Porsche 993 Carrera 2 Coupe
Yellow. 21,100 miles. RHD



1987 Porsche 911 Supersport Cabriolet
Solid Grand Prix. RHD



1996 Porsche 993 Turbo X50 Pack
Midnight Blue, 21,100 miles. RHD



1989 Porsche 911 Speedster
Guards Red. 9,000 miles. RHD



1989 Porsche 930 Turbo LE
Metallic Baltic Blue. Upgrades. 29,900 miles. RHD



1986 Porsche 928 Series 4
Guards Red. Full dealership history. RHD



2002 Porsche 996 C4S Coupe
Metallic Lapis Blue 11,700 miles. RHD



1989 Porsche 911 Speedster
Silver. 16,250 miles. RHD



Porsche 911 Factory Targa Turbo
Guards Red. One Owner. 10,200 miles. RHD



1962 Porsche 356 Super T6 Cabriolet
Jet Black. Twin Grill Model. Only 3,500 miles! LHD



1991 Porsche 911 964 RS
Metallic Amethyst. 58,500 miles. LHD



1984 Porsche 930 Turbo
White. 39,100 miles. RHD

**WE ARE ALWAYS LOOKING TO BUY
CARS OF EXCEPTIONAL QUALITY FOR
IMMEDIATE CASH PURCHASE.
FULL DEALER FACILITIES AVAILABLE
INCLUDING FINANCE & PART EXCHANGE**

CALL JONATHAN FRANKLIN ON 0208 3485151 OR 07522 911911
WWW.HEXAGONMODERNCLASSICS.COM

ZUFFENHAUSEN TO BECOME 'SHOWCASE SITE'

Porsche is to invest €700m (about £550m) in its Stuttgart-Zuffenhausen factory to safeguard its future and that of the 3100 people who work there – and also to underline its position as the home of Porsche sports cars, all of which will be manufactured there. The full details of the underwhelmingly entitled “Site Package 2014” will be established this autumn.

As if to emphasise the “Porsche-ness” of Zuffenhausen, the carmaker says that the Boxster, Cayman, 911 and 918 Spyder will be produced exclusively at this site, with €300m

(£240m) earmarked for a completely new, state-of-the-art body construction facility. In 2010 Porsche recalled overspill Boxster/Cayman assembly from Valmet Automotive in Uusikaupunki in Finland, and now the production of these models, which has taken place in the former Karmann site in Osnabrück since 2012, will be transferred back to Zuffenhausen within two years. Osnabrück will instead build Cayennes, Macans and Panameras.

‘The parent plant in Zuffenhausen is the Porsche brand's showcase site,’ explained board member for Production

and Logistics, Dr. Oliver Blume, whose idea the switch was. ‘I have been working towards this goal since 2009, and the idea was often scoffed at, but now all two-door Porsche cars will come from Zuffenhausen. But it took five years to convince everyone.’ He added that the

focus on sports cars has improved production efficiency to the point that workers enjoy a 34-hour week that is “cost-neutral”. In 2013 sports cars production was approximately 25,700 Boxsters and Caymans and 30,200 911s, a third of Porsche's total output.



SPYDER'S SPECIAL LUGGAGE

Porsche has introduced matching luggage for the 918 Spyder, made from a mixture of carbon and leather, and designed to fit into the hybrid supercar's boot.

It comes as a five-piece luggage set, a three-piece travel set or a two-piece stowage set, and was jointly designed by Porsche's engineers at Weissach and the accessories subsidiary Porsche Design.

The trolley's bag holds 30 litres and can fit in the Spyder's boot, leaving enough space for the car's removable roof. An additional small storage box is included, to fit on the centre console and hold four litres of stuff. The set can be seen at www.porsche.com/tequipment, with prices on application.

EB'S HISTORY LESSON

Former Masters Historic champion, EB Motorsport, has successfully debuted its latest FIA racing Porsche, a 1965 short-wheelbase 911 in period ‘Team Wicky’ race livery. First raced at the Donington Historic Festival in May 2014, the Porsche enjoyed a reliable outing at the recent Brands Hatch FIA Masters and now holds fourth overall in Masters' Gentlemen Drivers series for pre-1966 GT cars. It will also have participated in the HSCC Snetterton Three-Hour and the Silverstone Classic in June, before the Spa Six Hour this September.

‘Racing the less powerful ‘65 2-litre 911 is different to our 3-litre RS and RSR 911s,’ said EB's Mark Bates. ‘Maintaining momentum and keeping your own race up to speed while the much faster leaders come through is a challenge, not to mention controlling the famously lively rear end of a short-wheelbase Porsche.’

‘The Classic Six Hours of Spa is a beautiful historic event,’ he continues. ‘I raced at Spa in another ‘65 2-litre Porsche last year, but to race in our own car is on another level. We look forward to measuring our performance against the fastest-ever lap there in a 2-litre 911.’

EB Motorsport now races three cars in the FIA Masters Historic, a yellow 1973 Porsche 911 3.0 RSR, a red 1974 Porsche 911 3.0 RS and now the 1965 2-litre car. The Yorkshire-based team is also building a 911R replica with a target weight of less than 800kg and is working on a 2.1-litre RSR Turbo recreation, complete with “flat fan” engine cooling. Porsche enthusiasts can follow regular race reports at www.eb-motorsport.com.



EVENTS

THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

August 3

Goodwood Breakfast Club

Goodwood Circuit, West Sussex
Great excuse for an early morning drive.
Theme is ‘Thoroughbred Sunday.’
www.goodwood.com

August 17

Pebble Beach Concours

Monterey, California, USA
Prestigious concourse d'elegance at Pebble Beach resort. Plenty of mouth-watering Porsches
www.pebblebeachconcours.net

August 22

CarFest South

Laverstoke Park Farm, nr Basingstoke
DJ Chris Evans's massively popular car, music and food festival at F1 Champ, Jody Scheckter's farm
www.carfest.org

August 31

911&PW Porsche Picnic

Mapledurham House, nr Reading
Our own show. Bring your Porsche, bring a picnic and enjoy the surroundings of Mapledurham House and the company of fellow Porsche enthusiasts (see right)

Sport

August 2

Porsche Club Speed Championship

Round 10
Goodwood, West Sussex
www.porscheclubmotorsport.co.uk

August 2-3

Porsche Carrera Cup/BTCC

Rounds 11/12
Snetterton, Norfolk
www.porsche.com

August 9-10

BRSCC Porsche Championship

Rounds 9/10
Anglesey, North Wales
www.porscheracingdrivers.co.uk

August 15/16

Ulster Historic Rally

Round 6
Enniskillen, N. Ireland
www.hrcr.co.uk

August 23

Porsche Club Championship

Rounds 8/9
Donington, Derbyshire
www.porscheclubmotorsport.co.uk

August 24

Porsche Supercup/Belgian GP

Round 8
Spa Francorchamps, Belgium
www.porsche.com

August 30

British GT Championship

Round 9
Brands Hatch
www.britishgt.com

August 30

BRSCC Porsche Championship

Rounds 11/12
Oulton Park, Cheshire
www.porscheracingdrivers.co.uk

911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 31 AUGUST

THE BIG NEWS FOR 2014 IS WE'RE MOVING THE PICNIC TO A NEW AND BETTER VENUE, MAPLEDURHAM HOUSE, AN ELIZABETHAN MANOR SET BY THE RIVER THAMES NEAR READING, JUST OFF THE A4074 OXFORD ROAD.

And what a venue! Set in acres of beautiful grounds, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill

was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album. The watermill is the only

operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4

discount on the usual £9 admission. For further details on Mapledurham House, including directions, go to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back

Porsche and VW show in conjunction with our sister magazines *Classic Porsche* and *Ultra VW*. Informality is the key-word, with no model-by-model parking and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or

indulge in a cream tea) and head to Mapledurham on 31 August. The venue opens at 10am with the awards presentation taking place at 3pm. Entry is £5 per person, with under-11s free.

For all enquiries contact Wildside on 01189 475200, wildside@adren-a-line.com

- Entry just £5 per person (under-11s free)
- Open from 10am
- Top Six awards presentation at 3pm
- Tea room
- Food concessions
- Discount admission to Mapledurham House (pic, below) and Watermill





964 C4 Cabriolet – This Carrera Cabriolet received a 17M ton and rebuild in 2011 at a mileage of 97,715, only 8,190 miles covered since. With new oil pipes amongst a host of other improvements, the vehicle is now ready to show the vehicle off.



993 Turbo – A very special Porsche and one we are delighted to have. This 993 Turbo has a full Porsche service record (15 stamps), factory fitted 430 BHP power upgrade.



991 C2S – This 991 C2S is a very special Porsche. It was the factor in the decision that little bit easier. This 991 benefits from a Transferable Porsche Warranty until January 2015.



Low Mileage Spyder – This Carrera 4 Cab and is a very special Porsche. It was the factor in the decision that little bit easier. This 991 benefits from a Transferable Porsche Warranty until January 2015.



993 Carrera 4 Cab – This 993 presents unique features. It was the factor in the decision that little bit easier. This 991 benefits from a Transferable Porsche Warranty until January 2015.

's Porsche and how we can sell it, fast! Or visit www.jzmporsche.com



Winners 2008, 2009, 2010, 2011 & 2012



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

GIVE YOUR CAR THE BEST

SUPERIOR AIRFLOW, SUPERIOR POWER

Designed to **Improve** Engine Power

Cotton – brought to you by Mother Nature and used for filtration by K&N, the leader in washable performance air filters. Cotton breathes easier than paper and that can help improve engine performance by reducing airflow restriction. Another natural feature of cotton is its durability. It can be washed again and again. That means a K&N stock replacement air filter can last for the life of your car reducing waste and saving money.

Washable & Reusable

Up To 50 000 miles Between Cleanings
Under Normal Motorway Driving Conditions

Lifetime Product

OVER 45 YEARS OF EXPERIENCE
MILLION MILE LIMITED WARRANTY

WWW.KNFILTERS.CO.UK | TEL.: 01925 636 950



5 minute install



save money



reusable



more power



Choose by Model >

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

WORLD LEADERS IN PARTS DIRECT

SEASONAL SPECIALS

SPECIALIST

Web/Mail Order

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

Onsite Services

Porsche Car Sales
Retail Shop
Workshop Services

Map



Address

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

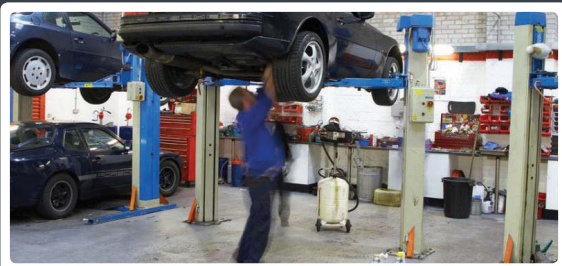
Phone Number

0121 585 6088
+44 (0) 121 585 6088

Opening Hours

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

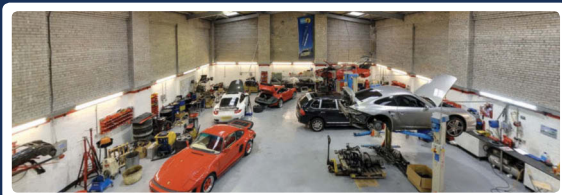
Vehicle Valuations



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

£125+VAT

Service & Workshop



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

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Gen-2 997 Body Updates



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

Available from £1,500+VAT

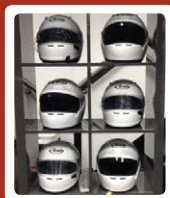
Advertise your car for sale



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

No Commission!

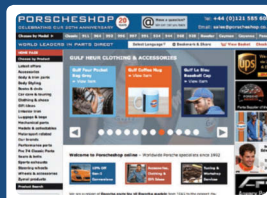
Racewear & Helmet Deal!



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

Save over £100...

Website & Mail Order



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

All Parts for All Models

BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Early promise

Look at these wheels and it's hard not to think of Fuchs, the style the factory fitted to early 911s and which will forever be associated with them. That name is not of course used in their maker's description, only that they are 'clearly based upon one of the most timeless and classic automotive wheels of all time'. The man responsible is Los Angeles resident Magnus Walker, who is originally from Sheffield but who moved permanently to California many years ago when he reasoned his career prospects in his hometown were bleak.

Walker gradually became a Porsche fanatic, building up a collection of classic 911s, and now he has begun supplying wheels, which are locally manufactured for him. Branded the Outlaw 001, the two-piece rims are forged from 6061 billet aluminium, and available in 15- to 18-inch diameters, with a wide choice of offsets but compatible with the original wheel bolts. The colour choice is black, silver or gold, or two-tone variations on these, but customers can also order them unpainted.

Walker prefers to run his own Porsches without centre caps, but he does offer forged aluminium caps, and the standard Fuchs centre caps fit too. The price per wheel is \$699 (about £407), to which shipping and import duties must be added. For more information, visit Walker's website, www.52outlaw.com.



Cayman barred

Porsche specialist, Specialist Vehicle Preparations (SVP) has released another in-house product to enhance chassis performance and driver comfort of the Porsche Cayman. Drawing on its years of experience in Group C, F1, BTCC and WRC racing, the Worcestershire-based firm has developed a bolt-in rear strut tower brace/harness bar, which allows the use of occupant restraint harnesses, for improved control and safety on track. While harnesses comprehensively outperform standard fit seatbelts in competition, SVP retains the seat belts for daily driving convenience.

"Harness bars produced elsewhere all seemed to interfere with the seat belt fittings," notes SVP managing director Dominic Delaney. "Our harness bar leaves the standard Porsche seat belts in situ and the workings uninterrupted, which could also be important should an insurance problem arise."

Fixed to the standard rear suspension top mount points, this Porsche Cayman harness bar doubles as a rear strut support. The reinforcement adds chassis stability, which can improve rear suspension performance, sharpening turn-in and cornering. It comes powder-coated in black and costs £350 plus VAT. The interior trim requires minor modifications to fit the brace, and professional fitting may be required, depending on the owner's skill and confidence level. Contact SVP Porsche on 01299 251152 or visit www.specialistvehiclepreparations.com

Part equipped

Carrying a varied selection of minor spare parts on board is a wise precaution for the owners of classic cars, but this kit from Ohio-based Porsche parts specialist Stoddard takes it a stage further, the fully stocked vinyl bag with leather strap not only convenient to store, but a smart, in-period accessory in its own right. The Travel Kit (part number NLA-721-901-00) is made up specifically for the 356B with the 1600 and 1600S engines. The parts, which are original Porsche quality, comprise a selection of 6v bulbs, eight, 15, 25 and 40 amp fuses, a fuel pump diaphragm, ignition points set, four spark plugs, two exhaust valves and a valve spring, two valve retainers, a valve adjusting screw, a set of engine gaskets, and a clutch cable. A towel is also included. Indeed this is more of an overall kit than an emergency repair kit – just add advanced DIY skills. It's not cheap at \$1247 (about £725), but it looks a very desirable item that would complement a 356. For more details visit www.stoddard.com



Finally some curves worth discussing.



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

www.bilstein.com • 0116 247 8930



Time Zone

Watchmaker Casio, which has a long connection with the Formula 1 team Red Bull Racing, has introduced a new chronograph style watch, the ERA-300. With its black, automotive inspired face, red markings and generally rugged look it definitely has a pit and paddock air about it. Being of this type, it obviously does other things apart from telling the time, such as giving the wind vector directions on a race circuit, and incorporating a stop watch accurate to 1/100th of a second.

The battery powered watch uses Casio's World time Technology so you'll never be stuck in a foreign land not knowing when the bar opens. And it boasts some nice attention to detail, including the chunky metal strap and the machined stainless steel adjustment buttons. It looks pretty exclusive yet is affordable at around £300 from jewellers. Further details can be seen www.edifice-watches.co.uk

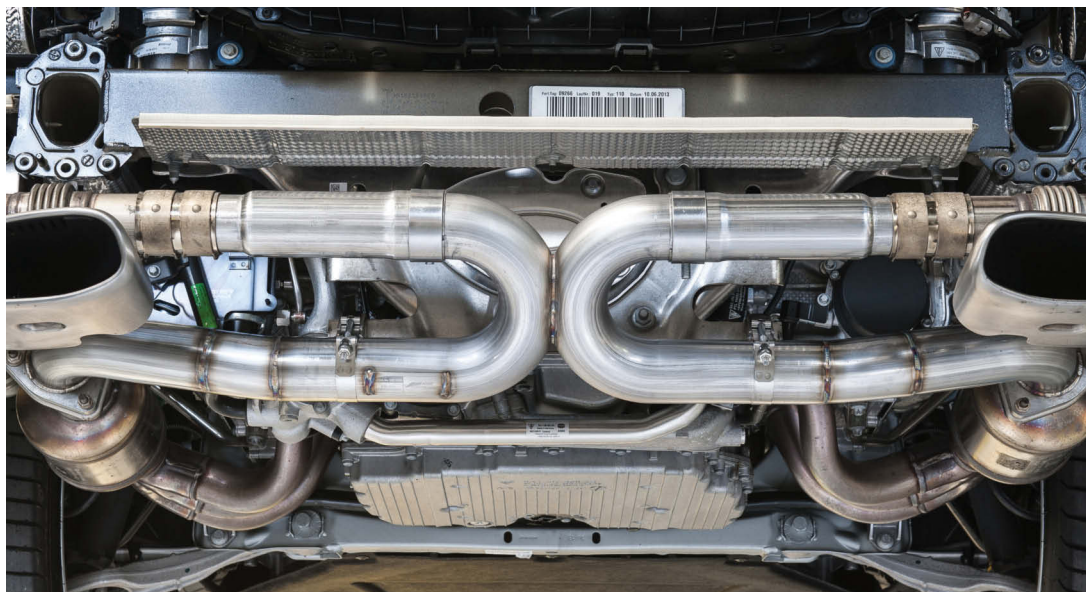


Noise guaranteed

If you don't like the sound of it, just send it back and you'll get a refund. That's the promise made by all makes tuner AWE Tuning for its new sports exhaust system for the 991-model 911 Carrera. Under the AWE Tuning Sound Satisfaction Guarantee, customers who find the noise not to their taste will also be paid back installation and removal costs, pledges the Philadelphia firm's marketing vice president, Jesse Kramer, who describes the system's sound as the 'finest exhaust available for the current Porsche Carrera 3.4. It's aggressive yet refined – the perfect blend of what Porsche owners love about their cars.'

However there is more to the Carrera Performance Exhaust, manufactured in-house by AWE, than the perceived quality of the decibels. It is claimed to add up to 29bhp and 33lb ft torque, measured at the engine crank, and it is also 5.5kg lighter than the factory item. The T-304 stainless steel exhaust is a direct bolt-on and comes with all the necessary gaskets and attachments.

The system can be supplied in the UK via AWE's importer, Regal Autosport in Southampton, and is priced at £2195 (UK shipping and import duties and taxes included) if used with the standard Porsche tips, while chrome or diamond black tips with the AWE logo add £200. Call 02380 558636 or visit www.regal-auto.co.uk, or www.awe-tuning.com



The Tyre Bay

How long should tyres last?
Our expert advises

With Porsches often an occasionally driven second car, it is easy for tyre age to be overlooked, and older tyres, if not stored correctly, have an increased likelihood of failure due to exposure to the environment. Tyres typically last four to six years from the production date stamped on the sidewall – this is a four-digit number with the first two relating to the week of production and the second to the year. For example, "0907" would tell us the tyre was produced in the 9th week of 2007. Ideally, tyres should be kept in a cool, dry environment out of direct sunlight and away from electric motors and sources of ozone.

There are three main mechanisms of tyre ageing. The first involves rubber becoming more brittle. Sulphur is used to link rubber molecules together during vulcanisation, with the application of heat and pressure giving the rubber its useful elastic properties and strength. As the tyre absorbs energy in the form of light, heat or movement, the tyre continues to vulcanise, this ongoing process eventually causing the rubber to become stiffer and more brittle. The second mechanism of ageing is oxidation, when oxygen and ozone from the air compromise the strength and elasticity of the rubber, and the integrity of the rubber-to-steel bond. Thirdly, the breakdown of the rubber-to-steel-belt bond will occur due to water permeating through a tyre and bonding with the brass plate coating on steel belts. This causes the rubber-to-steel bond to weaken, reduced tyre strength and reduced heat resistance being the result. Additionally, if compressed air used for inflation is not completely dry, tyre strength will be affected over time – even unused tyres will become more brittle, weaker and less elastic with exposure to water, air, heat and sunlight.

The most obvious signs of tyre ageing are cracking either between the tread blocks or on the tyre sidewall, and bulging tread and sidewalls. Most tyre manufacturers recommend that you replace tyres after six years even if they do not look worn, and that the maximum recommended life of car tyres (including the used or unused spare tyre) is 10 years.



ONE OF THE UK'S LEADING SUPPLIERS OF ULTRA HIGH PERFORMANCE TYRES

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

BRIDGESTONE

Continental

YOKOHAMA

PIRELLI

AUGUST
OFFERS

29535ZR21 Michelin Latitude Sport XL N1 £240.95
27540ZR20 Michelin Diamaris N1 £208.95

23535ZR19 Pirelli Pzero N2 £170.95
30530ZR19 Pirelli Pzero N2 £241.95

Boxster/Cayman
2055ZR17 Goodyear F1A N0 £120.95
23550ZR17 Goodyear F1A N0 £156.95

24535ZR20 Pirelli Pzero N0 £200.95
30530ZR20 Pirelli Pzero N0 £249.95

22540ZR18 Bridgestone S02 N3 £121.95
29530ZR18 Bridgestone S02 N3 £233.95

All Prices are Fitted including Adhesive Balance, New Valve
and Environmental casing disposal

Elite Garages

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

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

ZR-TYRES

Bush
Tyres

Endyke Tyres

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

Call: 0845 6801537 • Email: enquiries@bushtyres.co.uk • www.bushtyres.co.uk

KENWAY TYRES

Kenway Tyres branches in: Aberdeen • Dundee

Call: 01224 497000 • Email: konrad@kenwayautotrade.co.uk • www.kenwaytyres.co.uk

cooper bros

Cooper Bros branches in: Newmains • Carluke • Cumbernauld

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

New management

Pre-dating the modern generation of on-board engine management electronics, the 964-series 911, built from 1989 until 1993, is not especially tunable due to its now old fashioned air flow meter and its restrictive air box. But the Norfolk-based ECU company Specialist Components has launched what it describes as a 'complete engine management package' for that model, which serves as a platform for power upgrades.

The Porsche 911 (964) Management Kit is based around the Typhoon 2 ECU and, for example, converts the original air flow meter, essentially in the form of a spring-loaded flap, to one operated by an electronic sensor judging manifold pressure. It's said to be an easy DIY fit, and once fitted is a true plug and play unit. It comes with Formula 1 grade carbon fibre air intake system and custom ITG air filter, plus all the brackets to mount the ECU in the same position as the original, under the seat. Fitting is also easily reversible. The price is £1980 including VAT, with postage on top. For further information call Specialist Components on 01953 859785 or go to www.twinkam.co.uk



On the canvas

The canvas straps that replace the conventional interior door pulls in Porsche's RS models were originally a weight saving measure – every gram counts where added performance is concerned – but they have since become an interior styling feature, reflecting the motorsport orientation of the car fitted with them. No surprise then, that Porsche tuning parts specialist Rennline in Vermont in the US offers a set for various models.

The RS Door Pull Strap Conversion Kit, a Porsche original part, comes as a set for both doors, and replace the standard door handle with pull straps, in either red, black or silver. Rennline's price is \$620 (about £360) plus shipping, and are available to suit the following models: Boxster, Cayman, 911, 911 GT3 from 2005 to 2012. They are not compatible with 911 Cabriolet or Targa models. It looks as though it could be a DIY fit but the firm advises a professional installation. For further details visit www.rennline.com



Jackets to mark Le Mans

Porsche's long awaited return to Le Mans in June was accompanied by a massive publicity campaign, so there is absolutely no surprise that one of the sport car maker's merchandise divisions, Porsche Driver's Selection, was in on the act too, introducing a range of motorsport themed products. Among them are three faithfully reproduced paddock jackets, the Factory Team Collection, as worn by the factory team between 1968 and 1970.

There are three jackets, perhaps best described as very "period": the green Factory Driver Jacket (worn by the likes of Richard Attwood, Hans Herrmann, Jo Siffert and Brian Redman), the red Factory Mechanic Jacket and the wine red Factory Team Jacket. Lightly padded, they have a pass holder in the right-hand breast pocket and a stitched Porsche crest opposite. The Factory Team Jacket has two large pockets and a hood.

To design the jackets, Porsche borrowed the originals back from former drivers and team members, but they were hard to find as only a small number were produced in the first place – at the time, they were passed down from driver to driver, this perhaps emphasising the massive difference in drivers' remuneration between then and now. They go on sale imminently – Porsche decided it would be better to release them when the weather cools, rather than at Le Mans time – but as yet a price has not been given. They won't necessarily be offered in all markets, so check www.porsche.com/shop or enquire at a Porsche Centre.



Panel game

Classic Porsche parts specialist, Barnsley-based EB Motorsport has introduced moulded composite rear quarter panels and matching rear lamp mounting bases for 911R racer 'recreations'. Continuing the firm's exploration of untapped historic Porsche niches, the new panels complete EB's comprehensive range of parts for 911R replica builds.

The quarter panels are taken from original SWB panels with hand-tooled 911R flares. High quality lamp bases are the finishing touch. "Building our 1965 911 race car drew us in to the short wheelbase 911s, and the ultimate, the 911R," says EB director Mark Bates. "No one was offering a complete range of top quality 911R reproduction panels, so this was our incentive to step up." EB's other 911R panels are a lightweight roof, bonnet, bumpers, front wings with sidelights, superlight doors with aluminium hinges, rear side windows and an engine cover with lightweight hinges.

The rear quarter panels are priced at £1,000, with the 911R rear lamp bases costing £110, not including the widely available Hella lamp units. Prices are plus VAT and carriage. Call 01226 730037 for more information, or order direct from www.eb-motorsport.com, or from European distributors, Twinspark Racing, or Rothsport Racing in the USA.





DOMINATE THE TRACK. RULE THE STREET.

Performance for Motorsport and Street.

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

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

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

Midlands

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

North West

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

South West

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

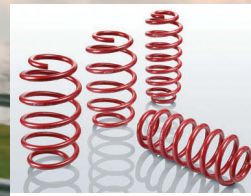
South East

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

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



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



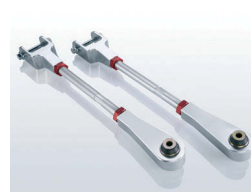
PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT



eibach.com



RSJ SPORTS CARS

Specialising in Porsche Cars www.rsjsportscars.com



911 (997) "2S" 3.8 PDK (59-2010)
Basalt black with black leather,
Sat Nav, 48,000 miles.....**£45,000**



911 (997) "2S" 3.8 (58-2008)
Aqua blue with black leather,
Sat Nav, 49,000 miles.....**£40,000**



911 (997) TURBO 3.6 (57-2007)
Basalt black with black leather,
Sat Nav, 53,000 miles.....**£44,000**



911 (997) TURBO 3.6 (07-2007)
Basalt black with black leather,
Sat Nav, 51,000 miles.....**£43,000**



911 (997) "4S" 3.8 (08-2008)
Silver with black leather,
Sat Nav, 37,000 miles.....**£37,000**



911 (997) "4S" 3.8 Targa (07-2007)
Meteor grey with stone grey leather,
Sat Nav, 45,000 miles.....**£37,000**



911 (997) "4S" 3.8 cab (56-2006)
Silver with black leather,
38,000 miles.....**£34,000**



911 (997) "2S" 3.8 (57-2007)
GT Silver with black leather,
Sat Nav, 40,000 miles.....**£34,000**



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



911 (997) "4S" 3.8 (06-2006)
Silver with black leather,
Sat Nav, 40,000 miles.....**£32,000**



911 (997) "4S" 3.8 (56-2006)
Basalt black with black leather,
Sat Nav, 53,000 miles.....**£32,000**



911 (997) "2S" 3.8 (07-2007)
GT Silver with black leather,
Sat Nav 31,000 miles.....**£32,000**



911 (997) "2S" 3.8 (07-2007)
Basalt black with black leather,
Sat Nav, 50,000 miles.....**£31,000**



911 (997) "2S" 3.8 (06-2006)
Basalt black with black leather, Sat
Nav, 43,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip (06-2006)
Atlas grey with black leather,
Sat Nav 44,000 miles.....**£30,000**



911 (997) "2S" 3.8 (05-2005)
Seal grey with black leather,
Sat Nav 52,000 miles.....**£27,000**



911 (997) "2S" 3.8 (55-2005)
Silver with black leather,
Sat Nav, 54,000 miles.....**£26,000**



911 (996) Turbo 3.6 Tip (02-2002)
Basalt black with black leather,
Sat Nav, 67,000 miles.....**£26,000**

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

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

PORSCHE WANTED (2003 TO 2012)

XPPEL
PAINT PROTECTION FILM

**WHEN YOU HIT THE ROAD,
MAKE SURE IT DOESN'T HIT BACK!**



XPEL's Ultimate Paint Protection Film combines best-in-class durability and clarity not previously available in the market. With its very low surface energy, XPEL ULTIMATE sheds contaminants that would otherwise stain or yellow conventional films. In addition, the clear coat employs special elastomeric polymers that "heal" over time eliminating swirl marks and other fine scratches without having to do anything.

Self Healing

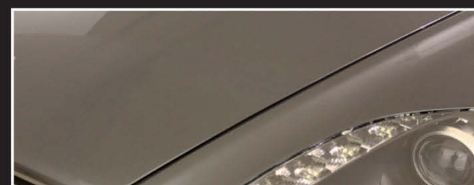
The advanced clear coat heals over time, eliminating swirl marks and other fine scratches.

Clearest Protection

Optically clear, zero orange peel finish leaves the film virtually invisible.

Stain & Discoloration Resistant

Bird droppings, air pollution and road grime will never leave the film stained or yellow, unlike lower quality alternatives.



ULTIMATE™ PROTECTS AGAINST

• Rocks • Bug Acids • Salt • Oils • Gravel • Tree Sap • Bird Droppings • Magnesium Chloride

XPEL ULTIMATE™ Paint Protection Film provides a 10-year warranty backed by a worldwide network of certified XPEL Installers

DON'T FORGET TO ASK FOR XPEL ULTIMATE™ BY NAME – Don't accept imitations!

For further information, please feel free to ring **Auto Detailing Studio** and speak to;
Jon on 07590 962663 E: jon@vyemedia.co.uk or John on 07749 503007 E: john@basistraining.co.uk

www.autodetailingstudio.co.uk



VAN ZWEEEDEN

Since 1957

Specialist in Porsche
Elektraweg 9-11
4338PK Middelburg
The Netherlands
Tel: +31(0)118-581370
Fax: +31(0)118-582678
www.v-zweeden.co.uk
info@v-zweeden.co.uk

All kinds of engines in stock



*An International company specialising in Porsche parts based in the Netherlands.
With over 60 years of experience in this business, we offer you the newest parts.*

200 new & used gearboxes in stock



15,16,19 Inch Fuchs Wheels



991 & 997 New Bumpers



997 Centerlocks clocks



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



All kinds of new airbags



Over 100,000 Used & New parts in stock



New Cayenne & 911 Lights



100 different seats in stock



Many new Carrera GT parts



100 sets of 991 lights in stock

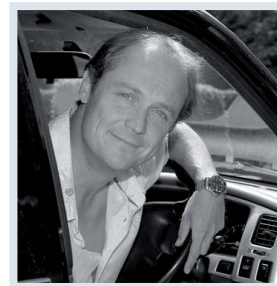


Like us on facebook

[Facebook.com/IndependentPorscheSpecialistvanZweeden](https://www.facebook.com/IndependentPorscheSpecialistvanZweeden)

USUAL SUSPECTS

DEPUTY ED, BRETT FRASER, HAS TO SHOUT ABOVE THE DIN CREATED BY THE NEW 911 TARGA, IS LESS THAN ENAMoured WITH THE MANUAL SEVEN-SPEED GEARBOX, GETS ON FAMOUSLY WITH FELLOW AUSSIE, MARK WEBBER AND GETS BEHIND THE SCENES OF PARR MOTORSPORT LE MANS PORSCHE CUP WIN



BRETT FRASER

TARGA REFLECTIONS: IT'S A BIT NOISY!

Everyone's fantasy garage has at least one daily driver – when Porsche announced the new 911 Targa, I knew I'd found mine. Sometimes 'retro' simply doesn't work, and the early whispers that Porsche was resurrecting the classic Targa hoop initially filled me with dread, but the finished item was so tastefully rendered and so ideally suited to the 911's shape, that it was quickly vying with the latest GT3 as my favourite iteration of the 991 series. And as for the cabaret that is the roof panel stowing...

So it was with infantile delight that I accepted the Porsche press office's offer to drive a new Targa, a Carrera 4, down to the Le Mans 24-hour race in June. And although there are probably more appropriate colours for the car (especially at resale time), its Racing Yellow coachwork gave me extra cause to smile: I've got a penchant for yellow cars. My co-driver on the trip – my brother, Antony, whose name you've find against many of the photographs in *911&PW* – was rather less enamoured with the hue, particularly as it acted like a beacon to radar-wielding rozzers during our journey south through France.

It's an accomplished tourer, the Targa, long-legged, moderately quiet, suspension that reminds you that you're in a sports car without ramming that qualification up your spine. The press office, however, specced 'our' car with the manual seven-speed gearbox: big mistake. In the first instance the Targa is much more your relaxed PDK-kinda car, but rather more fundamentally, the manual simply isn't very good. There are so many ratios that you can lose where you are in the 'box, the shift quality isn't precise enough, you can't leap from fourth to seventh as you go up the pile, and yet when changing down in a hurry you more often than not go from seventh to fourth, when you were actually aiming for sixth.

Plodding along the autoroutes we left the roof panel in place, but with the evening quite balmy in Le Mans, we entertained the locals – and the many not-so-locals – with the Targa's roof-swallowing act. Lovely: exposed to the elements but without being assaulted by



Roof up on the 911 Targa en route to Le Mans. We love the retro look, but sadly, with the roof stowed, the narrow slot between windscreen and roll hoop creates a mighty din

them. Or so I thought. The Targa's very pleasant up to about 30mph, but then the wind noise gets irritatingly loud. I'm a roof down sort of bloke (so that's what happened to all my hair...) and so am accustomed to a certain level of din, but this is excessive. The shame of it is that there's not much buffeting from the wind inside the cabin, but you don't get to enjoy that fact because of the damned awful roaring. Porsche once showed us a special test chamber that used a 'sound thermometer' to identify very precisely whereabouts on, and within, a car that niggly sounds emanate – I guess it was closed when they were developing the Targa.

Yet for some reason I can't not like the car. We did have fun in it. The roof trick is endlessly amusing, especially for the crowds in the Le Mans circuit's tunnel: they also greatly appreciated a rousing chorus of throttle blipping with the exhaust setting on 'Sport Plus', which is childish behaviour, I know, but who were we to deny the baying bystanders? Another crowd pleaser was when Long Tall Mike, Porsche GB's PR chief, and his

assistant Natalie, both origami'd themselves into the Targa's back seats to get from the circuit to their hotel. As we prised the pair free from their incarceration after momentarily stopping in the hotel's miniature car park, we were hassled along by the Audi team's minibus driver, a certain Mr Allan McNish; guess he's got to do something now he's no longer racing...

So please, Porsche, before my lucky numbers arrange themselves victoriously on the Lotto's ping-pong balls, get the Targa sorted. Bin the manual version and attend to the horrendous wind noise, because when I buy my Racing Yellow Targa, I don't want it to be with caveats.



Here they are: The usual suspects, 911 & Porsche World's elite squad of journalists and Porscheophiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on



PAUL DAVIES



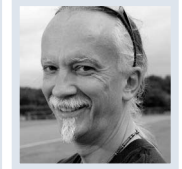
CHRIS HORTON



JOHNNY TIPLER



STEVE BENNETT



KEITH SEUME

(NOT JUST) ANOTHER DAY AT THE RACES

Prior to the big boys roaring, whirring and purring around the Le Mans track for 24 hours, there was another race. It didn't last as long – just 45 minutes or so – but with 62 entrants there were even more cars jostling for glory. This was the Le Mans Porsche Cup, and the field mainly comprised grids from both the Carrera Cup GB and Carrera Cup France, together with a smattering of invited guest drivers.

Eventual outright winner was the GB series' Ben Barker, in a car run by Parr Motorsport and adorned with special livery celebrating the company's 30th anniversary. Of course, every team and every driver loves a win, but did the venue make it more of an occasion? Or was it just another weekend's work?

Paul Robe, Parr's owner and boss-man, is unequivocal in his responses to those questions. 'Le Mans is what dreams are made of,' enthuses

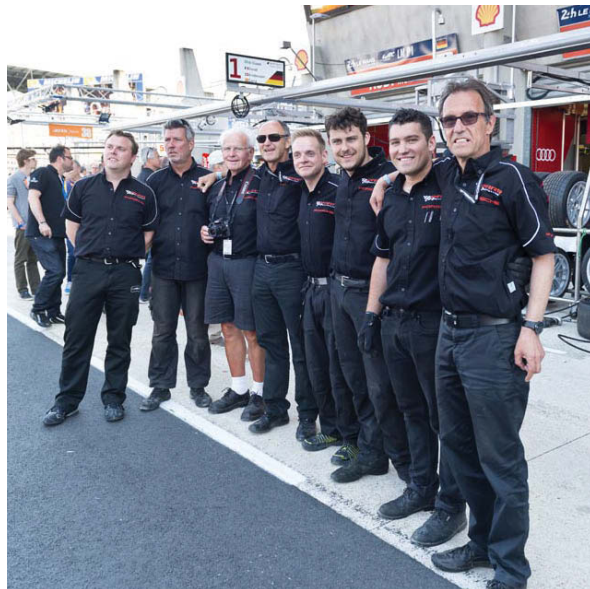
Paul. 'The event is a drawn-out affair – we were there from the Monday before the race to the Monday afterwards – but the whole time the atmosphere is fantastic. There's so much interaction with the crowds and there are even people who want to buy the clothes off your back as souvenirs.

'I was last here in 1998 when Porsche won and I had very close links to the factory. But most of our lads have never been to Le Mans and they absolutely think it's a special place to be. My 82-year-old father was with us as well, and he hasn't been since 1998 either, and this was also first time for my son Declan, so it was a great family affair. And then we won the race – it was awesome!'

And how challenging is it to race at Le Mans? 'Le Mans throws a thousand different things at you,' Paul explains. 'There's the length of the straights, the size of the field, elements you don't have in national races. In some ways I think it's tougher than the 24-hour race as the Le Mans Carrera Cup is essentially a 45-minute sprint: that's really hard on tyres, as they need to be fast, but they also need to be durable.

'This race really pushes the boundaries with tyres and it was their fragility on a rival's car (Kevin Estre) that played into our hands and helped Ben achieve his win. We also had to change the gearing for those long, long straights, yet even so, on some sections we were clipping the rev limiter.

'Le Mans turned out to be a great team building exercise for us, despite all the incredibly hard work involved in running three cars. There's always a lot of luck involved in motorsport, but this weekend it all worked in our favour. Yet even if it hadn't, everyone on the team is keen to come and do it again next year.'



Team Parr gather post Le Mans support race victory with Ben Barker. A great way to celebrate Parr's 30th year

RACER WHO'S ACE

That Mark Webber, he's a nice bloke. No reason for him to be otherwise, of course, but many top sportsfolk undertake their corporate responsibilities – Webber dropped by the Porsche media marquee for a pre-race chinwag at Le Mans – as if being crushed beneath a burden of heavyweight resentment. Webber was bright-eyed and chilled, despite his impending automotive marathon, and answered our idiot questions as though he'd never heard them a kazillion times before: his tolerance was remarkable and he never seemed anything less than supremely friendly.

Was it just an act? Perhaps. But if so, he's one helluva thespian. By the end of our brief session with him he was laughing and joking and joining in with the lads, and then someone asked a question that elicited a momentary awkward silence – 'How much do you want for your 4.0-litre (GT3) RS?' Webber played the silence deadpan, before slowly replying, 'It's not for sale. Ever.'

That was no corporate response, either, as Webber was apparently very fond of his Porsche road cars long before his pay cheques arrived from the Bank of Stuttgart. He also has a GT2 and has had it long enough for it to be a safe bet that he's not looking to move that one on, either. As I said at the start, what a nice bloke.



Mark Webber: As we always thought – a top bloke and a real Porsche enthusiast

THE AUTOMATIC CHOICE?

How many cars do they have displayed in the showroom at Porsche Reading? To be honest, I forgot to count. But let's say it's about 15. On a recent visit, 14 of them had PDK transmissions, and as far as I can tell these were 'on-spec' builds rather than customer order cars.

Once upon a time I'd have been seething about the demise of the manual gearbox, but having recently had another chance to try coming to terms with Porsche's latest seven-speeder (see the Targa story on this page), the auto option makes so much more sense.

Porsche's oh-so diplomatic PR man, Nick Perry, does

his best to attribute the PDK's popularity to the appeal of its superior fuel economy and emissions and therefore lower annual road fund licence and first registration costs, but I reckon that the truth is that the manual simply isn't good enough.

Nick makes the point that Porsche is one of the few sports car makers persisting with a manual, for which the company should be applauded. But fellas, if you knocked off that seventh cog and then rejigged the remainder, you might well tempt a few of us back into the manual camp.





JOHN'S IN HEAVEN.
He just found this pristine, standard reconditioned crankshaft for his '94 911 Carrera in our online store at www.partsheaven.com.

Sign up online to get our **Monthly Wrecks** email bulletins!

Porsche® enthusiasts like John have been relying on us for over 26 years to keep their vehicles performing at their very best. From complete engines to the most obscure bolt, we've got the exact part you're looking for and can ship right to your door. Shop anytime online at partsheaven.com, call us at **1.800.767.7250**, or come by and see us. Whichever way, you'll get friendly, knowledgeable customer service to answer any question.



Follow us on Facebook and Twitter.



23694 Bernhardt St., Hayward, CA 94545 • Tel: 510.782.0354 • Fax: 510.782.0358 • info@partsheaven.com • Porsche is a trademark of Porsche AG

call now 0121 55 77 911

www.ramusporscha.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis

High Definition Digital Imaging Wheels Alignment

Alloy Wheels and Tyre Fitting

Suspension Package Upgrades

Performance Exhaust Upgrades

Brake Upgrades inc. Ceramics

Full Body Repair Shop

Chassis Alignment Centre



Fixed Price Menu Servicing for all Models

PERFORMANCE STYLING SERVICE PARTS

100% MADE IN

GERMANY

Premium Quality Suspension Components

Nürburgring tested, Autobahn approved.



Components for more than



trak+



roll bars



springs



cup kits



coil overs



accessories

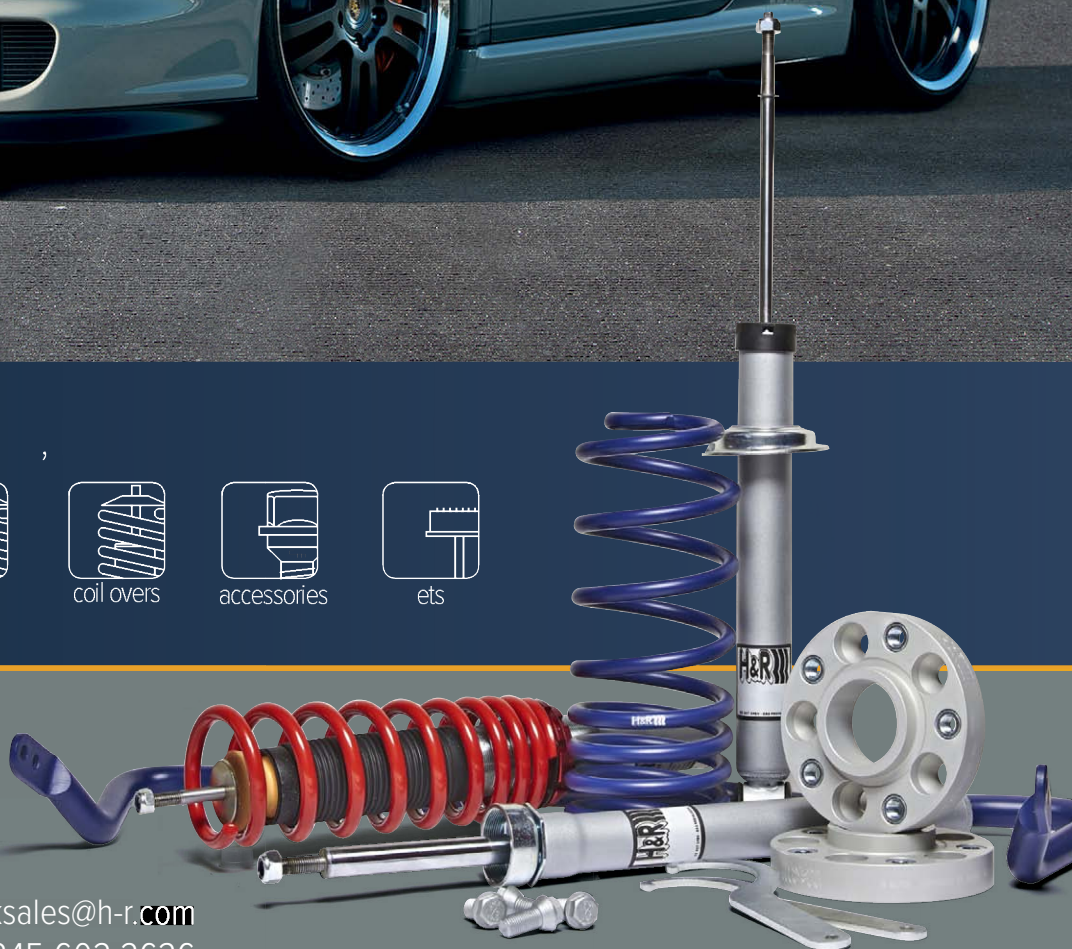


ets

H&R

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

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



LETTERS

GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...



LE MANS DEJA VU...

I enjoyed Brett Fraser's comprehensive report on the Le Mans 24 Hour event (*Sweet dreams are made of this* – August 2014), having witnessed first hand the sense of 'so near yet so far' among the Porsche team. I was at the event as a corporate guest (well, a life in the motor trade has to have some benefits!) and was on the edge of my seat right to the end.

The last few hours were thrilling – the battle royal between Audi and Porsche saw me biting my fingernails to the quick. That Porsche came so close to victory after such a long time away from La Sarthe must surely give them confidence for 2015?

This year's race reminded me of the last time I visited Le

Mans, all the way back in 1969, in fact! I was a junior mechanic at a Ford garage and won a company competition to go to Le Mans to see the great race. At the tender age of 17, you can imagine how excited I was.

Despite working for Ford, I had a real interest in what Porsche was up to, as my father had owned a 356 when I was at school.

He'd been to Le Mans in the 1950s and told me stories of how 'the little Porsches' (presumably the 550 Spyders) had been so dominant in the smaller classes. Before I left for France, he told me how it would only be a matter of time before the 'new Porsche' would win. The 'new Porsche' was, of course, the 917...

The 1969 event has become something of a legend, as I am

sure many of your readers will know. After three years of domination by Ford, all eyes were on Porsche to topple the GT40s from their pedestal. rather like this year when everyone wondered if Porsche could beat Audi.

Three 917s started but tragedy struck on the first lap when John Woolfe was killed in an accident at Maison Blanche. I can still remember the stunned silence when the news filtered through.

After that, things began to settle down and, if I remember correctly, it was only three or four hours into the race that Vic Elford (a boyhood hero of mine) and Dickie Attwood took the lead in their 917. I was over the moon, much to the despair of my Ford bosses!

Everything looked set for a Porsche victory – until clutch problems brought about a retirement with just three hours to go. I was crestfallen and had to endure the jibes of my fellow Ford mechanics.

Left: Le Mans 1969: Malcolm Whithers cheered on the Porsches, but to no avail – just as he did in 2014



I pinned my hopes on the 908 of Herrmann and Larrousse as they battled with the GT40 of Ickx and Oliver. I honestly thought they'd do it, but it ended up crossing the line just 40 yards behind the Ford.

So you can imagine my feeling of déjà vu as I sat watching this year's Le Mans. Let's just hope that 2015 will see another 'déjà vu' moment as Porsche wins – like they did in 1970...

Malcolm Whithers, via E-mail

Keith Seume replies: What great memories. I can only imagine the feeling of frustration in the Porsche pits at the two races. Are you planning on going in 2015? If so, let's hope the common denominator here isn't your presence at both events!

TO BACKDATE OR NOT TO BACKDATE...

After reading your August issue, I am left in something of a dilemma.

I have recently bought a 1978 911SC with the aim of building a lightweight trackday car, based on a Carrera RS (yes, I know it's not a very original idea, but it appeals to me as I'll never be able to afford the genuine article).

The SC is perfect. It's had just one owner since 1984 and has covered less than 90,000 miles. To me, it was the perfect base for my project as I have always been a firm believer in buying the best car you can, to save money in the long run. I've learned the hard way (*so have I* – KS) that it doesn't always pay to buy a cheap car to start with as all too often it will end up costing you far more.

But now I'm worried that by

'cutting up' a good 911SC, I'll be making a bad mistake – your writer hints that good impact bumper cars are rising in value and the more which are backdated, the more the good original ones will be worth.

Maybe I should sell my 'perfect SC' and buy a rust-bucket after all...

Martin Green, via E-mail

Keith Seume replies: You're the only one who can really decide – after all, it is your car and, regardless of what anyone says, it's up to you what you do with it. However, there are clear signs that values of good SCs (and Carrera 3.2s, for that matter) are on the increase – whether it's a temporary blip or a permanent state of affairs remains to be seen. Sorry, but this one is between you and your conscience!

IT'S A WRAP!

I was interested to see the two references to 'wrapping' in your August 'Buying power' section. This is something which had interested me for some time.

Two months ago, I had my 944 Turbo wrapped as the red paintwork had faded badly. I found a local business who offered to do the wrap for around £1500 – far less than I had been quoted for a respray.

I was worried the end result would be like something off the Blue Peter TV programme, but have to say I'm delighted. Few people think it's anything other than a repaint.

So, all I can say is this: if your car looks a little sad, go for it. After all, if you grow tired of the new colour after a year or two, you can always revert to the original. What will they think of next?

Jon Haggerty, via E-mail

EVERY PORSCHE. EVERY PART.

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

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

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

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



www.EBSRacing.com

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



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

Get advice from our expert sales staff.



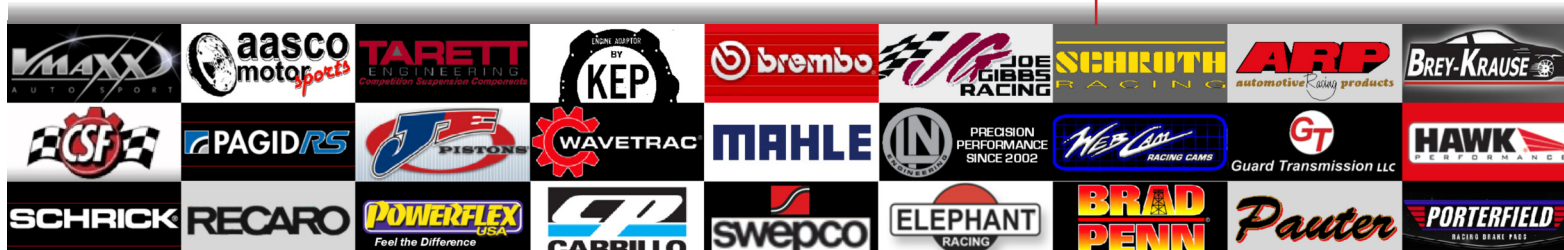
800-462-3774 Toll-Free
775-673-1300 International



4068 South McCarran Boulevard Unit B Reno, Nevada 89502

**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

*Good for up to \$100 discount.





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



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist

DEVON
EX33 2JP



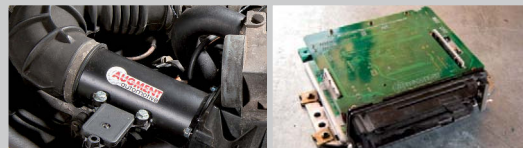
www.augmentautomotive.co.uk

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

★ **POWER**

★ **PERFORMANCE**

★ **PRECISION**



Now Incorporating



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

SCART
Hand made exhausts

Since 1990 these skilled hands have made more than 6000 sport exhausts.

Some have won the FIA WRC, others have taken part in the 24h of Le Mans, the Paris-Dakar & tens of national championships.

They could make yours.

Sport exhausts for
Porsche, Ferrari, Lamborghini
Maserati & Aston Martin



www.rs-tube.com



Designed and made in France since 2003

Tel. : 00 33 139 901 911
YouTube : Martin SCART



European Collectibles, Costa Mesa, CA



Authentic. Always.

The essence of Porsche is to deliver a driving experience like no other, as it has been with the first Coupes from the little sawmill in Gmünd to the refined performance of the last Carrera Cabriolet. The respect for the 356 series cars has not diminished, nor has our commitment to provide the most complete range of exclusive sheet metal, glass, trim and mechanical components. This ensures that our customers can enjoy and maintain the performance, authenticity and value of their cars.

Stoddard NLA-LLC stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89502 USA 800 438 8119



Accessory Travel Kit
For 356B with 1600 and 1600S engine, exceptional concours quality, limited quantity
NLA-721-901-00



Blaupunkt Frankfurt Radio
Fits 356B and 356C
NOS, 6 and 12 volt (switchable) fitted with MP3 interface, limited supply
NLA-645-112-11



Glass Washer Bottle
Fits 356 Pre A
correct glass texture, bakelite top, feed pipe and mounting cage
NLA-628-500



Seat Back Bungee Cord
Fits 356, 356A
Concours correct woven cover with authentic stainless hooks
NLA-522-751-01



Floor Mat Sets
Fits 356A
Long unavailable tan floor mat set, includes front, rear and tunnel, as original
NLA-551-101-TAN
Others available

THE COLLECTION

Not surprisingly ex-Porsche Club GB Chairman, David Newton, has built up a special collection of Porsches. After early dalliances with an MGB, it has been Porsches all the way. He talks us through the quartet

Words and photography: Mike Taylor

Lined up against his beautiful sandstone coloured house, David Newton's Porsche collection make a stunning sight; a sparkling cherry-red 356 Speedster drophead, a mid-blue 914/6 GT, a purposeful-looking 911 Carrera Sport and an aggressive black 911 Turbo LE.

David's love affair with the Stuttgart brand began in the 1970s. At the time he was commuting daily in a MGB GT. Yet, it failed to satisfy his discerning motoring tastes. He yearned for something quicker, more reliable and better built. But what? The change of allegiance from British Leyland to Porsche came when a friend suggested he should try a Porsche 924. "The build quality was so much better and there was a marked improvement in performance," he admits.

In his company David's affection for the Porsche marque is infectious. "I was so impressed with my 924 that I then owned a succession of 944s," he continues. "They have that wonderful archetypal Porsche silhouette, the kind of outline most children draw when asked to sketch a sports car."

The grand-daddy of the group and clearly the car which reflects most Porsche's air cooled rear engined heritage is the sleekly styled Speedster. Having located it in Texas, USA and registering his interest, then followed considerable traffic in photographic evidence from an acknowledged US-based Porsche expert before David agreed to the purchase and arranging the finance.

The car's history file revealed that it had been restored in 1984 and everything pointed to a truly

professional job, both mechanically and bodily. "When it arrived in the UK I was certainly not disappointed. I'd never even driven a Speedster before buying this one." David's car is a 1958 'A' model. Inside, it successfully combines the typically starkly austere Porsche dashboard and control layout with comfortable and sporting seating and trim. A rod protrudes from the bulkhead to control fuel flow from the main or reserve tank. Behind is the 1,582cc four cylinder engine fed by two downdraught Solex carburettors, the unit producing 75bhp at 5,000rpm.

"The quality of the restoration was so good that I've not had to undertake any work on the body, what you see is how it arrived on UK soil," David reveals proudly. "It was worth all my efforts in tracking down the right car. It is so Germanic, the brakes, steering, handling, are all in tune with each other and work as they should."

In contrast with his other, larger engined Porsches David acknowledges that the 356 must be 'driven' to get the best from it. "You mustn't be afraid to use the revs and the gears. The impression is that the car is travelling 10mph faster than it actually is because of its shape, and wind and engine noise. That said, the 356 creates huge confidence in its capabilities, the impression of being rock solid on the road, there are no shakes or rattles."

The 914/6 GT alongside represents an altogether different profile and engineering ideology. The 914 was designed in the Porsche Stuttgart-Zuffenhausen studios, beating the similarly shaped Fiat X1/9 styled



David's collection captures all ages and tastes for Porsches



Man and machines: David Newton stands proudly in front of his eclectic line-up. The 356 Speedster represents the serious classic side, while the 914/6 GT is the interesting curio. The black Carrera 3.2 and Turbo LE illustrate the '80s era perfectly

by Bertone by some three years, but a year later than its true mid-engined competitor, the Lotus Europa. Three versions were offered; the base 914 powered by a 1.7 litre 80hp VW engine, the 914/6 fitted with the six cylinder 911T engine developing 110bhp and the GT model powered by the 2.7 litre unit which develops 210bhp. "Among the additions on my car are a front mounted oil cooler, uprated suspension, wheel arch extensions to cover the fatter wheels and tyres, and

amassed considerable experience with their mid-engined 904-type race cars, all of which was focused to good advantage when engineering the 914 series.

"The 914 range was launched in September 1969 and badged as a 'Volkswagen/Porsche' in Europe and simply 'Porsche' in the States," explains David. "Using tried and proven components initial teething problems were almost unheard of. With its mid-mounted power train the car sat low and featured torsion bar

“David acknowledges that the 356 Speedster must be ‘driven’ to get the best out of it ”

alloy boot lid and bonnet with a GRP Targa 'lid' and dash panel. There's also a rollover cage and modified exhaust system reflecting its competition history."

The 914's high roof line provides pleasantly spacious accommodation for two (or three, an additional seat was offered as an optional extra) while the natty removable Targa roof could be stored safely in the rear boot (there being storage compartments both fore and aft of the cockpit). The angular razor-edge lines set off by pop-up headlights and vestidual bumpers gives the car a distinctive '70s flavour. Moreover, Porsche had

suspension at the front and coil springs at the rear."

David bought his 914/6 GT in 2006. Its USA history includes being entered in a number of events before its condition demanded that it be given a full restoration before being imported into the UK in 2000. It then came into the hands of racer, Nick Faure, and Roger Bray, Nick entering the car in the Tour of Corsica Rally in 2006. David then bought the car when it came up for auction at Coys at the NEC Autosport Auction in January 2007.

"To drive the 914/6 is totally different to all other

classic Porsches, its mid-engine configuration giving it neutral handling more akin to, say, a Lotus Elise,” reflects David pensively. “Its performance is totally raw, starting at 2500rpm and remaining under your right foot ‘till 7250rpm, the engine producing a glorious guttural raw as the revs build up. The brakes have no servo yet are fully up to the car’s performance. It has a dog-leg first gear change, which does take a few minutes for the new owner to acclimatise to. With the additional linkage, the change is not as precise as the 911 but the difference is minimal.”

The decision to ensure the 911’s future came in 1981 when Peter Schutz, Porsche AG CEO at the time extended the car’s production lifeline well into the company’s future when plans had been mooted to replace the rear engine icon with the V8 928.

The replacement was the 1984 model year 911 3.2 Carrera, reviving the name for the first time since 1977

but many top-of-the-range hatchbacks are its equal in roadholding, braking and acceleration.”

As for handling, David agrees that with its 60/40 back-front weight bias the Porsche can bite the uninitiated; it’s just a matter of driving the car accordingly. “With its galvanised body this Porsche will go on and on if serviced properly, which means attention every 12,000 miles with the recommended lubricants. Its greatest attributes are the quality of its engineering, components and trim. Everything works as it should. I have particularly fond memories of this car as I used it to bring my newly-born son home from hospital some twenty five years ago.”

Finally, we turn our attention to the latest acquisition in David’s mouth watering collection, the sinister-looking 911 Turbo bought in October 2013. “It’s a 1989 911 Turbo LE. It develops 330bhp, that’s thirty more than the standard version. Porsche built 150 LEs in

“Finally we turn our attention to the latest acquisition, the sinister-looking 911 Turbo LE”

and would be the last of the 911 line before the launch of the next generation models, with updated body styling, suspension and braking technology. David’s car represents the marque leading model of the Porsche range in the mid 1980s. It utilised a further development of the classic 911 engine increased in capacity to 3164cc with L-Jetronic fuel injection, the power unit developing 231bhp. The Carrera was the only normally aspirated 911 on offer between 1983 and 1989 available in Cabriolet, Targa and Coupe form.

David’s 911 Carrera was his 11th new Porsche. “I bought it in 1987,” he says fondly. For the first few years I used it as my everyday car. With its 152mph maximum speed and 0-60 acceleration time of six seconds it was more than a match for other cars in give and take motoring at the time. But those figures are meaningless today. It remains hugely user friendly

total and 15 were brought to the UK so it’s a very rare car indeed, mine being built during the last year of manufacture. I think it is probably one of the first true supercars of its generation.” To handle the performance it’s fitted with a reinforced manual five speed gearbox, hydraulically operated clutch and uprated anti-roll bars back and front. Beneath the rear lid the turbocharged power unit is a tight fit. Top speed is rated at 164mph with a 0-60 sprint of just 5.2 seconds.

David bought the car with just 22,000 miles on the odometer. “Behind the wheel the difference between this and the normally aspirated 911 Sport is huge. The performance is electrifying. I’m frankly still getting to grips with it.”

After being Porsche Club GB Chairman between 2003 and 2007, today David is chairman of the Advisory Committee. www.porscheclubgb.com **PW**

Three ages of propulsion. The 356’s flat-four looks tiny and quaint, while the 914/6 reveals good old carbs. The Carrera 3.2 is a nod to the modern era of fuel injection and electronics, yet still pulls off its party piece of looking like something a washing machine might be powered by!



BEST SOLUTIONS FOR EVERY DEMAND



coilover



coilover



coilover



*ddc
coilover*



hls



*club
sport*



*dlc
intelligent
electronic*



INOX-TIME
STAINLESS STEEL

FOR MORE THAN
4600 TYPES AVAILABLE

FOR EVERY DEMAND
THE RIGHT SUSPENSION

*competition
race-suspension*



*street
comfort*

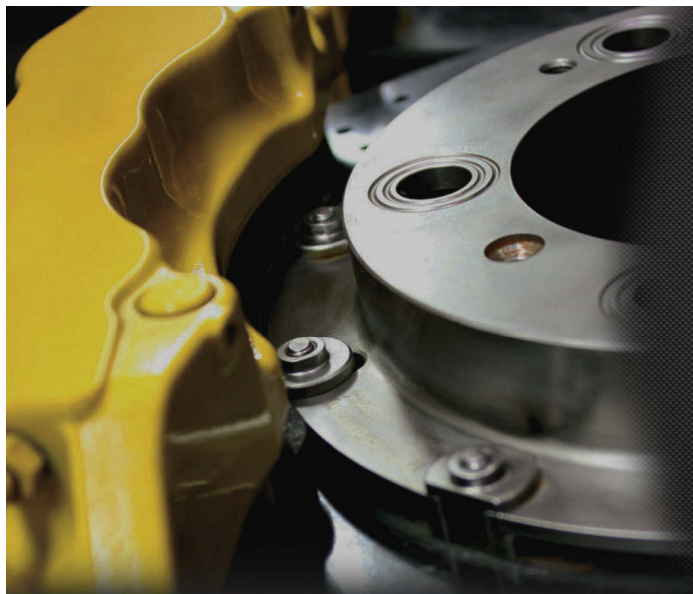


THE PERFECT SUSPENSION FOR EVERY PURPOSE.

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk



Need Quality Used Porsche Parts?

Engines
Transmissions
Brakes
Suspension
Axles
Wheels

Seats
Consoles
Chassis
Head Lights
Tail Lights
Interior Parts

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



Worldwide Shipping Available

LA DISMANTLER

**SPECIALIZING IN
USED PORSCHE PARTS**

LADISMANTLER.COM



9819 Glenoaks Blvd,
Sun Valley CA 91352

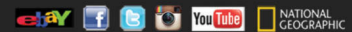


sales@ladismantler.com



+1 818.767.7243

Contact and see us on



9m / 'Speedster S'

Get the top down. Create yours.

Every option imaginable, call to find out.

NINEMEISTER

Call +44 (0)1925 242342

Ninemeister, Units 21 - 26, Bank Quay Trading Estate, Warrington, Cheshire WA1 1PJ www.ninemeister.com | ask@ninemeister.com | www.cloud9m.com

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811
or
Visit our Online Catalogue at
www.design911.com

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

NOT ONLY PARTS, BUT ALSO:

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



**WAYS
TO BUY**



IN PERSON



PHONE



MOBILE
SHOP



WWW



E-MAIL

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

WWW.DESIGN911.COM



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

DESIGN 911
Centre for Porsche

RUF LIFTS OFF

The standard 981-model Boxster will never match the power of Porsche's flagship 991, but Ruf's 3800 S makes it happen, with dynamics to match

Words: Johnny Tipler Photos: Antony Fraser



I am blatting along a stretch of Bavarian blacktop in Ruf's 3800 S (left), and the white tornado's power delivery is nothing less than astonishing. I am familiar with run-of-the-mill Boxster performance values – zooming cross-country in my wife's standard 986, as well as the latest 981 press car that we took to the 'Ring recently – but Ruf's 3800 S raises the bar to pretty much GT3 level. True, the Boxster doesn't need enormous amounts of power; its role is more *Easy Rider* than *Conan the Barbarian*. But Alois Ruf has never shied away from fulfilling the impossible dream, and in the case of the Boxster, or the Roadster, as he calls it, is a relatively simplistic solution: remove the 981's 340bhp flat-six, and in its place fit a full-house, 420bhp, 3.8-litre unit from the 991 Carrera 'S'. And, hey presto, a Boxster that punches well above its modest weight.

My photographer colleague

and I have driven down to Pfaffenhausen for our annual speed fix at the Ruf-house, and as usual there is a lot going on in all departments. With workshops and admin located on opposite sides of the fountain-spouting roundabout, the maestro's activities reach into diverse niches unexploited by Planet Zuffenhausen. This activity includes producing the five-model Ruf line-up, as well as complete restorations, re-creations, and not least routine maintenance.

Alois has two cars for us to sample: the 356-based R56.11, which we'll review in an upcoming issue of *g11 & Porsche World*, and the aforementioned 3800 S. I am interested to try the Boxster concept to see how it compares with the production car, as well as a GT3 RS I was recently let loose in. The obvious point is, would it outshine or at least match these star cars when fitted with the bigger engine?

It's a fascinating question, and the Ruf model has another ace up its sleeve, as well: it's not in the usual Ruf price bracket. Astonishingly – and always assuming, of course, that you are accustomed to supercar prices – the basic export price is less than €100,000 plus VAT. Sure, you pay more than that for the Cayman coupé version, around €105,000 plus VAT depending on specification, but it's still far less than Ruf's normal tariffs, and roughly on a par with targeted top-spec standard Porsches.

At which point my eye drifts across the hexagon-shaped Ruf showroom to the Red Devil lurking on the left, which is the more rotund, previous-generation Cayman 987: and none other than the supercharged 25th anniversary-edition 3400K. Hmm, 400bhp in a recent Ruf – for €70K! I wonder why the new Ruf 3800 S Roadster and Coupé aren't similarly 'blown', and apart from emissions regulations

Whether or not Ruf's 981-Boxster based 3800 S is a stylistic improvement over Stuttgart's original will have to remain a matter for saloon-bar debate, but there can be no denying that it looks very different. Way beyond doubt, though, is the car's gargantuan performance: 0-62mph in just 4.1 seconds, and a claimed maximum of 186mph



‘Top down in the blazing sunshine, swishing along the smooth Swabian backroads in a hard-nosed supercar: it doesn’t get much better than this’



making it tricky, Alois tells me that it's more to do with direct fuel injection, which is now standard in new models, rendering supercharging very difficult, if not impracticable.

Ruf's press man, Marc Pfeifer, provides the essential lowdown. 'The base engine in the 3800 S is the 400bhp flat-six from the 991 Carrera "S", and we change the exhaust system with the four tailpipes, and we get more power out of it – 420bhp – with different electronics, so in the end you have 150–200kg less weight than the 991, but with

the same power, and the engine amidships, and there is no better combination.' Short of a Carrera GT, that is surely a contender for the accolade of being the ultimate Porsche? Pfeifer doesn't disagree, although the Ruf stable does include 750bhp monsters such as the RT-12R and RT-35S. 'You have all the benefits of a mid-engined car and you have a luggage space at either end, and if you think about the cost of a Carrera "S" Cabriolet it's around €140,000 – with some options – and you can only use the rear seats if you are very small.'

Fair point, and well made.

The conversion to 3800 S starts with a standard Cayman or Boxster, depending on whether the customer wants a 3800 S Coupé or Roadster; the word Boxster doesn't enter into it in Ruf parlance. As for fitting the engine, bearing in mind that the donor unit lies behind its host's back axle, and the recipient chassis locates it inboard of the rear axle, it proved significantly easier than previous applications, according to Pfeifer. There is not too much engineering involved, either, although they do have to

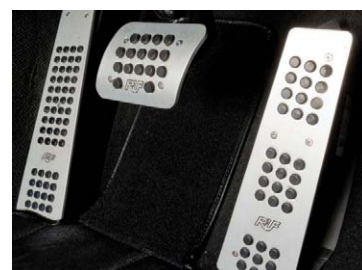
change the engine mounts. 'The next biggest difficulty was really to look after the cooling, because of more heat and more torque due to the bigger displacement, so one followed the other, and that's why we decided to design and manufacture a complete new exhaust system, specially for the car, to get a better ratio regarding the back pressure of exhaust and power output. Our good fortune was that we had already made engine changes to the 987 Boxster to create the 3400K, which was supercharged,



CONTACTS

Eurotunnel
www.eurotunnel.com

RUF Automobile GmbH
Mindelheimer Straße 21
D-87772 Pfaffenhausen
Germany
+49 (0)82 65 911 911
info@ruf-automobile.de
www.ruf-automobile.de



so we knew about the space in the Boxster and Cayman chassis, and that made it easier, but only because we had previous experience with them.' And you can make it make more noise, he says! The hooligan in me reaches for the Sport button so I can raise the decibel factor: growling obtrusively through timber-framed, solar-panelled villages, and positively howling along through the rolling farmland. This Ruf has a bark to match its bite.

They have built almost a dozen 3800 S models so far, and this one is right-hand drive because

it's destined for another market where they drive on the left. 'We have more and more partners in Asia and Singapore,' says Mark, 'where they operate with right-hand drive, so it made sense to produce a demonstrator in this configuration. This is really the perfect car if you have nice weather, especially in the UK where you have beautiful coast roads, and it's the same for Singapore, so we decided on this occasion to construct a right-hand-drive car.'

Changes to the Boxster bodywork include familiar Ruf

styling cues, although it's far from the radical RT12 S, for instance. Up front, they include the 3800 S's integral carbon splitter, more pronounced sidelights, deeper and more angular air intakes within the front panel, plus the exaggerated air-intake slats just ahead of the front luggage lid, which itself bears the Ruf logo. At the rear the lower valance includes ducts each side, with a more prominent diffuser across the bottom, containing the two sets of twin tailpipes, while the rear light clusters extend further inwards

toward the centre of the vehicle. Our feature car's rear-view mirrors are swathed in the blue-and-white chequered flag of Bavaria, and the visual effect is completed by the 20-inch Ruf Classic wheels, shod with Michelin Pilot Sports: 245 front, and 285 at the back. Personally, I love the black wheels against the white body, and the detailing of those rear-view mirrors is a lovely little touch, as well.

Attention has naturally been paid to more technical aspects like brakes and suspension, the former featuring Ruf four-pot



'It is an extremely capable car. Like the 986, the 987 and the 981, only more powerful and with a bit more attitude'

calipers, which can be upgraded to six-piston units and ceramic discs if required, although frankly there is nothing at all wrong with the current fitment. The 3800 S is endowed with a mechanically adjustable suspension set-up, says Pfeifer, 'So that each customer can elect whether he wants to use the car on track or as a cruiser, or change it from time to time.' There are 10 different settings, making it possible to optimise the car for each situation. Tellingly, when Ruf informally tested the car

against a 997-model 911 GT3 at Hockenheim, the lap times were tantalisingly close. 'And that 3800 S was just a standard-option car with street tyres,' asserts Marc, 'so if you really wanted to see what's possible I think it could be quicker still.'

As an enhancement, Ruf can also provide another suspension set-up, which includes a lifting system to raise the front axle of the car for negotiating speed bumps, or steeply angled ferry ramps. 'That's especially useful if you go with an invisible carbon

front splitter like this one has, and then it's better to use the lifting system because carbon cracks very easily. In any case, you can easily remove it, so you don't have to buy a complete new front bumper – you just change the damaged splitter.'

The interior and driving position is as comfortable as you would wish, although the upholstery is standard, apart from the Ruf mats and the 3800 logo on each sill. 'But of course that's down to customers' choice, because we can make

everything bespoke if need be, but our plan was to build the car like this, with much better performance than a Carrera "S" but with an export price less than €100,000 plus VAT as an entry-level Ruf car.'

Top down in the blazing sunshine, swishing along the smooth Swabian backroads in a hard-nosed supercar: it doesn't get much better than this. We head for our photo location, a quiet stretch of 'A'-road, pitching into some taxing hill roads. The Rufster tolerates no



nonsense and storms haughtily along the straights and rounds the turns in imperious fashion. It feels utterly 'planted', and delivers its performance without any drama, slowing when required with only slight pedal pressure. It is an extremely capable car. Like the 986, the 987 and the 981, only more powerful and with a bit more attitude. Which is why you order a car from Pfaffenhausen.

The 3800 S is all about the thrill of blasting winding hill roads, where it's clear that

chassis and engine are perfectly balanced. But the statistics are none the less impressive: that 3.8-litre flat-six offers 420bhp at 7000rpm, with maximum torque of 450Nm (332lb/ft) at 5600rpm. The (optional) double-clutch gearbox enables 0-62mph (0-100km/h) in a whizzo 4.1s, running out to a maximum of 186mph (300km/h). As Marc points out, 'Swapping engines from the Carrera "S" into a Boxster or a Cayman has a long history, and a lot of people have tried it, but this is the perfect

combination, and it's what the Boxster and Cayman have been missing for a long time.' Porsche is bound to keep those models under the thumb so they don't challenge the flagship 991 models, and so the power and the performance potential is to an extent restricted, but Ruf is not bound by those constraints. 'It is always the discussion. What if the Boxster or Cayman could have the same engine as the Carreras, and now this is what's happened, and the mid-engine system is inherently better than

the rear-engine system in terms of balance, and if you have the same power but less weight and the mid-engine system, you have a dynamically superior car.'

Ruf has pulled off another coup. This 3800 S Roadster dishes up similar performance to the late-model GT3, aided and abetted by a flat-six mounted amidships in the Boxster chassis. Plus it's a very 'together' car, stylistically attractive, as well, projecting a typically belligerent Ruf demeanour. It sure packs a heavyweight punch. ➔

Alois Ruf on tape

JT: How is the business going at the moment, and what new models are in the pipeline?

AR: The business is at an interesting stage, and I want to say this much: I noticed this year at the Geneva Auto Show, when we had all the latest cars on display and we brought along a 20-year-old RCT, there was still a big interest in the new cars and the latest models, of course, but at the same time there was so much nostalgia towards the old car. Everyone was stopping to look at the 20-year-old RCT, and every day we had someone who would have liked to buy it. We could have sold that car many times over! It's amazing, and that's some kind of a clue, I think.

JT: The CTR-3 is probably your most radical model, and I guess that continues to evolve?

AR: Yes, this is a very popular model, and we have just finished car number 22. The matt-silver one will be shipped tomorrow morning to the United States – flying to New York, in fact.

JT: Which are the best markets for you at the moment?

AR: It's hard to say, because the connoisseurs are everywhere, apart from the old Russian states. Let's just say Russia hasn't discovered us yet. I think it will happen eventually, but our cars are present in all other places besides Africa. We have products going to China, Japan, Thailand, and I would say the Far East and the United States are pretty much equal.

JT: We have previously driven two of your electric cars, the e-Ruf and the Greenster. What is the state of play on alternative energy or hybrids right now?

AR: Electric cars are an isolated project, and we are finishing with that. We have an extended relationship, because there are 14 cars that have to be serviced and kept alive by us, so that keeps one section of the business busy. But we will not be able to do more electric car developments from our side. I started that, and it was probably something great because it also



ignited a spark for everybody else, but it is so costly that only the big boys can really afford to play in that league. I have never been a great friend of hybrid, either. However, for specific purposes the combination of both is very good when you look at racing, because you have the support of the electric drivetrain, which definitely works, and it is also a very good way of recovering energy, actually. But fundamentally we have to stay with the combustion engine, and we definitely want to focus on the die-hard enthusiast.

JT: The Ruf range still includes the new RCT, the RT-12R, RT-35S

and CTR-3 Club Sport models, doesn't it? But you are going back in time a little bit with your new projects?

AR: We have been very busy with the older stuff, and we have a lot of classic cars in our workshop. Fortunately, we have the expertise because we have been around long enough so that we understand the older cars. The 2.8 RSR in the workshop is another project, like an 'outlaw' or an SPS, which stands for Sports Purpose Specification, and that means we take an older vehicle and put more modern DNA into it, and keep it under the costume of the old model and

have more driving fun. For that car we used a genuine 1973 911 body shell, and we did a lot of "Frankenstein" work, putting in the rear the torsion bars of the last of the 1989 Carrera 3.2s which were built for the G50 gearbox, and that meant we found some extra space to put the six-speed gearbox into it. And that makes it interesting because now you have six speeds, short ratios, and a 3.4-litre engine with Motronic and six butterfly carburetors, which is a very exciting engine, and very driveable, and it's a good way to go. But I will leave the story at that for now! **PW**



CAR EXHAUST SYSTEMS



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

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

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

DESIGN 911
Centre for Porsche

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

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

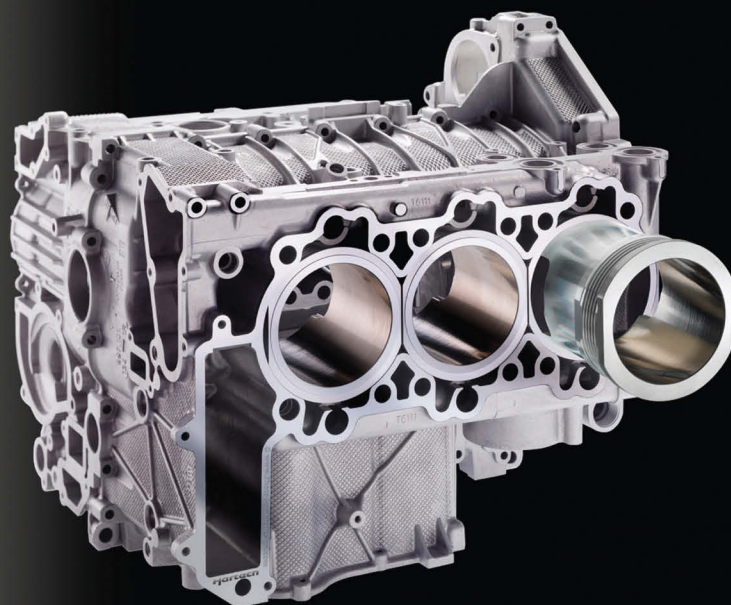
PPCGB.com
PERFORMANCE CAR PARTS

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

PCGB Team Championship & Class 1 Winners 2013



ENGINE REPAIR SPECIALISTS

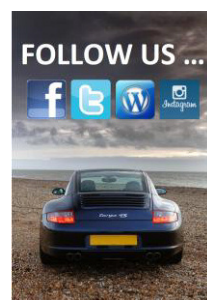
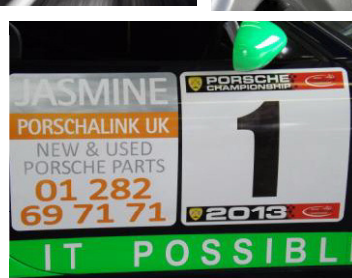


986 987 996 997 Cayman

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



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



JASMINE PORSCHALINK UK

TEL : 01 282 697171
INDEPENDENT PORSCHE SPECIALIST

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

Suspension Science, Made Easy.

www.ElephantRacing.com

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

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

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

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

Best of all, we make it easy.

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

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.





LONG DAY'S JOURNEY INTO NIGHT

Pounding the Nordschleife big dipper for 24 hours is the greatest test of man and machine. We follow Falken Tyres' 991 GT3-R's steady rise up the running order, and celebrate the summer solstice with the crepuscular crazies in the forest

Words: Johnny Tipler Photography: Antony Fraser

The N-24 is without doubt one of the best events I've ever been to! Kicks all other long-distance enduros into touch – including Le Mans – because of the wildness of the terrain, the roller-coaster topography, readily identifiable 'road cars' – and the fact that they are driven pretty much flat-out for a whole day and night. Each of the car's four drivers treats every 9-lap stint as a sprint, and if the car holds together, it stands a good chance of a decent finish. The big Audi R8s, BMWs, Mercedes SLs, Lexii, 991 GT3 Rs, McLarens, Ferrari *et al* are blisteringly quick, and around every turn their pro-drivers have to contend with

amateur hot hatches as well as the odd recovery truck. Numerous crashes and altercations ensue...

Our adventure begins in style, travelling in the Gulf orange Porsche Boxster S, Eurotunnelling to France and across Belgium via the spectacular Brussels Atomium where we pause for lunch. It's a hunkier car than my resident 986, this latest Boxster, more powerful, and more macho in the ride-and-handling stakes, thanks to bigger wheels and tyres. And talking of tyres, we're guests of Falken, promoting their new Azenis run-flat, and following the fortunes of their Schnabl-prepared, Falken-shod, 991 GT3-R that runs in the VLN



championship (Veranstaltergemeinschaft Langstrecke Nürburgring), with rounds exclusively at the Nürburgring. We sign on at Döttinger Hohe hotel and make for the first set of hairpins on the Grand Prix circuit. The curtain-raiser 'Classic 24' three-hour race is in progress, with a host of 911s and the odd 904, 914/6, 944 and 928 battling with assorted Beemers, Alfas, Escorts, NSUs, and it's won by the 911ST of Ralf Öhne with a 914/6 in 2nd and another 911ST placing 3rd. An auspicious start to the weekend!

The N-24 takes place on the combined GP circuit and the Nordschleife, and in length and landscape, at 25.4km, it's like no other event. The driver roster

contains some impressive names; Alzen, Heyer, Stuck jnr, Müller, Stippler, Biela, Lamy, Huisman, Kox, Winkelhock, Bleekmolen, Westbrook, Asch, Primat, Barth, Thiim... And the Falken Porsche 991 GT3-R is crewed by Peter Dumbreck, Wolf Henzler, Martin Ragginger and Alex Imperatori. With a sparkling career in F3, GTP, Super GT, DTM and Carrera Cup, Peter Dumbreck (he of the summersaulting Merc CLK, along with Mark Webber, at Le Mans 1999) is embarking on his 12th N-24, and we spend half-an-hour pre-race chatting in the Falken garage. What's his personal race strategy? 'I take each stint as its own race,' comes the mild Kirkaldy burr, 'because the thought of still

running this time tomorrow scares me. So I try and do the best job I can do in my stint, hand the car over in as good a condition as I can. Then I go and rest, get a massage and a power- nap, and then I'll know roughly what time I'm getting back in the car for my second race stint.' Surprisingly, dusk and dawn are the two nicest periods. 'For sure, you're going to drive at least once during the night. We've got the longest day now, so it's not going to be real dark, but the best times to drive are just as it's getting dark, because you can adjust so you keep your speed. And that's how I tend to look at 24-hour races.' It's a deadly serious battleground for the manufacturers, as Peter explains:

'GTLM, or GTE as it's known, has works backing and all the factory teams are behind it with factory drivers and factory-run cars and that's a kind of showcase. Then there's the customer cars which are the GT3s.' There are four drivers per car and they do just one stint at a time, which is nine laps, the equivalent of a tank of fuel. Peter will take six stints behind the wheel as the 24-hours unfold. 'It's quite taxing on the brain, on focusing, because for sure it's the most challenging race circuit in the world. It's so easy to make a mistake here, not necessarily going off on your own, but mis-reading a situation and having contact that might bring you into the pits for a 30-minute rebuild of a bumper is



“All of a sudden you meet five cars from a lower category all racing each other side-by-side”





Left: Airborne! Old school Nürburgring still produces thrills and spills including guaranteed airborne moments like this



Above: Peter Dumbreck talked us through the whole race. Team mates were Wolf Henzler, Martin Ranginger and Alex Imperati

something you have to avoid if you're going to have a good result.' It's not just the nature of the circuit that's daunting; it's the unpredictability of other drivers too. 'There's only 180 cars here because they cut the numbers down, but still, you're passing somewhere like 30 or 40 cars a lap, and you never know exactly where they are going to go. If the conditions are perfect and it's a nice day, then you can estimate where you are going to pass all the slower drivers, but as it becomes more difficult going into the twilight, or if it's raining, all of a sudden the amateur drivers who we share the grid with become more of an issue, and so they go from seeing you coming to not seeing you coming and just driving their own line, which might not necessarily be the right line compared to what a pro driver would be driving. So you've got to choose in a split second, "can I go there, and if I can't what am I going to do, how am I going

to carry as much speed as I can round the inside or outside?" And just when you think, "I'm on a good lap here and I've managed to deal with the traffic really well, all of a sudden you meet five cars from a lower category all racing each other and they're side by side and you can't get by, and you feel like going up the grass and passing them all. But you've got to be patient, though other times you've got to be full on aggressive and get the passing manoeuvres done.' The GT3-R goes the whole 24-hours with the same settings that it started with. 'We will try to not change anything,' says Peter. 'If it was beneficial to stop for a few seconds to change a rear wing setting because we've had really bad understeer and we wanted to improve the car, that might be worth a few seconds to do during a routine pit stop, but generally if the conditions stay the same, the track rubbers in more and more, and if it stays dry, the cars generally go quicker and quicker. We've probably got one of the older cars out there, even though it's a brand new car, but it hasn't been updated; there's only so much you can do to a car every year, and the next big update is either coming next year or the year after.' Car control has moved on too: 'GTE cars have traction control but not to the same level as the GT3s, where an amateur driver can pretty much bury the throttle coming out of a corner and TC will take control of it. In ten years I've gone from a normal six-speed shift onto sequential, but now every car I drive is paddle shift, there are no sequential cars anymore. You don't need to heel-and-toe anymore because you're using paddles so you're bulletproof on a downshift. 2011 was the last time I drove a proper sequential box. Now it's a case of nail the brakes as hard as you can, start changing down, if it doesn't accept it the first time, do it again, and it will accept it a second time.'

The cars are wheeled onto the grid two hours ahead of the start, and by the time the drivers rock up for the photocall with half-an-hour to go, the start-finish straight is rammed with fans,

Quality Service at Affordable Prices



£100 Off

Quote Ref: SPR14

(*Limited stock availability, prices include fitting and VAT)

Perfect Partnership For Your Porsche

GT Racing is delighted to announce the purchase of European Racing Headers, which has an outstanding reputation of crafting performance Porsche header and exhaust systems for over 40 years. We supply a range of exhaust downpipes in various diameters for all 911s and 914s from the early 2.0-2.4-litre cars up to the 993-series models of 1993.



Manufactured in the US, European Racing Headers are made from equal length, mandrel bent 16-gauge mild steel and are a three-into-one configuration. They bolt on with no modifications necessary.

Extremely light weight systems built for big horsepower with a broad torque band. Reasonably priced, ranging from \$675 per pair (about £412, and including all the necessary nuts, bolts and gaskets) for early 911s and 914s, to \$905 (£552)

www.GT-Racing.com



Phone: 800-797-2911/ (001)-719-667-0343
Colorado Springs, CO, USA
21 Year National Sponsor of PCA Racing



RPM
Specialist Cars

PORSCHE

SALES AND SERVICE SPECIALIST

RPM Specialist Cars are an independent Porsche Sales, Service and Race specialist. Established in 2004 we have strived to deliver an ever increasing first class, personal service to our loyal and expanding customer group this all encompassed within an affordable pricing structure.



Please View Our Web Site For A Full Stock List

996 TURBO

02/2002

Lapis Blue

Full Service History

6 Speed Manual

£25995.00

Car Sales

Porsche Servicing And Mot's

Full Diagnostic Facilities

Air Conditioning Repairs

Suspension Alignment

Engine And Gearbox Rebuilds

Race Car Preparation

Race And Track Day Support

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

01423 865602

Email : info@rpmspecialistcars.co.uk

Web : www.rpmspecialistcars.co.uk

USE THE PROMO CODE
911PWMAG
FOR SPECIAL SAVINGS

Performance you can trust,
quality you can see.



High Performance Exhaust Systems



Sport and Racing Headers



High Performance Carbon Fiber Air Intakes



Suspension, Brakes, Wheels, & more!



FABSPEED
MOTORSPORT
EXOTIC CAR PERFORMANCE SPECIALISTS

— THE WORLD'S BEST EXHAUST SYSTEMS & INTAKE UPGRADES

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

Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate performance driving experience. Fabspeed performance products are available for most Porsche models.

- HIGH PERFORMANCE MUFFLERS & TIPS
- SPORT CATALYTIC CONVERTERS
- MUFFLER-BYPASS PIPES
- SPORT/RACE HEADERS
- ECU TUNING SOFTWARE
- COMPETITION AIR INTAKE SYSTEMS
- CARBON FIBER ACCESSORIES

Experience the new website at www.fabspeed.com!

promo girls and pit crews. There's a hands-off attitude to crowd control at this event, so SuperSnapper Fraser takes command, choreographing Falken's driver portrait shots to the exclusion of all but the glamorous grid girls. There should be a law against some of them, or at least the outfits they wear. Ooooh! Being Germany, the fans are well behaved, and though they stray into the pitlane during the race they're moved back with velvet gloves. It's out in the sticks where inhibitions fly.

We shift to our chosen spot for the rolling start, down the end of the GP straight for maximum view of the surging pack. At 4.00pm they burst into sight, led by a McLaren MP4 closely followed by Merc SLs, Audi R8s, BMW Z4GT3s, Aston Vantages, Nissan GT-R, Lexus ISF, and somewhere in the midst of the cacophonous horde is the mint-and-blue Falken 997. Sounds like thunder, dust flying, brakes smelling, and the crowd erupts in the tribunes. When somebody has to come in and have some work done and rushes back out into the race they all cheer again. Being Porsche fans to the core, we're apt to deride rival makes, but those big Audis, BMWs, Mercs and Astons look and sound absolutely awesome. Porsche GT3-Rs are the most numerous marque/model in the first starting group, and this bunch is followed a few minutes later by Group 2, comprised of 991 and 997 GT3 Cups, Cayman Ss, Audi TTs, BMW M3s, Vantage V8s and hot Astras. Another gap, and along come Group 3, the hot hatch Clios, Sciroccos, Civics and Minis. And, quaintly, a 1970s Opel Manta, which does not disgrace itself, even though it looks like it's absconded from the historic race. All told, 185 cars are out there, and in a matter of three laps the fastest Group 1 GT3s are in amongst the tin-tops. Never a dull moment.

We grab the Boxster from the press car park and use the on-board satnav to locate the outside of the Karussell for our next snapping session. The tarmac lane peters out and we're

on forest roads. Soon enough we're stomping through the undergrowth and up to the Armco surrounding the most famous hairpin of any racetrack. Cars rush up the approach and are pitched into the banked concrete loop, hanging a front wheel as they do so. The drone of the engines are intercut by the scraping of Kevlar fins and airdams, the air heady with the stench of Castrol R and burned plastic. Oh, and wafts of barbecues from across the track. Here is a corner of a foreign field that is forever England, with Brit track marshals on duty and a Union Jack enclave inside the apex. This is undoubtedly the place to see the cars at their wildest, cocking wheels as they drop into the banking, suspension compressed by G-forces as they hurl around the 180-degree turn, then another wheel wags as they're shot out at the other end, climbing again on the way to Hohe Acht. Cars being lapped or ones with damaged bodywork stay out of the banking and circulate on the tarmac apron. Peter Dumbreck describes the methodology here: 'In the Karussell it's boom, boom, boom, all the way through it and you're driving as hard as you can, but you can't just stick the throttle down flat as it would under-steer out and hit the wall. But because it's banked you drop the car down and it sticks, and then you load it up and get back on the throttle and gradually drive it through the corner.' It just looks awesome.

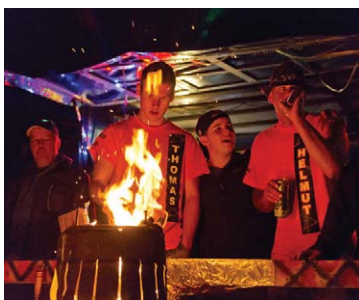
We trundle the Boxster round to the inside of Brunnchen and find a hole in the fence to access the barrier. The track is almost completely graffitied by the tifosi, who are magnetised to the fence on the opposite side of the circuit. Diverse factions colonise particular areas on an annual basis, staking their claim with asphalt scrawls. The volume of the babbling German PA commentator mostly drowns out the music, but the solstice reverie is clearly brewing. Cars hurtle through from Wippermann, but this isn't the location Cameraboy seeks. He's after cars in flight, and disses Flugplatz in





Night moves: Pits at night is a chaotic mix of teams sharing two or three to a garage. Below: There really is nothing quite like the 'Ring 24hr race, particularly as darkness falls in the forests that line the track and the fans start to party

“The track is almost completely graffiti'd by the tifosi ”





GO WILD IN THE COUNTRY

There are hundreds of thousands of spectators lining the 14-mile circuit, mainly clustered in designated areas - it's a combination of the Nordschleife and GP circuit - and out in the country they've packed the woodland dells and trackside margins for a week with all manner of imaginative camping facilities, a mix of tents, tepees, caravans, and multi-tiered scaffold platforms. Oddly, hunters' hides in forest glades echo campers' tree-houses. The weirdness in the woods of a nighttime is a heady blend of Apocalypse Now, Mad Max, Burning Man and Glasto, a smoky welter of campfires, braziers, fireworks, strobes, a magical mystery tour set to the pounding backbeat of disco, techno, alco, whizzo, and all the while the race cars hammer by. Kinda incidental, but mesmerising nonetheless. By noon on Sunday they're mostly packing up, with four hours still to run. The party's over.

“We are pushing the car to the limit, leaving the ground with all 4 wheels”





favour of Pflanzgarten. Another shuffle along the forest tracks and a clamber through the foliage, popping out at a marshals' post not far from the 'jump', one of several places around the Nordschleife where cars get airborne for a split second. As Peter says, 'we are pushing the car to the limit, and the undulations in the track are constant, plus the fact that you leave the ground with all four wheels off, three or four times in a lap, and then there's the slamming down, not just the kind that you get as you come off one camber to the other, there's a big hit, and then you bounce out of that camber and go the other way.' Cars plummet downhill and just before slowing slightly and turning right into Schwalbenschwanz, they get all four wheels off the deck. Bang! It seems that the BMWs fly highest, maybe 6in off, though that's nothing compared with archetypal shots from 1969 featuring Jo Siffert in a 908, who must be 1ft in the air. The topography is so varied that each bend and every dip provides a different aspect and backdrop to see the racing. What's most impressive is the velocity of the big R8s, SLs, GT3Rs and Z4s, the indomitable noise, the speed differential between them and the hot-hatches – most of whom stay well out of trouble – and the decibel factor, possibly won by the Lexus, which sounds amazing. After a while we can recognise each distinctive multi-cylinder engine note as they pelt through the jungle. Most of the faster cars including the

Porsches deploy flashing lights as they come up to lap slower cars. By now the McLarens and lone Ferrari F458 are out of the picture, but our Falken boys are moving resolutely up the running order. 'It's smooth on the Grand Prix circuit,' says Peter, 'so you push slightly more there because it's wider and you've got a margin for error and you can make up a bit of time, and if you've got a gaggle of cars in front you want to try and get through them all while you're on the Grand Prix circuit.'

We head back to the pits to see the driver changes, well rehearsed operations accompanied by wheel swaps, screen cleaning, and refuelling, which takes the longest. A siren blasts, cars rush in, waved into their designated garage by a mechanic, on-board air jacks elevate them, and in general it's carried out by two mechanics per wheel and two to refuel, while drivers help one another out and in, belting up in the process. Unless there's some bodywork to gaffer-tape, the car is stationary for under three minutes.

Night moves, and nocturnal shots are called for, so we make for the esses on the GP circuit again, before heading out to the loony bin on the outside of Brunchen, where we stick the Boxster in a campsite carpark. The atmosphere amongst the favelas of tent city is heady with Ramstein heavy metal vying with dub-reggae, drum 'n' bass, and techno providing a driving counterpoint to the incessant snarling race engines and generators. A haze of smoke

from campfires, barbecues, hot-dog stalls and fireworks drifts this way and that, strobes, torches and bonfires illuminating the arena as racecar headlights glide serenely past, defining the curves of the track, fading into taillights and brakelights. The smells too, not only Castrol R, but cooking aromas and hot engines, a heady mix indeed. Someone offers us a beer: it would be rude not to accept.

Fraser's up at the crack of dawn. Those Boxster seats tilt enough for a power nap, but we need to be trackside again. We make for Adenau on the lanes within the circuit, pausing at Bergwerk for a gander as the cars rush spectacularly downhill from Ex-Mühle. After breakfasting in the timber-frame town, we head for Flugplatz to satisfy his insatiable craving for airborne car pics. Attempts to get a long shot down Dottinger Hohe are thwarted by a bridge parapet, so we head back to the GP circuit to catch the vibe and the finish in the Falken pit garage. At 4.00pm the chequered flag is waved and that's it. The mechanics, techies and fitters are tired but elated, and with good reason: the mint-and-blue-hued GT3-R has been in the top ten most of the day, going up to 4th an hour-and-a-half before the finish. Starting 20th and ending up a whisker off the podium, as well as being the only Porsche in the top ten, is a great achievement. It's Falken Tyres' best ever finish in the Nürburgring 24-Hours, which my colleague ventures (unchallenged) to claim has

Above: Winning Audi. Opposite page: Banked Karrusel is one of the Nürburgring's defining corners. Below: The Falken driver line-up. Tipler in conflagration with Dumbreck

something to do with our Ring-side presence.

Peter has left the GT3-R in parc fermé. He's hot but very chuffed. 'That was a bloody good race!' It's his best finish at the N-24 as well. Any issues during the race? 'There was only one problem with the car, with the left rear, but the guys were on the case and got it fixed as quickly as possible; cost probably less than a lap. No contact with other traffic, but yeah, close altercations with me swearing a lot! In that last stint, several times I had to tell myself to calm down, and then I'd come across another car driving slowly in the middle of the road, and I'm thinking, "what are you doing? If you're going to drive slow pull over." Does the fans' nocturnal craziness faze him? Not really: 'you think, "is that fog or is it smoke, is that a barbecue? I smell sausage so that's a barbecue," and then you come through the other side of it and it's clear again. Or I see a green light, and I think, "why have I got a green light?" but it's actually a fan's decoration for his house in the forest!'

The other Falken drivers are equally upbeat, exchanging hugs and handshakes with all around them: 'the car worked perfectly,' enthuses Wolf HENZLER; 'it was great teamwork. Even changing the brake discs four hours before the end only cost us a few



Contacts:
Eurotunnel:
www.eurotunnel.com

Falken Tyres:
www.falkentyre.com

minutes.' 'We are exhausted but happy,' adds team principal Sven Schnabl, who's run Falken's Porsche for the past four years. There've been one or two interesting issues during the race: 'Taking the wheel at dusk inevitably causes problems unique to any 24-hour race,' declares Martin Ragginger. 'Glare from the setting sun affected visibility to the point where I was blinded in a lot of corners.'

It's been a really exciting race with 32 leader changes during the record 159-laps (4,035km) completed by the winning Audi R8 LMS. This car led for most of Sunday, having also won the N-24 in 2012. The Mercedes-Benz SLS

AMG GT3 that won last year comes in 2nd, with another gull-wing Merc SLS in 3rd. Including the 5th placed Aston Martin and 6th placed BMW, five different manufacturers fill the top six positions. Behind the Falken GT3-R, an enthralling tussle between the Mücke/Turner/Lamy Aston Martin Vantage and the Klingmann/Baumann/Hürtgen/To mczyk BMW Z4 gets resolved when they encounter a bunch of dallying hatchbacks at the Karussell on the last lap, and the BMW is comprehensively shut out by a Clio. Dumbreck has no time for such behaviour. 'I'd had enough of dawdling back markers holding me up,' he tells me in the

Falken pits garage after the finish, 'so I just passed everyone all the way up to the flag. There are people who think they're safe because they're doing 60kph just to reach the finish, but they're not safe because they've got someone coming up doing 200kph behind them.'

After taking advantage of Falken's hospitality while the crowds disperse, we mosey the Boxster along the Eifel back-road hairpins to our Maria Laach hotel. It's a heck of a good car for the run to the ring, and the next morning we revel in the revs released on the unrestricted autobahn. Long day's journey into night? I'm now addicted. **PW**

ATOMIC ORANGE

It's a toss up: which is the main attraction? When they're done snapping each other, hands outstretched to convey the impression they're supporting a couple of the Atomium's nine interconnected steel-clad balls, the tourists pose by the Boxster. It's an involuntary part of the attraction. As Antony snaps the car, an oriental visitor jubilantly declares: 'Ahl! You Crint Easwood!' Go ahead, punk, make my day!

We're in Heysel Park in the northern Brussels suburb. Inspired by the burgeoning atomic age, the Atomium was designed by engineer André Waterkeyn and built in 1956 as the main pavilion for Expo 58. Still unique, it's a futuristic alliance between sculpture and architecture, 300ft high and based on an iron molecule enlarged 165 billion times. It wasn't meant to survive the 1958 World Trade Fair, but it became too iconic to deconstruct. The panoramic views from the eighth floor restaurant are amazing: we can even see our own atomic orange.



WINNER OF THE PRESTIGIOUS BODY SHOP OF THE YEAR 2013
APPROVED PAINT & BODY REPAIRER FOR PRESTIGIOUS VEHICLES



Dear Prestige Car Owner,

We are unlike any other accident repair centre. As one of the UK's largest independent bodyshops we offer award-winning quality and have the best customer care in the industry. We pride ourselves on using only genuine paint and parts for all repairs and we keep you completely up-to-date about the status of your vehicle whilst in our bodyshop.

We are manufacturer approved paint and body repairers for several prestigious makes including Range Rover, Jaguar, Bentley as well as the largest independent Porsche Body Repairer in the UK. If you book your car in with Fastlane, we will collect and deliver the vehicle on one of our specialised transporters from your home, work, airport or station.

No matter how small or large your requirement, contact our team on **01727 852147** or email customerservice@fastlanepab.co.uk and we'll take care of the rest.



WE REPAIR OVER 3,000
PRESTIGIOUS CARS
EVERY YEAR



WE OFFER A UNIQUE
AND UNBEATABLE
LIFETIME WARRANTY
ON ALL OUR REPAIRS



ALL OUR STAFF ARE
MANUFACTURER
TRAINED TO THE VERY
HIGHEST STANDARD

FASTLANE

PAINT AND BODY



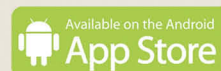
St. Albans Centre Soothouse Spring, Valley Road Ind. Estate, St. Albans, AL3 6PF T: 01727 852 147

Ascot Centre Queens Road, Sunninghill, Ascot, Berkshire, SL5 9AF T: 01344 622 267

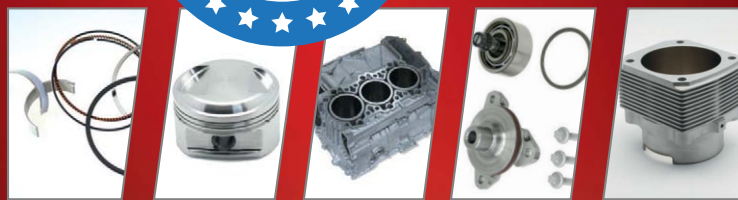
Guildford Centre Cobbett Park, 22-28 Moorfield Road, Slyfield Industrial Estate, Guildford, Surrey, GU1 1RU T: 01483 570 570

www.fastlanepab.co.uk

Fastlane Complete Care App



Performance Parts for PORSCHE



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



New in our online shop:

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

FAST FORWARD

Automotive

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

www.fastforward-automotive.com

elite motor tune
Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

Close to Northampton train station
(Direct lines to London & Birmingham)

Recent new workshop with latest
German technology and 7 service bays

www.elitemotortune.co.uk

NORTHAMPTON Tel: 01604 757510

NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS



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

KEEP THE VALUE OF YOUR PORSCHE

Drive with confidence and peace of mind!

SAVE YOUR ENGINE



Street reliability, Race proven.

► ARE YOU FAMILIAR WITH THE IMS FAILURE?

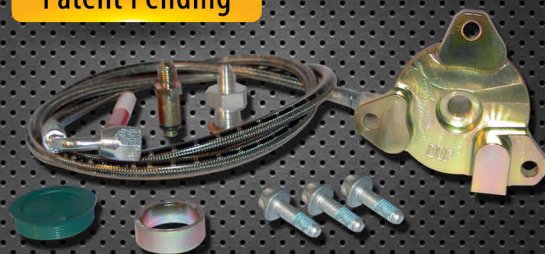
It's a common problem that could cause a catastrophic **engine failure** on all Porsche engines from 1997-2008

*excluding GT3 and Turbo models

Don't wait until it's too late.

For more info please ask your Service Advisor

Patent Pending



▲ Direct Oil Feed (DOF):

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

TUNERS MOTORSPORTS MANUFACTURES **HIGH QUALITY COMPONENTS** FOR YOUR PORSCHE.



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



TRS 4" Under drive pulley w/A/C



TRS 2 Quart Deep Sump Kit

Porsche 986 Spec Boxster Racers
by Tuners Motorsports



BUILD ONE TODAY

TUNERS
MOTORSPORTS.COM

www.directoilfeed.com

facebook.com/imsbearingdirectoilfeed

[@tunersmotorspor](https://twitter.com/tunersmotorspor)

[@tunersmotorsports](https://www.instagram.com/tunersmotorsports)

DESIGN 911 UK
PORSCHE SPECIALIST

U.K. Distributor

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



It's amazing how much 911s changed in the space of a couple of years. In 1972 they were long-bonneted, unspoiled, and in 1974 they'd sprouted wings, air dams and impact bumpers. Our two retrospectives this month were built to order by Specialist Cars of Malton, starting life as a 964 and a 3.2 Carrera, yet both project 911 racecar styling from either side of that major visual revamp. But what exactly are we being asked to believe we're seeing? The pale grey car could be an ST along the lines of 1972's European GT Championship contenders, and the yellow peril looks like nothing so much as a 3.0 Carrera RSR comps car from 1974.

Paradoxically it's the later donor car that portrays the earlier long-bonnet look and the earlier one that comes across as the '74 IROC racer.

So why would you want to ape an ST? Though never officially documented as such by the factory, that was the designation it was given in the race shop by the guys who built it. Following on from the hot 911R of 1968, Porsche supplied racing and rallying customers with the homologated 911T, fitted with the 911S engine and described it as a 911T Rally or TR, in effect a 911S lightweight. Then for 1970 they built a 911S lightweight as a homologated production model, basically a 911T with an S engine, so the factory called it an ST. For

the 1972 racing season a number of 2.5-litre 911 S coupés were built, incorporating new anti-roll bars, harder Bilstein shocks, and a half roll-cage in the rear of the stripped-out cockpit. The shape of the swollen steel wheelarches is peculiar to the ST, and except for the front spoiler the rest of the body panels were in steel. The blueprinted 2.5-litre flat-six ran with Bosch fuel injection, racing camshafts and pistons, polished intake and exhaust ports, and twin-spark ignition, developing 270bhp at 8,000rpm. The ST was the first 911 available from the factory with the potential to score a class win at Le Mans, as Erwin Kremer did in 1970. Björn Waldegård won the Monte Carlo Rally in 1970 in a works ST and,

moreover, John Fitzpatrick won the 1972 European GT series in a Kremer-built ST. 'The 911 was the best rally car at that time, no question,' declares Waldegård. Between '70 and '72, the factory made 18 'STs' (J. Barth) with sufficient componentry manufactured for customers to build an additional 30 complete cars, plus the relevant parts to upgrade a further 100 cars to ST spec. And that makes doing a replica ST an attractive proposition indeed. There's also comfortable scope for ambiguity, since the ST was itself abstruse, spanning two years and two fairly significant evolutions. If nothing else, it's more esoteric than a 2.7 RS rep.

Which brings us onto the yellow

RETRO SPEX

Going back in time with your 911 necessitates a target model or an era to pitch it at. We sample two different takes on Porsche's halcyon racing days of the early '70s, but are they fit for the heroes who drove them back then?

Words: Johnny Tipler Photography: Antony Fraser



3.0 RSR lookalike that we've got here, replicating the invincible European GT Championship-winning car from 1974. In fact from '74 to '77 the 3.0 Carrera RSR was the staple Group 4 racer, with 17 of them running at Le Mans that year. Production of the 3.0-litre RS series began in Autumn '73, and the first 15 units went to the States for the IROC (International Race of Champions) series, to be swapped amongst a bunch of elite drivers from F1, USAC, NASCAR, IMSA, TransAm and Can-Am competing against one another in mechanically identical, though individually wildly coloured, cars – the first 911 racecars with the new raised 'impact bumper' look and huge whaletail wing. Of the 109 RSRs

made, 59 were road-registered, and just six in right-hand-drive. The 3.0 RS and RSR were well-established midfield runners in the 1974 World Championship for Makes endurance events, and John Fitzpatrick lifted the crown in the European GT Championship with five class wins in the Gelo Racing 3.0 RSR. 'I think the nicest 911 race car was the 3.0-litre RSR,' Fitz proclaims. He's not alone: Hurley Haywood's career took off with the Brumos RSR: 'In 1973 the factory gave a 3.0-litre 911 RSR Group 4 prototype to Peter Gregg and myself, and we won Daytona and then Sebring, so that car pretty much had me going.' That was even before it had been homologated as a GT car. In 1975 Gijs van Lennep shared a 3.0

Carrera RSR at Le Mans with John Fitzpatrick, placing 5th overall. 'That was the best Le Mans ever,' says Gijs, who twice won the event outright, 'as all we had to do was put a bit of oil in, clean the windows, put petrol in, change the front brake pads once, and that was it. Refuelling was very slow and you could work on the car and do the petrol in one go. We spent just 17 minutes in the pits in the whole 24 hours, and that seems to be a record too.' Even we could do that! Jürgen Barth campaigns one these days on Tour Auto and declares that the competition 911 he would always come back to out of sheer dependability is the 3.0 Carrera RSR. 'It wasn't as quick or as powerful as the 935, obviously, but it was a great all rounder.' So

that's what all the fuss is about. Pretty beguiling, emulating the legends in such an iconic shape, isn't it?

Bent on indulging in a bit of hero worship ourselves, we head up to the wilderness beyond Pickering: this is Heartbeat territory, but will my heart beat faster? There's a fabulous 360 degree panorama from up here, surrounded by heather and limestone boulders, gorse, grouse, sheep and lambs, though the climate's fickle. Sunny to start with, we manage to avoid a dousing, and back off the moor it's summertime again.

Let's go with the pale grey car first. Prior to the transformation, the donor 964 C2 was not at all in good shape. Allegedly every panel had something wrong with it, the

“I don’t think I’ve had so much fun in a 911 for a very long time. Much of this has to do with the noise: Outrageous ”



Grey ST-alike is based on a g64, while the yellow RSR clone is Carrera 3.2 derived. Both take the 'clone' look with a pinch of salt. These aren't faithful replicas but look the business none the less. We particularly like those lattice BBS bad boys

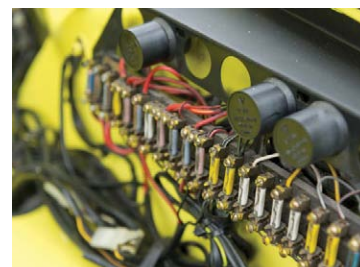
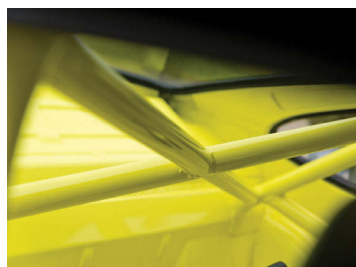
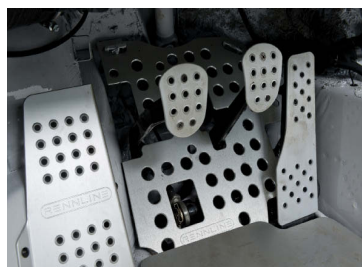
paintwork was dreadful, the wheels were disposable, the interior was quite hideous. Then a visionary with a penchant for early '70s race cars saw it and decided it had a brighter future. There's a curious ambiguity about that too. The cabin interior is stripped out like a race car and partly trimmed like a limousine, so there's bare metal showing all the lines where the panels have been welded together. Conversely, there's leather trim along the bottom of the dash, the door cards are clad in quilted Alcantara, and along the top of the dash it's also swathed in Alcantara. Ooh là-là! All very well executed, but somewhat theatrical for a parody race car,

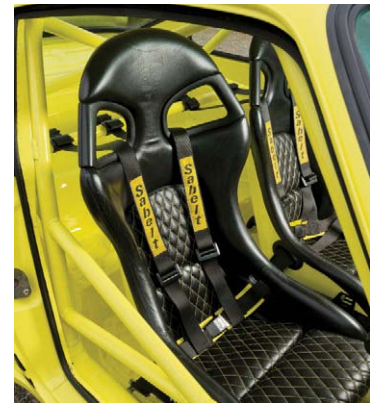
wouldn't you say? There's an aluminium strip along the central tunnel that suggests it could be a four-wheel drive transmission tunnel, hungover from the g64 structure, with the gear lever poking through that. It's got footrests in the shape of drilled plates for the passenger/navigator and for the driver's left foot, and then behind the pedals. It has a Momo Prototipo steering wheel, and the gauges are in pale grey, matching the colour of the car, and the computer aspect of the rev counter is blanked off, while the rest of the instrumentation consists of specially trimmed g64 switches. It's all very nicely

finished, but it does smack of an identity crisis. The dinky little streamlined door mirrors don't do much, and I twiddle with the faces in a bid to find some rearward vision down the flanks. Seats are period-style sports buckets embraced by Schroth four-point harnesses, and a Safety Devices half roll-cage occupies the back of the cabin, rigged for driver/navigator intercom.

Externally, the ST look has been achieved by swapping the g64 panels for g11 E-programme ones, trading short bonnet for long, impact bumpers for classic. I look underneath the wheelarches. The flaring technique is dimly discernable. They've cut off the

original milder g64 flares, overlapped the classic arches slightly, pinned and welded them on, filling up any imperfections. At Specialist Cars, the painting process involves stripping everything out, engine, suspension, wheels, trim, interior, then it's put on the spit, which holds the front and back ends so the shell can be tilted onto its side for the bottom to be prepped. Then it receives a primer base coat, which is flatted back, and the topcoat is applied. This is the two-pack method (as opposed to water-based with lacquer coat), with the shell oven-baked to make the chemicals harden off. Pale grey with understated racing





stripes (painted on, not stickers) is extremely cool. The closure panels and wings are painted at the same time, and then fitted along with the rubber inserts. In the process it's lost the 964 sill covers, and the front and rear bumpers are fibreglass, appropriate for the E- and F-programme 911. All window surrounds and door handles are in chrome. The 964 roof, doors and windows, plus the powertrain and running gear are retained. I reflect that the STs ran in '72 without ducktail spoilers, which helps pin down the era it purports to represent more specifically; by '73 aerodynamics had moved on a notch and they mostly had

ducktails. Those deep-dished Fuchs, shod with Toyo Proxes, complete the picture, though in period the STs mostly ran Minilites at the rear as Fuchs did not produce any gin rims at the time, and Porsche used Minilite nine-spoke magnesium wheels. These Fuchs lookalikes are made by Braid in Spain, and it's when I look at the hubs more closely I see why they fill out the wheelarches so amply. It's because it's fitted with 10mm spacers on the front and two – an 8mm and a 10mm – on the back. It's all about the look, though, because to fill those arches up you've got to have wheels a long way away from the hubs.

What's the reality? The flat-six

blares from the specially designed twin-pipe exhaust box, an ecstatic paean to 911 racers, prompting high revs and taunting bystanders in equal measure. Throttle response is sharp, the needle zinging right round the rev counter. I don't think I've ever had so much fun in a 911 in an urban context for a very long time! Much of this has to do with the noise it's making, which is a really outrageous amount, though on a long journey it could be quite painful on the ears. As it stands there's a question mark over the comfort factor too. The seat is fixed, and I would alter the angle of the squab as I'm more perched on it than nestling in it. Out on the

Modern and retro mix together for a different take on the backdate look. Below: On the move and it all comes together

open road I'm a bit wary as it's skittish over the bumps, unpredictably oversteering then understeering, and the ride is a tad harsh. The brakes are sharp, though, providing instant rallentando, and I can keep it under control by using the throttle to make the front end turn in and duck out, and giving it its head. It's one feisty car, this, and lots of fun in a frivolous driving situation.

Following the yellow car up to the moors, it looks for all the world like an IROC racer, a wide-



CONTACT:

John Hawkins
Specialist Cars of Malton
York Road Business Park
Malton
North Yorkshire
YO17 6YB
Tel: 01653 697722
<http://www.specialistcarsltd.co.uk>
Email: Sales and Underwrites -
john@specialistcarsltd.co.uk
Sales - mark@specialistcarsltd.co.uk



bodied 3.0 Carrera RSR, sporting a huge whale tail wing, the top V of the roll cage visible through the back window, and a couple of vents in the trailing ends of the front wings to let the heat out, with corresponding ducts in the leading edges of the rear arches to aid cooling. It's a plastic fantastic: the side windows are perspex, the doors, wings and roof are fibreglass, though front and rear windscreens are glass. The fibreglass wings are bonded in place with a flexible sealant called J-B Weld. The original 3.2 wings are unbolted, slots cut in the shell and the new ones slide in place, accompanied by the bonding medium. After the main painting process the rubber trims and seals are inserted, and when the bumpers are bolted back on they nip up the rubber. It has a matching rev counter, but mustard rather than rape, if I can

Below: Engine is unmodified, but 3.6-litres is enough in this lightweight, stripped out shell. Intercom is essential!

use that hue, because I'd say the external colour is more of a rapeseed yellow. The ensemble is set off by lattice BBS wheels, and the Carrera graphics are a nice period touch too. This is the one that gets most stares in town. It's got GT3 seats with Sabelt harnesses and a comprehensively welded-in roll cage, which just happens to be one of the most difficult roll cages I've ever had to get my leg over to get into a car. Plus there's a bar right across the front of the cabin where your knees are. The top of the dash has been upholstered in a flock material, there are canvas door pulls, and the Kevlar pattern is revealed in the underside of the roof. The interior is so dominated by the vibrant yellow submarine effect, the Beatles would feel right at home living in here.

There's much more of a go-kart feel about the driving position, and I'm absorbing every last little bump on the road surface through the steering wheel, which is wriggling away like a mad adder. I'm traversing the fast moorland

up on Blakey Ridge and the car bounces on the bumps, the suspension's that hard. The brakes feel like they are of the period, needing firm pressure on the pedal to slow it down, while the g15 shift is the old fashioned pattern with reverse down to the right. I take advantage of those broad tyres, leaning hard on them in fast corners. On smooth new country lane blacktop, everything starts to make sense with the yellow car, and with no undulations to disturb it, it's a fast, rock-solid performance car.

Going back in time with a pair of g11s doesn't mean they're slower. The grey car is a 3.6, so there's no question that's a quick car. And despite its raw and rascally attitude, the yellow peril's running un-modded 3.2-litre power, which means it's more relaxed than racetrack revvy. It does sound the part, and a 231bhp flat-six in a largely fibreglass panelled body has a decent amount of get-up-and-go to complement its radical looks. My driving accomplice on our shoot, Phil Robson from

Specialist Cars, whangs the grey car while I yank the yellow, and we enjoy a hooley of a drive along the back doubles from Pickering to Malton, scudding around the corners in unison and blaring down the tree-lined avenues, pedal to the metal, great fun, really using the revs. A memorable blast, and he's a brazen biker so he keeps it together.

The conversion work has been accomplished superbly and each car looks the part. They deliver aesthetically, they turn heads, show a fair turn of speed on the blacktop, and they demonstrate they do go bloody well in the cross-country chase we've just had. But are they any better than the chassis they purport to replicate? After all, one of the points of backdating is to end up with classic looks and more modern running gear. Both boxes ticked. They have the looks and the performance, giving us a couple of contenders to indulge in some non-specific historic road rallying. Being John Fitzpatrick and Björn Waldegård. **PW**



Sportwagen **ECKERT**



Porsche spare parts for all models since 1950



Door panel left/right
911 / 912: '65 - '67 leatherette smooth
with flexible pocket **239 Euro each**



Door panel left/right
911 / 912: '67 - '68 leatherette with structure
with pocket **419 Euro each**



Door panel left/right
911 / 912: '65 - '67 leatherette smooth
with map pocket **299 Euro each**



Oil cooler
911: '65 - '71
Made in Germany
665 Euro



Oil cooler
911: '72 - '89
Made in Germany
665 Euro



Oil cooler
914/6: '69 - '72
Made in Germany
665 Euro



Alu-front-lid
911/912: '65 - '73, **each 1515 Euro**

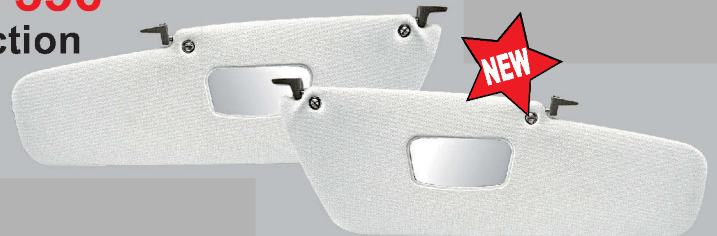


Moulding for Targa-softwindow
911 / 912: '67 - '70, left/right
each 139 Euro



356 AT2-BT5 Coupé / Cabrio left/right
Set 218 Euro

Single pieces also available!



356 BT6/C Coupe left/right
Set 218 Euro

If you can't find the right parts, please contact us!

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.de · info@sportwagen-eckert.com

1987 PORSCHE 959 COMFORT

www.specialistcarsltd.co.uk



Parts Components Assemblies Accessories
Restoration Services Special Cars

BIG DEAL

AXLES/STEERING
BADGES/CRESTS
BODY/INTERIOR
BRAKES/WHEELS
EMBLEMS/DECALS
ELECTRICAL
ENGINE/TRANSMISSION
FUEL/EXHAUST
LIGHTS/LENSES/TRIM
PEDAL SYSTEM/LEVERS
RUBBER/SEALS
TOOLS/MANUALS/BOOKS



OVER 17,000 NOS/ORIGINAL
356 & 911 PARTS!



...new owner...same enthusiasm!

Columbus, Ohio / 8am - 8pm EST

We have a full line of original and NOS parts, call us if what you need is not advertised!

Webasto Heater (New)

from \$45 to \$495

Exhaust Pipe and Muffler Set - 1965-73

\$155 - \$160

Porsche 911 (New) Left or Right Chrome Flag Mirrors - 1972-75

Duck Tail Racing Spoiler (NEW) with Aluminum Frame - 2.7RS/2.8RSR/F/G

\$1,889

Dr. Ing. h.c.F. Porsche AG Chassis ID Plates (New) - 1967-73

\$150 - \$245

Maintenance Service Record Book (Repro) - 1950-73

\$80

3-Prong Silver Fuchs Center Caps (New) - 1967-77

\$52

911 Porsche Silver or Black 3 Bar and 5 Bar Engine Lid Grilles, Original and Reproduction - 1965-68 / 1969-73 / 1974-89

\$270 - \$999

911 Front Oil Cooler (New) - 1970-73

\$525

Left Door Jam Chassis ID Decal (Repro) - 1969-89

\$85

Early 911/912 Gauges (Refinished) - Tachs, Speedos, Fuel and Oil - 1965-73

\$250-450



Want the best for your classic?
Work with the best in the industry.



Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

<http://goo.gl/fU159>



24 Hayes Avenue, Guelph ON • TEL: 519-836-3555 • FAX: 519-836-3577
www.Restoration-Design.com



YOUR FIRST PORSCHE! FROM £10K TO £50K

It's a mixed and ever-changing market but, for many buyers, real-world first-Porsche territory stretches all the way up to £50,000. Here are 12 of these glorious machines we think should be on your shopping list

Words: Steve Bennett, Chris Horton, Keith Seume, Brett Fraser Photography: Antony Fraser

FIRST PORSCHEs FOR £10K-£50K

ACKNOWLEDGEMENTS

Our thanks to independent specialist dealer Paul Stephens for supplying the majority of the cars shown in this feature, and all of which are currently for sale. Check out the company's website at www.paulstephens.com for its usual eclectic mix of classic and modern Porsches. Thanks also to photographer Antony Fraser for supplying the 911 GT3, Laura Tipler for the 986 Boxster, and Porsche Cars GB for the new 981



Who could possibly fail to be excited by the prospect of buying their first-ever Porsche? It is, after all, arguably the world's best-known and most iconic sports-car brand, with a reputation for performance, style, build-quality and sheer, unadulterated fun that in combination few others can even hope to match, let alone beat.

Porsches offer fantastic for money, too. We have set the price ceiling in our now traditional late-summer buying guide at what to some might seem an ambitious £50,000. Because, well, some of you will be in the fortunate position of being able to spend that kind of money. But the world of Porsche is nothing if not a reassuringly broad church, and there are plenty of no less exciting or worthwhile cars at the other end of the spectrum. Even an early 986-model Boxster 2.5, with all the grip and poise that comes naturally from its race-bred, mid-engined chassis, could still be capable of very nearly 150mph, and you can pick up a good one of those for just £5000 – perhaps even less. What's more, many of the cars we have looked at this time around are bucking the usual trend in the

second-hand car market and not just maintaining their value, but actually appreciating. Money in the bank was never this satisfying or entertaining!

Having suggested what we think are 12 of the very best Porsches to buy right now, we have looked, too, at the no less important aspects of where to find the spare parts that you will (eventually) need, and also how to have the cars serviced or repaired – perhaps even doing some of the work yourself. That is yet another potentially highly enjoyable and rewarding facet of these extraordinary machines.

We'll end this introduction with a few words of caution, though. Cars are by their nature complex machines, and Porsches perhaps especially so. Each of the thumbnail sketches of the dozen models that we have examined here will point you in the right direction when it comes to finding a good one, but we cannot hope to cover every detail in just a few hundred words. Over the last quarter-century, though, *911 & Porsche World* has produced many comprehensive buyers' guides, and the vast majority are still available as either back issues or, where out of print, as photocopies or PDF files – full details at www.chpltd.com. Let's go! ➔



Boxster & 'S' (986)

Words: Chris Horton

It doesn't have quite the same cachet as any 911, but even the very earliest of these mid-engined classics still has plenty to offer

To suggest that the 986-model Boxster saved Porsche from extinction might today sound melodramatic, when its stock is riding so extraordinarily high, but it is almost certainly true. Launched in 1996, when the only other car the company was building – at what must have been huge cost – was the air-cooled 993-model 911 (both the 968 and the 928 had been discontinued in 1995), it was an instant hit with press and public alike. Indeed, just two years later, in 1998, Porsche started assembling cars at an additional factory in Finland.

That first Boxster's much-deserved popularity came in large part from its traditional and in this case very obvious Porsche mix of performance, quality and contemporary style, but also from its remarkably low price – here in the UK typically around £35,000 for a mid-engined, 2.5-litre, two-seat convertible which could accelerate from standstill to 62mph in just under seven seconds, and in the right circumstances reach very nearly 150mph. And that affordable and thus highly appealing price, in turn, derived partly from Porsche's adoption of Japanese design and production processes, but perhaps most crucially from the Boxster's then all-new water-cooled engine, which together with many other body and mechanical parts it would soon (and at the time rather controversially) share with the 996-model 911 Carrera.

Like any Porsche, the 986 was continually improved during its production life, and always came with a wide range of trim and equipment options. For the 2000 model year the original 2.5-litre engine was dropped in favour of a 2.7 developing 220bhp, and simultaneously the Boxster 'S' was launched with a 3.2-litre engine and a decidedly punchier 252bhp – and a six-speed manual gearbox instead of the previous five-speeder. (Tiptronic automatic was available throughout, too.) By far the biggest changes occurred in 2002, though, for the 2003 season. The standard Boxster 2.7 now had 228bhp, the 'S' variant 260bhp, and there was an important cosmetic makeover,

as well, with a restyle for the front and rear bumpers, clear indicator lenses in place of the previous orange items, and not least a new roof with a glass rear window in place of the earlier plastic panel, famously prone to creasing. September 2003 saw the launch of a 266bhp anniversary 'S' model, celebrating 50 years of the 550 Spyder which had supposedly provided the inspiration for the Boxster concept, and then a year later the 987 models were unveiled. Restyled and inevitably better equipped than their predecessors, of course, as well as quicker and supposedly more sure-footed but, like so many such updates, also more complex and thus heavier, and arguably lacking the 986s' essential purity.

Today even the 987, superseded in 2012 by the current 981, is slipping down the Porsche food chain, propelling the 986 – and certainly the early 2.5s – into 'banger' territory, but it can still make a fantastic first Porsche. Anecdotal, at least, the relevant engines (2.5, 2.7 and 3.2 litres) seem more reliable than their now famously unpredictable 996 (and 997) counterparts, just about every version offers still more than creditable performance and handling, and perhaps most remarkably the cars still look so extraordinarily good. Prices start as low as £3000 for a viable 2.5, suggests Surrey-based dealer Roly Baldwin (www.eporsch.co.uk), and even a good-to-excellent late-model 'S' ought to cost little more than £10,000. Proof of the pudding, as it were, is the 1998 2.5 on Baldwin's website right now. Zenith Blue metallic with black leather, manual gearbox, 51,000 miles, full history (and recently serviced), and yours for just £5995. What's not to like about that?

Plaque on the fascia shows Mrs Tipler's 986 Boxster 'S' to be one of the 2004-model anniversary cars, built to commemorate 50 years since the 550 Spyder. Even the very earliest 2.5 can still hold its own in the performance and style stakes, though, and with prices starting at £5K or less you would be foolish to dismiss it without at least considering it

The 911&PW verdict

Up to 18 years old it may be, but the first-generation Boxster is still surprisingly good

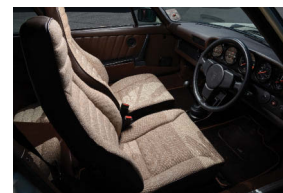
What to pay?

Around £5000 for a genuinely good 2.5, £8000-£9000 for a 53-plate 2.7, and £10-£11k for a 3.2-litre 'S' of roughly the same vintage. Remarkably, you will find few, if any, cars on offer for much more than £12,000, which frankly is extraordinary for such a competent, stylish machine



TECHNICAL SPECIFICATION PORSCHE BOXSTER 2.5 (1997)

ENGINE	2.5-litre water-cooled flat-six
POWER	204bhp @ 6000rpm
TORQUE	245Nm @ 4500rpm
TRANSMISSION	5-speed manual or Tiptronic automatic
BRAKES	Ventilated discs and four-piston calipers
WHEELS/TYRES	Front: 6.0J x 16 with 205/55 tyres Rear: 7.0J x 16 with 22/50 tyres
ECONOMY	29-33mpg
TOP SPEED	149mph
0-62MPH	6.9 seconds



911SC

Words: Keith Seume

The 911SC is seen by many as the perfect entry into Porsche ownership. And do you know what? They could well be right

In the mid-1970s, and the launch of the new 'impact bumper' models, it took Porsche a while to bring some semblance of order to its product line, with a few lacklustre models muddying the waters. But the arrival of the 3.0-litre 911SC in the 1978 model line-up changed all that.

With an engine based on that of the 930 Turbo, the SC was a real gem, with a strong, reliable drivetrain. The engine produced 180bhp at launch, rising to 188bhp in 1979 and then, just one year later, to 204bhp – only 6bhp shy of the output of the legendary 1973 Carrera RS!

The SC used the same five-speed 915-series as its predecessors – a strong but notchy unit – but is noteworthy as being the first 911 to feature servo-assisted brakes. Body-wise, it featured wider rear wings similar (but not identical) to those seen on earlier Carreras.

Alongside the coupé, there was also a Targa, with its characteristic lift-out roof panel, followed in October 1982 by a full cabriolet. Initially this was available in left-hand drive only – right-hand drivers would have to wait until February 1983. If you liked fresh air but didn't want a Targa (many disliked the more angular styling) or a cabrio (too soft...), then you'd have been pleased to note that coupés were available with an electrically-operated sunroof.

The SC was offered with several options and it isn't often you'll see a 'base-model', with 'cookie cutter' wheels, no spoilers and bright anodised trim. Many customers instead chose to order the extra-cost Sport package, which included a flexible 'whale-tail' spoiler, a front chin spoiler, gas-filled Bilstein dampers and 7J and 8J x 16in Fuchs alloys shod with the classic 205/55 and 225/50x16 Pirelli P7 tyres. Also popular was the M496 option, with blacked-out trim around the windows and door frames, although this became a standard feature in 1980.

The interior of an SC will be familiar to anyone who's peaked inside virtually any 911 built between 1965 and 1993! The basic layout of the dashboard is the same, the seats are the familiar 'tombstone' design first seen in 1974 and, in right-hand drive, the pedals are annoyingly offset. But wait – what's that word I hear you muttering? Pasha?

Looking for all the world like a pattern chosen from the Mary Quant fashion range in the Swinging Sixties, Pasha was a two-tone chequered design seen in 1980 which taxed your eyes to their limits. Most people still smile at the mention of the word, but Pasha wasn't used for long as in 1981 it made way for the more conservative woven Berber.

This is a wonderful car. Capable of accelerating from 0–60mph in around six seconds and reaching a top speed of close to 150mph, the 911SC has plenty to offer the enthusiastic driver. These figures may be eclipsed by many modern Japanese imports, but they won't have that 'Porsche magic'.

Faults? Few other than those brought on by old age. Inadequate rust-proofing measures mean that you need to be on the lookout for corrosion in all the usual 911 trouble spots (sills, kidney bowls, fuel tank support, etc).

Mechanically you would expect most cars to have had an engine rebuild by now – check for proof of what has been done.

On the whole, though, a good 911SC will be a fun ride and, with good ones still available at well under £20,000 (but prices are rising...), they represent excellent value for money.

Visually, there's little to distinguish a 911SC from earlier Carrera 3.0, or later Carrera 3.2, and its styling has stood the test of time well. Interior will be familiar to all 911 owners. With correct maintenance, mechanics are generally trouble-free

The 911&PW verdict

Find a good one and you'll be laughing all the way down the road. But watch out for rust

What to pay?

You will occasionally still see 911SCs for as little as under £10K, but they should be regarded as rolling projects at best. Better to spend £15K (or more at a reputable dealer) on the best you can find. Top cars can go for well over £20,000 these days...



TECHNICAL SPECIFICATION

PORSCHE 911SC

ENGINE	3.0-litre flat-six
POWER	204bhp @ 5900rpm
TORQUE	197lb ft @ 4300rpm
TRANSMISSION	5-speed manual/Sportomatic
BRAKES	282.5mm vented discs front 290mm rear
TYRES	Front: 185/70 VR15 Rear: 205/50 VR15
ECONOMY	27mpg (combined)
TOP SPEED	146mph
0-62MPH	6.8 secs



911 Carrera (996)

Words: Chris Horton

Controversial from the start – and still so today – but there can be no denying the enduring appeal of the first water-cooled 911

Arguably the most convincing 'starter' Porsche among those showcased here is the g86-model Boxster – see page 74. The simple truth is, though, that for many newcomers – and old hands, too – it is only the iconic rear-engined 911 that will ever hit the spot.

Cue, then, the 996-model 911 Carrera. Launched a year after the g86, in the early autumn of 1997, it shared much hardware with the mid-engined Boxster, including its entire front end and its liquid-cooled power unit. Enthusiasts complained that from dead ahead it looked the same as the cheaper entry-level g86, while the water-cooled engine (even before it proved itself to have a number of technical 'issues') was considered nothing less than heresy, if not the work of Lucifer himself. (That, too, ignored the fact that Porsche had no choice but to abandon the air-cooled flat-six. It cost a fortune to assemble, and would have needed a great deal of work to render it sufficiently quiet and clean for future legislation.)

Sixteen years after its launch, and 10 after its demise, the 996, which like the g86 Boxster has been superseded by two further generations, is coming to be seen in a different light. (And it is worth remembering that just over 175,000 of all types had been built by the time production ceased.) Probably its greatest claim to infamy will forever be the relatively high number of power-unit problems from which it seems to have suffered – leaking crankshaft oil seals, cracked cylinders, and worn intermediate-shaft bearings – but by and large these are now far better understood than they used to be, with a variety of practicable after-market solutions (check out the many specialists advertising their wares in this very magazine, as well as our back catalogue of how-to stories), and surviving cars either have been appropriately re-engineered or will for various not always obvious reasons never suffer the same issues in the first place.

And the fact is that the 996 can be a genuinely lovely car to look at, to drive, and simply to own. It came with a

wide variety of body styles and drivetrain configurations, but that merely adds to its versatility and appeal. Choose a standard coupé, a Cabriolet, or one of the glass-roofed Targas, the coupé also available with the wider Turbo-style body. Engines? First a 3.4, and then, from 2001, a 3.6. (Both the Turbo and the naturally aspirated GT3 famously have 3.6-litre motors with a crankcase based on that of the air-cooled 993, and from which derives their perceived reliability and thus enduring popularity.) Transmission is a six-speed manual or five-speed Tiptronic automatic, in both cases driving the rear wheels alone or, in the C4 (and the wide-body 4S and Turbo), all four corners. You get the picture – and if not have a look at our many detailed buyers' guides.

The result is that there has never been a better time to buy a 996. Whether prices have bottomed out remains to be seen, but given the availability of solutions to those technical problems (whether over-stated or real), and the unstoppable rise of just about anything with an air-cooled engine, they must start to creep up very soon. Reckon on £8500 for a viable 1999 Carrera 4 Tiptronic, says Joff Ward of Suffolk dealer Finlay Gorham (01284 827427; www.finlaygorham.com), or at the other end of the scale try a 50,000-mile Carrera 4S – this combination always great value, he argues – for as little as £20,000. A similar car with 80,000 on the clock could be yours for £15,000.

As for those engine problems, Ward has a commendably simple philosophy. 'If at this stage it's going OK when you buy it, then there's not a lot you can do, other than just enjoy it. And fixing it might cost less than you think, too.' We'll go along with that.

Naturally aspirated 996 has a reputation for engine problems that can be costly to fix – especially in the context of the cars' now modest residuals – but try not to let that deter you. They can be fixed, sometimes for less than you'd think, and a good 996 is still a joy to drive – and every inch a proper 911. Carrera 4S shown here has become one of the most popular variants

The 911&PW verdict

Cheap enough – for now – that even possible engine maladies shouldn't put you off too much

What to pay?

Anecdotal, 'projects' start at around £5000 or less, and running early 3.4s for £8–£10K, but why bother when you can buy a warranted 51-plate 3.6 from a dealer for £14,000? Or a sub-80,000-mile C4S for around £18,000? Will they stay this low for long? Frankly, we doubt it



TECHNICAL SPECIFICATION

PORSCHE 911 CARRERA (1998)

ENGINE	3.4-litre water-cooled flat-six
POWER	300bhp @ 6800rpm
TORQUE	350Nm @ 4600rpm
TRANSMISSION	Six-speed manual or five-speed Tiptronic
BRAKES	Ventilated discs and four-piston calipers
WHEELS/TYRES	Front: 7.0J x 17 with 205/50 tyres Rear: 9.0J x 17 with 255/40 tyres
ECONOMY	25mpg
TOP SPEED	174mph
0-62MPH	5.2 seconds



Sealed Camber Plates/Strut Mounts

Most Models

Under extreme conditions, such as road racing and autocross, negative camber is required to keep as much of the tire's contact patch on the road as possible. Stock suspension mounts will not allow you to achieve the necessary amount of negative camber required for this type of performance driving. Rennline's sealed camber plates incorporate FK motorsports Teflon-lined spherical bearings and eliminate the indistinct feedback associated with factory rubber mounts. Note: 964/993 mounts are shown in the photo.



Grill Kits

986/996/987/997/981/991

One of Porsche's biggest design flaws on the water cooled cars is the bumper air intakes. With the current design, the radiators are completely exposed and become magnets for road debris, leaves, and rocks. The fins on the radiator will quickly become damaged or plugged translating into big dollar repairs. The only way to stop the inevitable is to install an intake screen kit. Unlike most kits on the market, Rennline's has a unique clip system that eliminates the need to glue, drill, or use exposed hardware. Every screen is pre-molded for your specific model, resulting in a perfect fit every time. Other colors available by special order, please contact us for details.



Billet Valve Covers

911/964/993/993tt

Tired of your wife nagging you about the oil puddles in the driveway? Rennline has the solution with our new billet, fully CNC machined valve covers. These valve covers are a direct bolt on replacement for your flimsy leaking factory covers, and are machined to accept the reusable OEM gaskets. With the corrosion resistant finish, chamfered edges, and tight gasket fitment, these valve covers are simply the best on the market. Available in Anodized clear or black finishes, or powdercoat red all with or without the fins brushed. Also included are the spark plug wire retainers and retainer hardware for a clean installation.

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

All Porsche's should be Waterless!

Is your watercooled Porsche, waterless?

Porsche trained Technicians. Over 28 years experience.

Cavendish
INDEPENDENT PORSCHE SPECIALISTS

We Specialise in....

Sales
Servicing
Repairs
Tyres
MOT'S
Air con servicing
Bodywork
Interior repairs
Vehicle detailing
Full Engine Rebuilds
4 wheel alignment
Upgrades
PIWIS diagnostics
and much more...

EVANS
AUTHORISED
AGENTS

NO WATER, NO OVERHEATING,
NO PRESSURE, NO CORROSION,
NO PROBLEMS!

Evans Waterless Coolants prevent engine hotspots which cause inefficient combustion affecting engine performance

Evans Waterless Coolants have a boiling point of above 180°C and eliminate overheating, boil-over and after-boil.

Water contains oxygen and acts as an electrolyte leading to rapid corrosion. Evans Waterless Coolants are non-conductive and contain no oxygen.



OUR NEW SHOWROOM IS NOW OPEN

We have recently opened our new showroom, offering a carefully selected range of Porsches that are all prepared to the highest standard.

All of our cars are subject to our rigorous 141 point check and any issues found are rectified prior to sale, giving you total peace of mind.

Cavendish Porsche Ltd

We are just off Fields Farm Road at...
Unit 7, Gainsborough Close,
Long Eaton, Nottingham, NG10 1PX

Call 0115 972 2001
or visit www.cavendishporsche.co.uk



356B Roadster (4-Speed)

Jet Black • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Fully Restored • Matching Numbers Example • 1960

£169,995



356A Coupe (4-Speed)

Fashion Grey • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Original Right Hand Drive UK Supplied • 1959

£99,995



911 Turbo (993, 6-Speed)

Polar Silver • Black Leather Sport Seats • Electric Sunroof • Air Conditioning • 55,549 miles 1996 (N)

£99,995



911 Carrera 2 S (991 7-Speed PDK)

Carrera White • Black Leather Sport Seats 20" Carrera S III Wheels • Sport Chrono Pack 7,507 miles • 2012 (12)

£69,995



911 Carrera 4 GTS (997 GEN II PDK)

Carrera White • Black Half Leather Sport Seats 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 10,665 miles • 2012 (62)

£65,995



911 Turbo (997, 6-Speed)

Meteor Grey • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 28,676 miles • 2009 (09)

£57,995



911 Turbo (997, Tiptronic S)

Basalt Black • Black Leather Adaptive Sport Seats Satellite Navigation • Sport Chrono Pack Plus 24,193 miles • 2008 (08)

£55,995



911 Turbo (997, Tiptronic S)

Ruby Red • Sand Beige Leather Seats • Satellite Navigation • Sport Pack • BOSE Sound System 28,712 miles • 2008 (08)

£52,995



911 Carrera 2 S (997 GEN II, PDK)

Meteor Grey • Black Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation 49,836 miles • 2010 (10)

£47,995



Cayenne Diesel (Tiptronic S)

Basalt Black • Black Leather Seats • 19" Cayenne Turbo Wheels • Touchscreen Satellite Navigation 55,233 miles • 2010 (10)

£39,995



911 Carrera 4 S (997, Tiptronic S)

Basalt Black • Black Leather Seats • 19" Sport Design Wheels • Satellite Navigation • 40,774 miles • 2006 (56)

£34,995



Boxster S (987 GEN II, 6-Speed)

Carrera White • Black Leather Seats • 19" Carrera S II wheels • Touchscreen Satellite Navigation 11,556 miles • 2010 (60)

£29,995

The Natural Choice for Porsche Service, Repairs & Upgrades



Why Choose Paragon Service?

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

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



Our Capabilities & Experience

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

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



Beyond the Conventional

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

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



The Natural Choice

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

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

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

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

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

01825 830424

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY



911 Carrera 3.2

Words: Keith Seume

Regarded by many as the very best of the impact-bumper 911s, the Carrera 3.2 is a great all-rounder. One drive and you'll soon see why!

The Porsche 911 Carrera 3.2 was first launched back in autumn 1983, making it over three decades old by the time this issue of the magazine appears. And yes, it is 'yet another' rear-engined, air-cooled Porsche.

But to dismiss the Carrera 3.2 as a dinosaur in this modern age of computer-aided wizardry is to do it a great disservice. In our opinion, the 'Three-Two' is one of the finest cars ever to drive off the Stuttgart assembly line. Drive one and you will surely see why.

Over a period of just six years, Porsche built around 80,000 examples of the Carrera 3.2. There were several versions, starting with the 'basic' coupé, Targa and Cabriolet models. All were powered by an engine which was said to be 80 per cent new but, to all intents and purposes, was a naturally aspirated version of that from the 930-series 911 Turbo.

It featured the same 95.0mm Nikasil cylinders as the outgoing SC, but the 74.4mm crankshaft of the Turbo, to give a displacement of 3164cc. The engine produced 231bhp, and is often considered to be 'bulletproof' – but don't let yourself be fooled by that. Old age and poor maintenance can afflict even the very best.

Between 1984 and 1989 UK buyers could have ordered a 'Sport' model (known as the 'SE' from 1987), featuring uprated suspension, 16-inch Fuchs rims, and a whale-tail rear wing and front spoiler as standard. Alongside this was the 'Turbo-Look' or 'Super Sport', which had the wide-body styling of the Turbo, along with the latter's bigger brakes, uprated torsion-bar springs and 7.0J and 9.0J x 15 Fuchs wheels.

There was a Club Sport version, too: a lightweight, no-frills model with beefed-up suspension and a mildly tweaked engine – only 340 of these were built between 1987 and 1989, and only 53 were right-hand drive. And let's not forget the Speedster, a cut-down Carrera 3.2 Cabriolet with swept-back windscreen and a rather odd hump-backed profile at the rear.

The early 3.2s came with the old type 915 gearbox, but for 1987 Porsche fitted an all-new transmission, known as the G50. This was a far better unit, with a smoother change, less mechanical noise, and a reputation that is deservedly second to none.

Want to know how you tell at a glance whether a car has a 915 or a G50? Simply check the shift pattern: the 915 placed reverse over to the right and back, opposite fifth gear, while in the G50 reverse is over to the left and forward, alongside first.

The Carrera 3.2s were arguably better built than earlier models, with fully galvanised bodyshells that came with a 10-year warranty. But that's pretty meaningless by now, so look out for rust as you would in any other early Porsche! Engines are strong, but even the supposedly 'fail-safe' pressure-fed timing-chain tensioners wear out eventually. Look for evidence of a rebuild by a known specialist if possible. A good one will pull strongly through all gears, while a G50 gearbox should shift smoothly and quietly, unlike the older 915 unit.

Prices have always been strong for these models, and you can expect to pay up to £35,000 or more for a good one at a dealer. Around £20K should see you right privately... If you can, go for one with the later G50 gearbox, as it will be a far better driving experience – but you'll pay more for the pleasure.

As enticing as they are, be warned that the special-edition models will usually command higher prices, with good Club Sports now topping £100,000! Another case of having to pay more to get less!

Porsche's greatest all-rounder? Well, if you want a classic driving experience mixed with timeless looks and a big smile factor, then the Carrera 3.2 could be the one for you

The 911&PW verdict

Great car with a great reputation – but be aware that the first 3.2s are now 30 years old

What to pay?

You can still find Carrera 3.2s at a little over £10K, if you scan eBay and the small ads, but realistically you need to add at least £5000 to that to get behind the steering wheel. Dealers are now asking over £30,000 for low-mileage cars with good history



TECHNICAL SPECIFICATION PORSCHE 911 CARRERA 3.2

ENGINE	3.2-litre flat-six
POWER	230bhp @ 5900rpm
TORQUE	194lb ft @ 4800rpm
TRANSMISSION	5-speed manual
BRAKES	282.5mm vented discs front 290mm rear
TYRES	Front: 205/55 VR16 Rear: 225/50 VR16
ECONOMY	29mpg (combined)
TOP SPEED	152mph
0-62MPH	6.1 secs



911 Turbo (997)

Words: Steve Bennett

A 997 C2 S or a C4 S would have been the obvious choice here, but to hell with it, we've gone all in with the mighty 911 Turbo

A 997 Turbo? Well, why not. We could have presented the predictable 997 C2, or C4 in either narrow or widebody S form, but hell if you're going to be a bear, be a grizzly bear. The Turbo is here because it illustrates just what a formidable bargain it is – a sub £50,000 supercar that's useable and won't throw a strop like its Italian counterparts. This example here is up for sale right now at Paul Stephens (www.paul-stephens.com) at a fraction over £50,000, but it's only got a fraction over 3000 miles on the clock, which effectively makes it brand new, but half price.

The 997 Turbo arrived in 2006 to carry on the great tradition of range topping forced induction for the 911. It followed on from the 996 Turbo as the de facto real world supercar, something that has become a bit of a well-worn cliché, but hard to get away from. It's what makes the Turbo such an enduring icon. Drive to the shops, or drive at 200mph, it will happily do both.

First gen 997 Turbos packed a 480bhp punch and would near as dammit hit 200mph and crack 0-60mph in under 4 secs. They all come with four-wheel drive and an electronic centre diff that measures out the power depending on traction demands. Porsche Active Suspension Management (PASM) is a standard feature too. Most came pretty well loaded with standard as well as optional kit. This was a range topper after all, and most buyers didn't spare the options. Early cars came with Tiptronic or a six-speed manual gearbox. Tiptronic was quite well suited to the Turbo, its huge power and torque filling any gaps in the five ratios.

The engine is what's known as a Mezger unit. That is to say that it's based around the engine that saw race service in the GT1 endurance racer. That's a good thing because it's super-tough and not prone to any of the horror stories that surround the 996/997 cars. Certainly we've heard of no particular issue and it seems that it will run up big miles with no effort.

In full widebody mode, with 19in wheels at the very minimum, the Turbo doesn't feel nearly as nimble as a base 997, but that is to miss the point. The Turbo is a different sort of driving experience defined by its power, huge grip and cornering prowess. The Turbo is designed to devour distance and entire countries in one lunge.

The gen2 997 Turbo arrived in 2009 with 500+bhp and a 3.8-litre engine based on that of the 997 C2 and C4S. Gone, then, was the Mezger based unit but in its place, as well as the extra capacity, was direct fuel injection, which improved economy. The Turbo also received the PDK seven-speed gearbox, which vastly improved the appeal of the automated option. Switching from the Mezger based unit has yet to throw up any reliability issues that we know of.

The featured car here is a gen1 model and is rather special because of its low mileage. However, gen2 versions are now available now at under £50,000, albeit with rather more miles on the clock, but don't fear because the Turbo shrugs off mileage.

Issues? Well running costs are steepish. Servicing is not so much of an issue, but consumables, like tyres and brakes are pricey for obvious reasons. Also look out for the usual 997 foibles like decomposing radiators mounted deep in the front apron. Oh, and general neglect. Turbos can be used as everyday cars and people often do, but without really caring for them. Ultimately, though, this is a bargain and with a bit of tweaking 200+mph is very easy to achieve.

Who's the Daddy? Well, with a 997 Turbo you are actually, and it needn't cost you a fortune. Under £50k will get into a gen1 or gen2 Turbo, which is just plain theft really!

The 911&PW verdict

The world's most accomplished supercar at half its original price. It's a funny old world

What to pay?

£50,000 will get you into a mint condition car. The car tested here has just 3000-miles on the clock and is for sale at a fraction over £50k! Or you could have the 911T! Yes, horses for courses and all that, but we just thought we'd point that out



TECHNICAL SPECIFICATION

PORSCHE 997 TURBO

ENGINE	3.6-litre flat-six
POWER	480bhp @ 6000rpm
TORQUE	457lb ft @ 1950rpm
TRANSMISSION	6-speed manual or 5-speed Tiptronic
BRAKES	330mm ventilated discs front 299mm rear
TYRES	Front: 235/40 ZR19 Rear: 265/40 ZR19
ECONOMY	22.1mpg (combined)
TOP SPEED	192mph
0-62MPH	3.9 secs

specialised covers
innovative tailored protection

THE ULTIMATE IN CAR COVER PROTECTION.

INDOOR & OUTDOOR **CUSTOM MADE**
CAR COVERS DESIGNED BY YOU.



prestige+
STARTING FROM
£299

**FULLY TAILORED.
ANY MAKE. ANY MODEL.**

CALL OUR TEAM ON
01943 864 646
VISIT OUR WEBSITE
specialisedcovers.com
DISCOUNT CODE : **PWM-2014**

British Design
& Manufacture

  FOLLOW US

www.clubautosport.co.uk
Porsche Specialists since 1971



3.2 TO 2.8RS

WORKSHOP FACILITIES - servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work

FULL BODYSHOP & REPAIR FACILITIES - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates

NEW AND USED PARTS - any part for any Porsche, from engines and gearboxes, body panels to small trim parts

LIGHTWEIGHT COMPOSITE PANELS - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

REPLICA 962S AVAILABLE SOON




Next day delivery or collection

Tel: 01384 410879
email: richard@porsche.co.uk or mick@porsche.co.uk
Park Lane, Halesowen, West Midlands, B63 2RA



Ready to roll.

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.



Independent servicing and repair specialists for classic and modern Porsche.

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

Unit 1, The Mirage Centre, First Way, Wembley, Middlesex HA9 0JD



THIS IS YOUR GALLERY for collectors of modern art

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

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2010 - 997 GEN II TURBO COUPE PDK (BASALT BLACK) 20,000 Miles
Sand Beige Lthr Intr, GEN II, PSM/PASM/PCM-Touchscreen Sat Nav-GEN II, CD Changer, Telephone, Heated Seats, Memory Seats, Sport Chrono Package, Three Spoke M/F/S wheel, Rear wiper, White Dials, Rear Park Assist, Porsche Vehicle Tracking System (VTS), Climate Control, Xenon Headlights, 19" Turbo Alloys (GEN II), Full Porsche Service History

2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 MILES

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

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

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

2010 - (997 GEN II) C2S COUPE MANUAL (BASALT BLACK) 15,000 MILES

Full Black Lthr Intr, PSM/PASM/PCM-Touch screen sat nav/Telephone, Chrono Package Plus, Cruise Control, White Dial, Electric/Heated/Memory Seats, BOSE Surround system, CD Changer, M/F/Steering wheel, Rear wiper, Rear park Assist, Xenons, 19" Split trim Alloys, Full Porsche Service History

2009/58 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 58,000 Miles

2009 Model, Black Leather Interior, PSM/PASM/PCM-Touch Screen Sat Nav, Telephone Module, BOSE Surround System, Sunroof, Heated Seats, White Dials, Climate Control, Rear Wiper, Xenons, Rear Park Assist, 19" Alloy wheels, Full Main Dealer Service History.

2007 - 997 TARGA 4 MANUAL (COBALT BLUE) 44,000 Miles

Grey Lthr Intr, PSM/PCM-Sat Nav, telephone, Heated Seats, Climate Control, Rear park Assist, 19" Splitrim Alloys, Full Service History (Just been Serviced)

2006 - 997 C2S CABRIOLET TIPTRONIC (SILVER) 22,000 MILES

Full Metropole Blue Lthr Intr, Sports Chrono, Sports Mode, PSM/PASM/PCM-Sat Nav, Heated Seats, MultiFunction S/Wheel, Telephone Module, On board Computer, White Dials, CD Changer, 19" Carrera S Alloy Wheels, Rear Park Assist, Xenons, Original Wind Deflector, Full Porsche Service History.

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2004 - 996 TURBO COUPE TIPTRONIC S (ATLAS GREY) 53,000 Miles
Full Black Lthr Intr, PSM/PCM-Sat Nav with Full set of DVDs for Europe, BOSE, CD Changer, Telephone, Htd & Memory Seats, Climate Control, Sunroof, Extended Lthr Pack, Optional Sports S/Wheel in Lthr, Cruise Control, R/Parking Sensors, 18 Turbo Alloys with a set of New Tyres, FFSH.

2005 - 996 C4S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) – 63,000 Miles
Dark Navy Blue Leather Interior, PSM/PCM-SatNav/Telephone, Memory Seats, 4 CD Changer, Climate Control, 18" Alloy wheels, Full Service History

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

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

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

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

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

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

1996 – 993 C2S COUPE MANUAL (BLACK METALLIC) 80,000 Miles

1997 Model (registered 12/1996), Carrera 2S (Widebody Specification), Manual (6 Speed), VARIOGRAM, Full Grey Lthr Intr, Sport Seats, Electric Mirrors, Alpine Upgraded Stereo, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo / S Alloy Wheels, Full Porsche Service History, Very Clean and Cherished Weekend Car. Extremely detailed history, with Porsche Authenticity Certificate, and with one owner since 2004.

1996 - 993 C2 COUPE TIPTRONIC (ARENA RED) 73,000 Miles

Black Leather Interior, Sports Seats, Electric Window & Mirror, Part Electric Seats, Sony Radio Player, Sunroof, Rear wiper, Climate Control, 17 Alloy wheels, Full Main dealer and Porsche Specialist Service History

1995 - 993 C2 COUPE MANUAL (IRISH BLUE METALLIC) 109,000 Miles

Black leather Interior, Electric seats, Wondow, & Mirror, Sunroof, Porsche immobiliser System, Spare keys, Rear wiper, Electric spoiler, UK Supplied car (C16), Full Service History

1995 - 993 C2 COUPE MANUAL (MIDNIGHT BLUE) 99,000 Miles

Sunroof, Black leather electric seats, No accident damage, Clear lenses, Porsche immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C16 UK car. A very nice example in excellent condition.

1995 - 993 CARRERA COUPE MANUAL (BLACK METALLIC) 111,000 Miles

6 Speed Manual, Sand Beige Leather Interior, Sports Seats, Sunroof, Electric Windows, Electric Mirrors, Rear Wiper, Air Conditioning, 17" Alloys, Full Service History.

1994 – 993 C2 COUPE TIPTRONIC (BLACK METALLIC) – 73,000 Miles

Black Lthr Intr, Kenwood CD Player & radio, Sunroof, Rear Wiper, Electric Window/Mirror, 17" Alloy wheel, Factory Fitted Alarm System, Full Main Dealer & Porsche Specialist Service History

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

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

1987 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles

DEEP Plum Lthr Intr, 3.3L engine, KKK27 Turbo, Manual Gearbox (915), Porsche Sports Steering Wheel, Fully Electric Seats, Heated Seats, Alcantara Headliner, Full Climate Control (AC) converted to modern AC gas, Upgraded Bi-Xenon Lights, Front Suspension Strut Brace, Rear Wiper, Original 16" FUCHS Alloys with new Continental N1 tyres fitted. Upgraded High End Sound system, Full Service History with Invoices and photographs documenting the full restoration. Subject to a full and extensive restoration, just recently completed. Concours condition throughout

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles

Manual Gearbox, Matching Numbers Exmple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1984 PORSCHE 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles

Manual, Black Lthr Intr, Sunroof, Electric Mirror/Window, Factory Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history, Rust Free, Accident Free and Finance Free.

PORSCHE BOXSTER S

2006 - PORSCHE BOXSTER (987) 2.7L TIP (BASALT BLACK) 30,000 Miles
Full Black Lthr intr, PSM, Bose sound system, CD changer, Wind shield, Full leather seats with electric adjustment and heating Seats, Air condition, Rear park assist, Xenons, 19" Carrera S Alloys, Full Official Porsche Service History, Two previous owners only.

FERRARI - MODELS FROM 1967 +

2008 FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles

Full Nero Black leather interior - HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Sport), Ferrari Ceramic Brakes, Second Generation Satellite Navigation, I-POD Connection, USB Connection, Telephone Connection, Front Parking Sensors, Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

2006 - FERRARI F430 SPIDER V8 MANUAL TITANIUM SILVER 28,000 MILES

6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ferrari Crested Headrests. FFSH.

2003 - FERRARI 360 SPIDER F1 (GRIGIO SILVER) 28,000 miles

F1 Gear box, Grigio Silver Coachwork, Black Leather Interior, ASR, Challenge Grill, Climate control, CD changer, 19" Ferrari Alloy wheels, Full Ferrari Service History, Two previous Keepers

1998 – FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

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

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

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

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

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

LAMBORGHINI

2011 LAMBORGHINI GALLARDO (YELLOW) 8,700 Miles

Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

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

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

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

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

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

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

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

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

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

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

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

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

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD

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

WHERE TO BUY?

Porsche Centre, specialist dealer, non-specialist, private, auction or good old eBay? We look at the pros and cons

Words: Steve Bennett Photography: Antony Fraser/Brett Fraser

You've got the money, the loan, the inheritance, the proceeds of a bank raid, whatever the means, you're in the position to buy a Porsche. It might be you first one, it might be your sixth or seventh. Question is, where are you going to buy it and which option is best?

PORSCHE CENTRE

Well, predictably there's no one best option. It all depends on what you're after. If you want a new Porsche, then really your only choice is to go cap in hand to your local Porsche Centre. Likewise, if you want something nearly new, then your Porsche Centre will oblige with a Porsche Approved car, with a buying experience that's nearly on par with a new Porsche purchase. Either way you will pay top dollar. Obviously there's no getting away from that when you buy brand spanking new, but for a secondhand Porsche, independent dealers offer the same for less. Ah, but hold on. If you're walking into any Porsche Centre, it's unlikely that you'll be doing so with a pocket full of money. Most new Porsches are financed, and most used Porsches are financed too, whether that be through Porsche themselves, or by a personal loan. When it comes to new, it's not so much the outright price, but more what someone (or someone's company) can afford to pay per month.

Of course there's nothing like the new car experience and the perks that come with it, like warranties and that lovely 'as new' feeling. And if you change your car regularly, then you shouldn't lose out too much on depreciation either, although on a lease deal, it doesn't really matter. Run it for the allotted time, hand it back, get another one. That's the modern way. No good at all for the

classicists and tinkerers, but perfect for the no hassle motorist.
www.porsche.com/uk

INDEPENDENT SPECIALIST DEALER

This is where the bulk of secondhand Porsche purchasing occurs, and for good reason. Going to a dealer offers choice, quality and peace of mind. The days of shonky, backstreet garages selling rusty tat are long gone (they did exist, even in the Porsche market). Specialist Porsche dealers are competing amongst themselves and against the Porsche Centres for sales. They are all trying to attract an affluent and discerning customer base. It stands to reason that their stock has to be of high quality, as does the service that they provide.

The specialists come in all shapes and sizes from the shiny front in town to the rural retreat. Some will major in modern water-cooled, others the classics, or some both. Given that the classics are where it's at at the moment, most are trying to get a slice of the action, which is leading to some stiff competition in terms of sourcing cars, that in turn is leading to some eye-watering prices. Supply and demand and all that.

Most specialist Porsche dealers will have a cut off point as to what they will or won't stock and currently that applies to the earlier modern cars. Few now will bother with early Boxsters and 996s, simply because sourcing good ones is difficult. Even early 997s are starting to slip into that category. That said, they will always make space for an exceptional example of any model, so if you do see examples of either at an indy, you can be sure it will be good. The same applies to other less popular stuff like 924s and 944s. They're not worth the aggro for most dealers in terms of the profit that they generate, but

a good example will always sell and acts as an interesting curio too. There's nothing like eclectic stock to draw folk in.

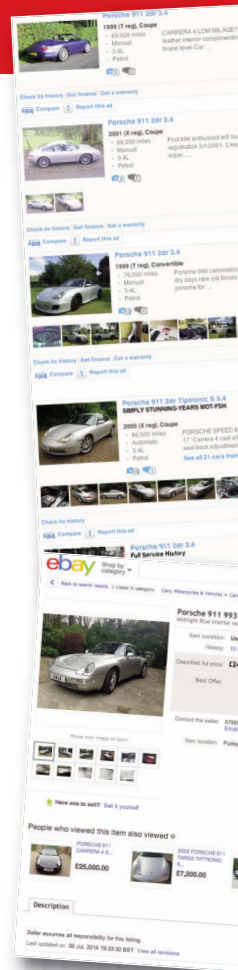
A good indy dealer will offer a warranty worth having and will also consider a part-ex too. Most offer finance as well. Above all your specialist dealer is someone you will develop a relationship with. A lot of specialists' turnover comes from cars that they have sold before coming back through as owners chop and change. Most, if not all, are enthusiasts too, who like nothing more than to natter about Porsches. They are the pushers that fuel the Porsche addiction, but in a nice way!

NON-SPECIALIST DEALERS

There are many dealers out there that are non-Porsche specialist but dabble in the odd Porsche every now and again. Nothing wrong with that and very often they will be classic car dealers that may have taken a Porsche in as part exchange. These cars can be every bit as good as cars with specialist Porsche dealers.

For newer stuff, it's not unusual to find modern Porsches at prestige car dealers amongst the Bentleys, Mercedes, Audis etc. Again, no problem. These again might be part exchange, or purchased through auction as part-exes that have come through the Porsche Centre network.

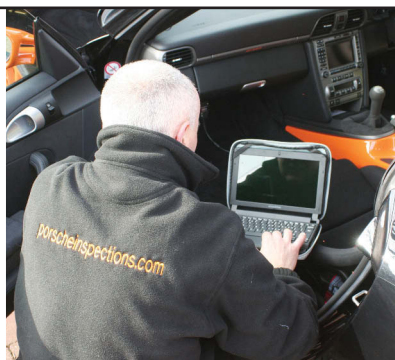
Where you do need to tread carefully, though, is with the sort of dealer whose stock is largely run of the mill, but has, say, a Boxster or a 996 sitting on the forecourt as a bit of bling. This has always been the lot of the unloved Porsche, that has fallen out of

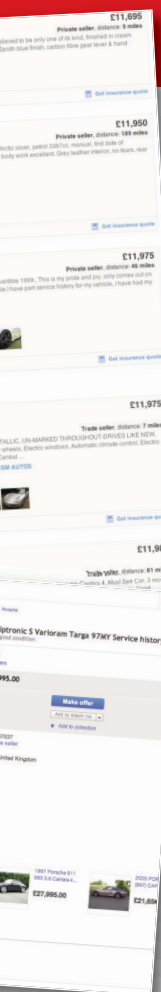


GETTING IT CHECKED OUT

Finally – and this is a case of do as we say, and not as we do – get any prospective purchase inspected by a Porsche expert. These guys know what they're looking at and, for a relatively modest price, will produce a document examining every aspect of the car you want to buy, right down to plugging in diagnostic equipment. This could save you from buying a Porsche that clearly isn't what it claims to be, or could give you some extra bargaining power, or simply confirm that you got it right and it's all you had hoped.

We don't have an allegiance with any particular outfit and would recommend either of the following:
www.porscheinspections.com,
www.carinspections.co.uk





the specialist network. In the '80s it was the fate of the 944, in the mid-'90s it was the unloved 964 (how times change), these days it's the early water-cooled cars. And jolly tempting they look too with a sub £10k sticker on the windscreen. This is 'buyer beware' territory. You may luck in, but go in with eyes wide open and dig beyond the shiny tyre dressing and the superficially shiny paintwork. Pay particular attention to the paperwork and make sure there's a warranty worth having.

This is how Porsches descend into bangerdom. They become just within financial reach for folk that are prepared to take a punt, but then get stung by running and repair costs. They get bodged up and sold on in an ever decreasing spiral until the inevitable happens. In time the dross will die and the good cars will gain classic status and will start to appreciate, and the specialist dealers will start to take an interest again. We're a long way off that yet though.

GOING PRIVATE

As Clint once said: "Feeling lucky, punk? Well, are you?" A bit extreme, but by going private you are effectively flying solo and you're also in competition with the dealers too. Such is the demand for good Porsches these days, the specialist dealers are constantly monitoring what's out there, and if it's good they will have it before you've had a chance. Wondering why there are hardly any classic Porsches for sale privately? Blame those pesky dealers. Actually, no you can't blame them, they're just doing their job and getting stock, but this is a situation that has become more and more pronounced in recent years. Even the scruffy stuff is getting snapped up because it's cost effective for restoration. Put it this way, where there's a profit, there's a will and a way.

Blame the Internet too. There's no hiding place for cars anymore. There's no chance of a nice classic 911 languishing unseen in a regional paper edition of the *Autotrader* (RIP) for example.

So what is out there for the private buyer?

Well it's largely the later water-cooled cars again – Boxsters, 996s and early 997s. There's not much interest from dealers because there's little profit for them so this is where the private buyer can score, and the private seller for that matter. There are some very good cars out there at very good prices too. And for reasons explained above in our assessment of the non-specialist dealer market, this is the time to buy a good water-cooled car. The good cars are not going to get much, if any cheaper. No you won't get a warranty, but you won't get a better price either, and besides we would always recommend that you get any prospective purchase checked over by an independent expert. This should highlight any issues.

www.pistonheads.com

www.autotrader.com

GOING, GOING, GONE: BUYING AT AUCTION

Classic car auctions are in the news at the moment, mainly for the record prices being achieved at the exotic and rare end of the market. The \$1m 911 2.7 RS has been and gone and the £1m equivalent is only a matter of time. The market at the top end is being driven by low supply and high demand and a certain amount of financial willy wagging, as buyers get seduced by the prize. Mix in US style auctions, where music and flashing lights add to the hype and a cajoling auctioneer driving the whole thing along, while a line of assistants stand behind manning the phone bids, and it's all become a bit silly and showbiz, where the kudos appears to be paying the most, rather than getting the best deal. Frankly, it's all a bit distasteful, but as ever money can't buy you that.

However, at the lower end of the auction market there are still bargains to be had, but it's a risky strategy. You can't drive a car at an auction and you've only got a limited amount of time to check it over. There is little comeback too, but if a car is patently not what it was described to be, then you do have rights as a buyer. That said, for most reputable auction houses, that reputation is dependant on what they're selling.

You have to ask why a car has gone to auction too. Some sellers might feel that the

element of bidding will create a bit of competition and get them the best price. This certainly works at the top end auctions, but at the lower end, people are usually there in the hope of a bargain. Still, if it's a good car, then bidding competition can be stimulated. But be warned, if it's a good car, then the dealers will be there too. Interestingly the dealers are now complaining about the private buyers at auctions pushing the prices up too.

Other typical auction fodder might be small collections from an estate where the owner has died, or the weird and the wonderful that will never sell under normal circumstances. By that we mean strange specifications or colour combos.

www.angliacarauctions.co.uk

www.barons-auctions.com

www.classic-auctions.com

www.silverstoneauctions.com

AND FINALLY, EBAY

We don't mean that eBay is the last resort – far from it. Most dealers will use eBay to advertise their stock and in that respect eBay is just an extension to a dealer's website or an alternative to *Autotrader* with cars sold at a fixed classified price.

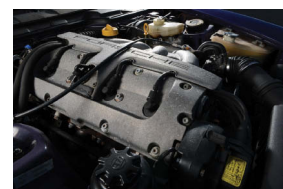
No, where the real action on eBay lies is in the auctions and most of those will be private auctions, where it takes quite a leap of faith to either sell or buy. Predictably we're talking about the lower end of the market here. Again there's no shortage of water-cooled stuff and some of it is pretty dubious, but good cars are out there. As a rule, well-worded adverts and good pictures are a good indication as to the quality of both the seller and the car. But not everyone has the gift of the gab, or the snapping ability of David Bailey, but that doesn't mean to say that the car they're selling is rubbish. Quite often you need to be able to read between the lines to find the bargains.

Whatever you do, though, go and view the car. Only an idiot, like the editor of this magazine, would buy a Porsche (well, two actually) off eBay without viewing first.

Without doubt eBay is the last bastion of the bargain hunter and it's the most fun too. He who dares wins and all that.

www.ebay.co.uk





968 & Club Sport

Words: Steve Bennett

The ultimate evolution of the 924, the 968 was too little too late at the time. Now, however, it's a great front-engined buy

At the time the 968 was a case of too little too late. Now, however, it's revered as one of the best handling Porsches ever devised, although that is to perhaps do a bit of a disservice to the 944 and even the 924 on which the 968 is based. Indeed scratch the surface of the 968 and its evolution can be traced back to the Porsche/VW 924 project of the mid '70s. That's longevity for you.

'Too little too late?' Well, the 968 was introduced in the early '90s when Porsche was a bit broke. The 944 was nearly 10 years old and sales were collapsing and it was rather expensive compared to the competition. Truth was the 944 was still a good car, but it was ripe for replacement and in an ideal world that replacement would have been an entirely new, front-engined machine. That, though, was never going to happen so Porsche had no choice but to heavily facelift what it had. New front and rear polyurethane aprons, flush pop-up headlamps, new rear lights, side aprons and aero wing mirrors freshened up the looks, while under the bonnet the 944's 3-litre, 16-valve, four-cylinder engine was re-worked with a variable valve timing system (Varioram) to produce 240bhp. This was mated to a six-speed gearbox that, of course, was part of the rear mounted transaxle, which with the front-engined layout gives the 924/944/968 family its 50/50 balance.

It was a pretty effective makeover, with Porsche even claiming that it was 83% new. However, it didn't help that the 968 was launched right into the teeth of the early '90s recession and no one really bought the whole 'it's a new car' thing, least of all the press. On top of all that at around £35,000 (minus any meaningful extras) it was pricey too, and within three years it was dead and Porsche was plotting a revival under the leadership of Wendelin Wiedeking, the Boxster and the water-cooled generation of 911s.

The 968 stalled with just 11,245 cars having been built,

making it something of rarity and, while circumstances conspired against it, it has very much stood the test of time, unlike its various – mainly Japanese – rivals.

The 968 came in various guises including the stripped out Club Sport (as seen here), which has something of a cult following and comes with fixed back buckets and minus rear seats and even the rear wiper. Some have manual window winders, too. Suspension was lowered and adjustable and dubbed MO30 (in keeping with all Porsche sports suspension options). A UK only version called the 968 Sport featured the MO30 set up, but without the weight saving interior. The was also a cabrio and a Tiptronic version, plus a Turbo S and RS version of which just 14 were built.

The 968 has been off the radar for a little while now and we reckon that can only change. It stands to reason that the Club Sport will be the 968 of choice in terms of values, but the Sport and standard models will be dragged along behind. The truth is the 968 is a simply sublime car to drive. The 50/50 handling bias is no myth, and even in lowered CS spec the suspension has a compliance that is missing from most modern Porsches. Add to that the meaty and fulsome steering, an engine that is quite unlike anything else in its mix of torque and revs, plus a chunky six-speed gearbox and you have one of the best ever driving Porsches – seriously.

Don't take it just from us. I well remember interviewing a very prominent Lotus chassis engineer, responsible for the brilliant Elise. His favourite handling car of all time? Yup, the Porsche 968.

So the next big thing? Well, they're only going one way: up!

Scratch the surface and the 968 will reveal its 924 roots. A 944 makeover, it was launched into a recession and never really took off. That's a shame because it was a great car in many respects with terrific handling and a punchy, big banger, 3-litre four-pot motor, that has to be driven to be experienced

The 911&PW verdict
Rarity will always count in the 968's favour and it's always had a cult following. Prices are only going to go one way

What to pay?
Around the the £10,000 mark for something good, or below if you're lucky. Raising to mid teens for a Club Sport and £20,000+ for an exceptional low-mileage car



TECHNICAL SPECIFICATION

PORSCHE 968

ENGINE	3.0-litre straight four
POWER	240bhp @ 6200rpm
TORQUE	225lb ft @ 4100rpm
TRANSMISSION	6-speed manual or 4-speed Tiptronic
BRAKES	298mm ventilated discs front 299mm rear
TYRES	Front: 205/55ZR16 Rear: 225/50ZR16
ECONOMY	30mpg (combined)
TOP SPEED	157mph
0-62MPH	6.5 secs

BEST OF BRITISH 100% UK MADE BRAKES



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



WANT A QUALITY DAILY DRIVER PAD?

- Try the new Ultimax 2 premium replacement pad.
- ✓ The world's first and only true ECO friendly pad
 - ✓ Great brake feel for everyday driving and
 - ✓ A new lower price point

THREE SPORT DISC CHOICES

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

**New BSD Series
"Blade" rotor range
now available**



**EBC
BRAKES**

www.ebcbrakes.com

**demon tweeks
Direct**
MOTORSPORT
MEDIA CODE: PZ260A

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG

Porsche Specialists

TRACKDAY TYRES

Porsche Specific Fillet/Rated	Trackday Tyres Toyo R888	Yokohama A048	Pirelli P Zero Trofeo	Pirelli P Zero Trofeo R
205/45/17	£199.83	£260.90	£204.62	-
225/40/18	£199.83	£260.90	£220.22	£254.17
235/40/18	-	-	£246.00	£312.00
265/35/19	£262.08	-	£298.50	£376.00
265/35/19	-	-	-	£354.00

All prices are per tyre.

This is only a small selection of our range of high performance tyres. Call for further details.

SEATS, HARNESSSES, STEERING

from £345.81

Cobra Classic RS seat in black vinyl with corduroy centre. Also available in leather from £238.80

Recaro SP-G available in flame resistant material with leather options from £747.99

from £165.99

Momo Prototipo in black leather with black or silver spokes

Steering wheel bosses to suit OMP, Sparco and Momo from £46.71

from £747.99

Schroth Porsche 997 GT-3 specific harness Profi II -6 Porsche 6 point from £345.81

POUR OILS AND LUBRICANTS

from £13.42

MAKINOVA

£12.48

DT40

£22.48

MOTUL

£56.98

K&N AIR FILTERS

from £39.37

This is only a small selection. Visit demon-tweeks.co.uk for details.

Direct replacement performance filter elements for all models from £39.37

57i Generation II high-flow induction kit (996 models) £301.14

63 Series aircharger kit (997 GT-3 model) £384.26

ROAD/TRACKDAY BRAKE PADS

from £89.94

This is only a small selection of our brake pads available. Please call for details of our range of discs, pads, calipers, lines and fluids from all the major manufacturers.

from £2508.16

Goodridge stainless steel brake line kits from £59.70

SUSPENSION

This is a small selection of suspension solutions available. Call for details.

Spring kits fitted from **£95.00**

Suspension Kits fitted from **£125.00**

Vehicle Model	Eibach Pro Kit Springs from	KW Automotive Variant 3 Ultimate Road Kit from	KW Automotive Clubsport Track Suspension from	Bilstein B16 Suspension Kits from
954	£327.00	£1,982.00	£2,192.00	£2,216.56
993	£327.00	£2,100.00	£2,279.00	£2,500.06
996	£327.00	£2,100.00	£3,069.00	£2,216.55
997	£327.00	£2,100.00	£2,279.00	£2,251.24
Boxster S 986	£327.00	£1,848.00	-	£2,045.06
Boxster S 987	£327.00	£1,932.00	£2,103.99	£2,073.80
Cayman	£294.00	£1,932.00	£2,103.99	£2,073.80
Cayenne	£282.99	£2,437.00	-	-

www.demon-tweeks.co.uk

SALES ORDER LINE: **0844 375 2609**

WHEELS TYRES AND EXHAUSTS ORDER LINE: **0844 375 2605**

All major credit cards accepted and Paypal transactions. Cheques, postal orders or bank drafts made payable to Demon Tweeks. Goods despatched on express carrier service £8.70 or economy carrier service £7.50

All prices quoted are from and include VAT
Calls may be recorded for training purposes

LOCAL RATE CALL

0906 250 1517

OR TEXT CODE **MSAB** TO 84010 WITH YOUR NAME, ADDRESS, POSTCODE

If you do not wish us to contact you by mail or text with any information, promotion or special offers, we may have in the future, insert X at the end of your message. Brochure requests via SMS are charged at £1.50 per message sent. Calls to 0906 numbers cost 50p per minute at all times. (Calls should last no longer than 1 1/2 minutes).

For our full range of catalogues visit:
demon-tweeks.co.uk



BUY OR BUILD

Is it sensible to take on a Porsche project when, often for less money, you can buy a car that's ready to drive?

Words by Keith Seume Photos: Darren Tompkin, Mark Slade

Come on, admit it: you've often wondered about the pros and cons of a project, haven't you? Like many people, you reckon you could save yourself a bundle of money by taking on a project, rather than shelling out on a car that's already up and running. But what's the real truth behind the 'buy or build' dilemma?

If you read last month's *'Usual suspects'* piece you'll be aware of how my own project went from naïve dream to bottomless pit in a couple of years. Thoughts of quickly turning a rolling chassis into an up and running car quickly turned to dust – or rather, rust – once my Porsche hit the workshop. Two and a half years later, it's still not done.

But let's take a step back and think about this. There are three ways to own a Porsche, and the same holds true whether it's your first or the latest in a long line of them. First, you can scan the classifieds and buy yourself a car that's all ready to go, taxed MOT'd, the lot. There are hundreds, if not thousands, to choose from.

The second option is to pay someone to restore a car for you. That way, assuming you go to the right person, you know you'll end up with a car that's as good as new and built the way you want it. The third is to do the restoration yourself, with or without the help of friends...

Let's take a look at the merits of each. Buying a car that's already up and running usually turns out to be the cheapest option in the long run. If it's a bone-stock 911, then there are plenty around to suit just about every pocket. You can drive before you decide and, if you buy from a dealer, in theory you should have some peace of mind if anything goes wrong. Not that you can expect much of a warranty on a car that's three or more decades old...

If you buy somebody else's completed project – be it a restoration or an 'outlaw' – then there are pros and cons associated with this, too. The real pros are, of course, all related to cost and time. Nothing consumes money and hours like a rebuild. Many people get to the end of a project and realise that

they enjoyed the journey more than the destination, choosing to offload their project and, maybe, start all over again. By buying somebody else's cast-off Porsche, you could save yourself a small fortune.

But there are several potential problems. The first and most obvious is that you can't always be sure that the work, unless scrupulously documented, has been carried out to a standard that pleases you. Another is that another man's idea of a perfect Porsche may not be the same as yours – this is particularly true when it comes to modified cars.

While the original owner might be happy to drive around wearing ear-plugs in a stripped-out hot-rod, you (or your loved ones) might not share his enthusiasm. Making significant changes could mean that your bargain ends up costing more than you had originally expected.

OK, so you don't want somebody's cast-off. You want your own Porsche – and by that I mean one which has been rebuilt exactly the way you want it, right down to colour, trim and mechanical specification.

There are several companies in the UK who will be more than happy to discuss building your dream Porsche, some with the facilities to carry out all the work in-house, others who serve as experienced project managers, out-sourcing work like body restoration, paint and upholstery to other companies who specialise in such areas.

The benefits of this course of action are manifold. You can sit down with the experts and work out exactly what you want from your finished Porsche, discussing all the fine details as if you were ordering a new 991.

You can 'order' your Porsche in Blood Orange with black leather, or go for something totally off the wall. It is, after all, your car, your choice – your money. It's the perfect opportunity to own your ideal Porsche with the minimum of fuss.

But there are pitfalls. One, of course, is cost. These days, carrying out a decent respray alone can cost anything between £5- and £10,000. Gone are the days of £500 blow-overs – modern paint materials alone are costly without factoring in labour

and the cost of all the little bits and bobs (seals, trim clips, etc) which you'll need to replace.

Get into body restoration on an early 911 and your eyes can begin to water – £20,000 is probably a starting point these days, but once you've had the bodyshell stripped, new repair panels acquired and the work carried out to a high standard, it is not unreasonable to double or treble that. And a professional engine rebuild can set you back another £15K...

What this means, of course, is that that there's every possibility you'll end up with a car that cost you far more than it's actually worth on the open market. Now that needn't be a problem if you plan on keeping the car for some time, but it might weigh on your mind if you're someone who likes to chop and change his cars every few years.

Other pitfalls associated with turning your whole project over to someone else include discovering too late that they're not really as skilled as you hoped they might be – that's where research and word of mouth come into play – or finding that the timescale exceeds your hopes. We've all heard of situations where a car has spent years in a workshop when it was expected to return home, all done, in just a few months. Don't forget, many (if not most) workshops work on several cars at a time and it's easy for one or more to become sidelined, especially if the owner doesn't keep in regular touch.

But what if you really don't have the money to buy a 'done' car outright, or can't afford to pay the experts to do it all for you? What's the reality of doing it yourself? Most of us dream of that mythical retirement project, where we do absolutely everything from start to finish.

It may take years, but the sense of satisfaction will be second to none... Or you may despair at your lack of ability to tackle even the most simple of mechanical tasks. You may be the sort of person who, let's be honest, simply shouldn't even be allowed to own a spanner, let alone try and use it on something as fine as a Porsche.

But take heart: you can always teach yourself, and call on a few favours from friends. Look at Mark Slade ('Sladey' on DDK-online.com). His back-dated 911SC was the stuff of legends, frilly round the edges as rust took its toll, and mechanically, how shall we say, 'well used'. He professed to not being an expert at any one thing but was determined to give it a go – and put the full gory details on the Internet for all to see.

Mark set to and taught himself basic metalworking skills. He didn't simply buy in repair panels – that would be too easy. No, he made them out of steel sheet, cutting them by hand, beating them into shape with hammer and dolly until they fitted. His welding skills went from 'enthusiastic amateur' to 'pretty damned good' as the project progressed. He made some mistakes, learned from them and started over again.

When it came to paintwork, he called on the help of a friend. Between them, they built a temporary spray booth in Mark's garage which proved to be more than adequate for the task in hand. OK, so it wasn't up to professional paint shop standards, but it worked out fine and cost very little. Even the engine rebuild was something Mark tackled himself, under the watchful eye of an expert.

As a lesson in what can be done when you put your mind to it, Sladey's 911 (opposite page) is an inspiration. If you want to see for yourself, log onto www.ddk-online.com and do a search for 'Sladey's hotrod'.

So, what's it to be? Buy a finished car? Pay someone to rebuild one, or do it all yourself? All I'll say is don't underestimate the time and cost involved – like I did. In this case, it's summed up perfectly by the expression 'do as I say, not as I do'... **PW**

From the top: tempting as it is to buy a ready-done project, not everything is always as it seems, as Darren Tompkin discovered. Extensive bodywork may need access to a jig, but painting a car in a home-made booth is possible (as Mark Slade proved), as is teaching yourself metalwork skills





911 Carrera (964)

Words: Keith Seume

Often overlooked, and frequently misunderstood, the 964-series 911s have really come in to their own in recent times

Coil-spring suspension, plastic body panels, four-wheel drive and power steering hardly add up to a classic experience. But then that's not what the 964 is all about. Think of it as the model which kept the 911 alive at a time when there was serious talk of killing it off in favour of front-engined water-pumpers.

Work began on the new project in 1984, with plans to add it to the line-up for the 1988 model year. It was decided that, to broaden its appeal, the 911 needed to be upgraded in several areas, including the adoption of power steering and anti-lock braking.

There were plans to market the new model in parallel with the existing Carrera 3.2. Another alternative was to produce a face-lifted Carrera 3.2 in parallel with the all-wheel drive newcomer, which would see the older model restyled to look outwardly similar to the new 964. Both of these options were rejected in favour of building a new bodyshell for the 964 that could be used by both two- and four-wheel drive alternatives.

Externally, the 964 was virtually identical to earlier models above the bumper line (the designer's brief stipulated that nothing was to be changed above this line), while the interior remained largely unchanged, too. The biggest difference was in the layout of the suspension. To accommodate the 4WD, the front struts needed to be redesigned. At the rear, there would no longer be space for the torsion-bar tube. The answer? Use coil-springs all round. Ferdinand Porsche must have been spinning in his grave...

The result was the most neutral-handling 911 to date. It was a car that could be enjoyed without fear of swapping ends quite so easily if you got it all wrong on the Nordschleife. It also meant that the car was more comfortable and quieter than earlier models.

The engine capacity was increased to 3.6-litres, producing 250bhp. It was essentially a development of the existing air-cooled unit, but the 964 engine

featured new cylinder heads with two spark plugs per cylinder, necessitating a new ignition system incorporating dual distributors connected by a toothed rubber belt... which can fail.

The 964 weighed some 20 per cent more than the old model, and production costs were high, too, with just 15 per cent of components shared with the outgoing models, the majority of which were upper body panels and interior trim.

Full-scale production began in January 1989, but the UK market didn't get its quota of right-hand drive models until August that year. In 1990, the two-wheel drive C2 joined the ranks, along with Targa and cabriolet versions. There was also the option of a 'Tiptronic' semi-automatic transmission on two-wheel drive models.

Many detractors are quick to criticise the 964 in two main areas: the dual-mass flywheel – and oil leaks. You can forget the first as just about every car would have been upgraded to the simpler one-piece flywheel. As for leaks, the 964 was probably no worse than most other 911s – the plastic undertray at the rear just made things look bad...

We love the 964 in all its forms and have been surprised it's taken so long for values to rise. You can still find a decent C4 for well under £20K, but if you want a good C2 (especially a non-sunroof car) then be prepared to pay more.

Don't be put off by the Tiptronic gearbox – a C4 with 'Tip' will be the cheapest option. Manual non-sunroof C2 coupés are the most sought after as they make great trackday cars...

The 964 arrived in 1989 and offered a more modern take on the 911's basic body shape. Engine capacity grew to a chunky 3.6 litres and torsion bar suspension was replaced with coil-springs all round. Not without its problems initially, these have all been rectified over time. This is the 'sleeper' 911 and values are set to rise

The 911&PW verdict
If you don't mind the 'bodykit' styling, you'll be hard-pressed to do better than a good 964

What to pay?
Not long ago, you could buy a perfect C2 for around £15K, a C4 even less. Those days have long gone and you'll see C4s at over £20K and Carrera 2s at well over £35K! Tiptronic gearbox, Targa or cabriolet options represent the best bargains – as low as £12K



TECHNICAL SPECIFICATION

PORSCHE 964

ENGINE	3.6-litre flat-six
POWER	250bhp @ 6100rpm
TORQUE	229lb ft @ 4800rpm
TRANSMISSION	5-speed manual
BRAKES	298mm ventilated discs front 299mm rear
TYRES	Front: 205/55ZR16 Rear: 225/50ZR16
ECONOMY	24mpg (combined)
TOP SPEED	161mph
0-62MPH	5.7 secs

PREP FAB MOTORSPORT

P O R S C H E ENGINEERING LTD

PORSCHE bodyshell & component manufacturers
Buy direct from the manufacturers

FOR ALL YOUR TRACKDAY & COMPETITION REQUIREMENTS - ROAD - RACE - RALLY
FOR COMPETITION VEHICLES FOR SALE, SEE OUR SISTER COMPANY AT www.richardlepleyracing.com

We are proud to announce the opening of our new France (Langres 52250) premises.



LHD FIA RS 3.0
AVAILABLE
NOW-AS SHELL
OR FULL BUILD-POA



BODY SHELL PREPARATIONS
 Full or part preps to the very highest standards from historic to modern shell mods. Coach works available.



NEW PREP FAB BUILD FULL FIA RS 3.0 RALLYCAR
 Reigers mech.inj,motor g30 brakes, fuel cell, short rear steel arms. Call for details.



New prepfab RHD fia spec lightweight 2.7/3.0RS race/rally shell, in primer ready to paint, all parts available to build poa.

NEW PREP FAB REMANUFACTURED RSR SHORT REAR ARMS

Perfect recreation, original spec RSR rear turrets. Call for details.



ENGINE/GEARBOX REBUILDS
 We have a purpose built engine/transmission build unit, competition gearbox builds, diff setting, race engine building - RING FOR DETAILS



NOW STOCKING

915 GEARBOX PARTS AVAILABLE FROM STOCK
 RACE/RALLY RATIOS AVAILABLE,
 MANUFACTURED TO THE HIGHEST SPECS
 UTILISING ORIGINAL PORSCHE DOG RINGS.
 STOCKING GEAR SETS @ £500/PR-
 17.35/20.32/22.29/30.33/26.26
 SINGLE PIECE BEARING RETAINER @ £210
 BILLET DUAL RAMP ANGLE LSD UNIT @ £1585
 ALL THE ABOVE PRODUCTS ARE OF THE
 ABSOLUTE HIGHEST POSSIBLE QUALITY
 MANUFACTURED EXCLUSIVELY FOR US TO
 OUR SPECS BY THE LEADING PORSCHE
 TRANSMISSION MACHINE SHOP AND ARE
 TRIED AND TESTED NOT JUST BY OURSELVES
 BUT BY MANY OTHER SUCCESSFUL
 COMPETITORS.
 FULL BUILDING AND MAINTENANCE SERVICE
 ON ALL PORSCHE GEARBOXES AND
 DIFFERENTIALS-PLEASE CALL WITH YOUR
 REQUIREMENTS OR JUST ADVICE ON RATIOS.

TOP QUALITY FIBREGLASS PANELS
 RS Ducktail£350/£420
 RH Drive/LHD dash top panel.....£148/£180
 3.0 RS type rear bumper£350/£420
 3.0 RS type front panel£350/£420
 g11s bumper with lip & notch
 out£200/£240
 RS long bonnet£250/£300
 SC bonnet£240/£290
 Turbo front wings (add
 £45 for steel bowls).....£300/£360 each
 Turbo rear 1/4 panel.....£280/£340 each
 Std g11 front wings (add
 £45 for steel bowls).....£245/£290 each
 RSR rear spoiler (10kg).....£900/£1080

911 UNDERBODY PROTECTION

Front tank/under bodyguard in aluminium full width, fits from front bumper back rear of front wheel. Complete with fitting kit (welding required)£290/£350
 Rear engine/transmission guard, full width covering heat exchangers level with rear shock absorbers, cover rear exhaust silencer going forward to centre tuned at gear linkage point. Complete with fitting kit (welding required) £420/£500
 Front & rear guards available with extra 'skid ribs' - add £100/£120 front/£150/£180 rear.
 Rear available with clutch adjustment access - add £30/£36.
 Under body aluminium skidded floor guard, covers whole centre section of car, manufactured from high grade lightweight with TIG welded sides and strengthening skids.....£300/£360
 Moulded under bodyguards, 2 pcs, fit on each side of floors, eligible for historic £300/£360 pair
 Rear arch protectors - bond - on £140/£170 pair



Safety Devices

TECHNOLOGY OF PROTECTION

THE OFFICIAL SAFETY DEVICES APPOINTED FITTING CENTRE
 Stocking weld-in and bolt-in Porsche roll cages.

Weld-in g11£560/£670
 Full spec - CDS£560/£670
 Full spec - T45£960/£1150
 Fitting prices to a stripped shell - CDS £750/£900
 T45£750/£900
 TIG WELDED - Add £350

SD
 g11 bolt-in multi-point cage.....£500/£600
 door bars£46/£55 each
 g93 bolt-in multi-point cage£500/£600
 door bars£46/£55 each
 g96 bolt-in multi-point cage£600/£720
 door bars£90/£108 each

NEW PRODUCTS

SD g11 rear half cage for road use£295/£354
 with diagonal£340/£408 inc fitting kits



PORSCHE 911 HIGH RATIO STEERING RACK

Top quality 2.5 lock to lock (casing requiring machining).....£360/£430 exchange
 Turbo rod ends & Track arms£150/£180/set

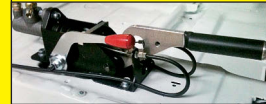
BILSTEIN COILOVER SHOCK ABSORBERS

Front coil over including spring etc (choice of rates) complete uses original top mount£400/£480 pair exchange
 Rear coil over - conversion inc threaded tube, spring seats, spring top and choice of spring rates£200/£240 pair
 Complete front Bilstein leg & inset - new£460/£550 each
 Rear Bilstein - g11£123/£148 each
 Strengthening mods for front leg RING FOR DETAILS



HYDRAULIC HANDBRAKE KIT

To suit standard g11 lever, £85/£100 alloy lever assy complete replacement (retains original heater flap controls).....£230/£276
 Scrutineer compliant handbrake cable kit.....£120/£168.



TWIN BOX STAINLESS REPACKABLE EXHAUSTS

Bolt directly onto SS's, sounds superb with power gain £470/£560 complete kit.



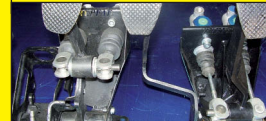
FULL RACE/RALLY SPEC g15

Gearbox - EX STOCK!! Fully built up with all new race ratios and billet LS differential and new OE mainshaft /first gear. Exchange unit required.
 Our Price: £8,048.75/£9660



911 WORKS RS SPEC DUAL CYLINDER BIAS PEDAL BOX

Complete with cylinders - £470/£560 exchange, dash adjuster with machined alloy turn knob.....£45/£54
 Now available g64 bias pedal box complete.....£470/£560 exchange



New product from prepfab g11 alloy door hinges, direct replacement for the originals manufactured to the absolute highest quality from aircraft spec materials, complete with hardened pins and greaseable access. The best quality on the market with a huge weight saving. Car set £400



ONE PIECE QUICK RELEASE PIAA LAMP POD

Latest design, fully adjustable on car £895.00/£1074.00
 Mill-spec bonnet connectors + loom £260/£310

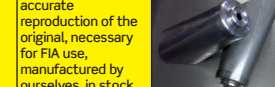


RSR TYPE FIA LEGAL 'TURBO' 4POT BRAKE SYSTEM

Designed to bolt directly onto an SC front hub and SC rear alloy arm.
 Front kit consists of: 2 Porsche 4 pot turbo callipers, 2 cross drilled discs, adaptor alloy bell to bolt to SC hub, all bolts/fixings etc£2000/£2200/set
 Rear kit consists of: 2 Porsche 4 pot turbo callipers, 2 cross drilled rear discs, adaptor bracket to fit directly onto an SC rear arm - no mods. All bolts/fixings etc .. £2000/£2200/set
 Race pads for front/rear£148/£178/set



RSR rear turrets, accurate reproduction of the original, necessary for FIA use, manufactured by ourselves, in stock.



g11 PERSPEX WINDOW KITS

With slider & formed rear screen - top quality£320/£390 full set
 g11 heated front screen£270/£320



g11 PROFILED AND SWAGED LIGHTWEIGHT ALLOY DOOR CARDS

Machined closure slot, hole to utilise original door release rod & supplied alloy opening lever £140/£170/pr plus £60/£70 powder coated.



OFFICIAL MINILITE DEALER

Usually available from stock

15 x 5 1/2 aluminium minilite £105/£130
 15 X 6 aluminium minilite £112/£135
 15 X 7 aluminium minilite £125/£150
 15 X 8 aluminium minilite £135/£160
 15 X 9 NEW aluminium minilite £145/£170
 15 X 10 NEW aluminium minilite £150/£180



NOW AVAILABLE 16X6, 16X7, 16X8 AND COMING SOON MAGNESIUM

ALWAYS WANTED 911 BODY SHELLS AND PARTS

T:UK 0044 1427 858114, France 00 33 781 611 850

E:prepfabsales@btinternet.com

www.prepfab.com

ALL PRICES + VAT @ 20% ALL CREDIT CARDS ACCEPTED & WORLDWIDE SHIPPING

ALL PRODUCTS LISTED ARE AVAILABLE TO PURCHASE IN OUR NEW ON-LINE SHOP

SERVICE WITH A SMILE

Once you own your first Porsche you will need to look after it. So, Porsche Centre, independent specialist, or DIY? Or even a combination of all three?

Story by Chris Horton Photos by the author, Antony Fraser and Peter Robain

We live, famously, in a world of choices. In just about any field of human activity that you care to imagine, these days you will be figuratively carpet-bombed – not always entirely helpfully – with alternatives. Even your local corner shop, for instance, probably stocks several dozen different hair-care or dental products, each supposedly with its own unique selling proposition. Your nearest supermarket – itself more than likely one of half a dozen or more in a single medium-sized town – might well carry several hundred of each.

And so it is – usually more happily, if often still perplexingly – for we Porsche owners and enthusiasts. In terms of brand-new cars there are literally thousands of combinations of model type, body configuration, and engine, transmission and trim options to choose from, today at the mere click of a computer mouse, or a tap on a tablet screen. As far as pre-owned vehicles are concerned you are to a greater or lesser extent limited by what someone else previously chose to pay for, of course, and not least by what might have survived the rigours of years of daily use, but either way that still leaves a very broad selection from which to take your pick.

Potentially no less confusing are some of the decisions that you will have to make thereafter. Porsches, like any other cars, need regular maintenance to keep them in first-class condition, and occasionally even repairing. (Some, as you might eventually discover, a little more often than others.)

The company, again like any other, would understandably be delighted to handle both requirements, in this context through the medium of its state-of-the-art Porsche Centres. There are currently 32 of these establishments strategically sited around mainland Britain, from Aberdeen to Exeter, and from Cardiff to Colchester. There is also one in Belfast, and another, not altogether surprisingly, in the Channel Islands. Find the nearest at www.porsche.com/all/dealer2/uk.

Such has traditionally been the essentially enthusiast nature of the marque, however – and on which is founded a large proportion of its current image and massive success – that there is a veritable army of independents now able, by and large, to offer pretty much the same high levels of both service and underlying expertise. Quite how many of those there might be throughout the UK is impossible to say with any certainty, but in Buckinghamshire and Oxfordshire alone – this writer's home patch – there must be at least half a dozen, with several more local generalists, for want of a better term, that I would be entirely happy to use for servicing and certain other specific repair jobs.

Each 'arm' of the Porsche industry has its natural characteristics; its advantages and in some respects its disadvantages. Official Porsche Centres, unsurprisingly, tend to concentrate on the newer models (which in practical terms means the current crop, whatever that happens to consist of), and in that context have the obvious benefit of a direct line to the factory for the latest

technical information, which inevitably takes time to filter down through the system. So you won't see too many 914s or 944s or 928s waiting their turn in the service department. That said, Porsche Centres are undoubtedly more than capable of dealing with older cars, and particularly 911s. Witness the fact that many in the UK, if not all, took part in a recent competition to restore the classic of their choice; all were to an exceptionally high standard.

Conversely it will be a couple of years yet before the specialists start looking after 991s or certainly Macans in any significant quantity, the way they now do 997-model Carreras and, say, Cayennes. (Interestingly, the now potentially five-year-old Panamera remains a relative rarity, both on the road and seemingly anywhere within the independent dealer or maintenance network.) That is in part a natural result of social demographics, and not least ever-lengthening service intervals, but also the now entirely erroneous assumption that, in order to preserve both its warranty provisions and all-important residual value, you have no choice but to take your new – or even newish – car to an official Porsche Centre for attention, or at least until said warranty has expired.

In fact, an arcane but (for the end user) here uncharacteristically helpful piece of European Union legislation known as Block Exemption, designed to encourage commercial competition, has since 2003 legally prevented any car manufacturer from imposing such 'unfair' terms and conditions.



Somewhat paradoxically, a car with a full set of Porsche Centre stamps in its Guarantee & Maintenance book is still seen by the market as something of a holy grail, but there is a rapidly increasing acceptance – especially among the growing number of independent dealers who are themselves moving in to the lucrative servicing and repair business – of an after-market service history in the hands of reputable specialists.

The other most obvious and significant difference between Porsche Centres and the independents is cost. At the time of writing the former – and a growing number of the latter – price routine servicing on a so-called menu basis, which means that you know beforehand pretty much exactly what the bill will be. (Any extra work will be charged at the Centre's standard hourly rate, likewise any necessary parts at the normal retail price.) Within this framework a Minor service for either a 981-model Boxster or 991 Carrera today costs £480 inclusive (ie labour, parts and VAT), and a Major £610. The same work on a naturally aspirated petrol-engined Cayenne costs £420 and £490 (£450 and £520, respectively, for a Cayenne Turbo).

Significantly, however, and demonstrating the Porsche Centres' obvious desire – and even need – to keep slightly older cars within the fold, those same services for a typical 996-model Carrera are priced at just £265 and £395. And a simultaneous brake-fluid check costs only £75, instead of the later models' £150. For full details on all such deals go to a recently established – and usefully informative – area of the Porsche website at www.porscheownerservices.co.uk/servicing, although you do need to be aware that it doesn't cover anything built before the 1996 advent of the 986-model Boxster.

Not altogether surprisingly the bigger and more organised independents have fought back with their own fixed-price servicing deals. Northway Porsche, for instance – one of our regular destinations for both practical

how-to features and Q&A material; go to www.northwayporscheltd.co.uk – will carry out a Minor and Major service on your Gen 1 997 for £210 and £288, respectively, including VAT, or if you have a 996 or 986 Boxster for just £210 and £342. And the company's basic labour rate is only £72 per hour inclusive. Dove House Motor Company in Northamptonshire (www.dovehousecars.com) offers much the same sort of website menu as Porsche itself, with a Minor and Major for a 997 Carrera 2 priced at £282 and £354 inclusive, respectively, and the equivalent figures for a 996 3.4 at £270 and £354. The company's hourly rate is £78 including VAT.

The other major attraction of the many independent specialists is that they are precisely that: independent and specialists. And almost invariably highly professional and knowledgeable, as well as both enthusiastic and personable. (That is certainly not to suggest that Porsche Centre staff lack any of those qualities, but rarely under those circumstances do you have the chance not only to meet the boss, and the technician who works on your car, but also to get to know them personally, generally with obvious benefits to the level of service you receive.)

The independents may not necessarily have premises quite as smartly modern as a Porsche Centre (although some are getting remarkably close, and even the railway-arch brigade often turn out exceptionally good work), but many are both owned and staffed by Porsche-trained technicians, with access to all the latest information and diagnostic equipment – as well as Porsche's on-line PET parts-ordering system. And you will find that a significant number have devised innovative – and usually immeasurably cheaper – solutions to on-going technical issues that as far as Porsche itself is concerned either require brand-new rather than overhauled assemblies, or else simply don't exist.

Two obvious examples: Cavendish in Nottinghamshire (cavendishporsche.co.uk),

can replace a leaking gasket in a Carrera 4 Tiptronic transmission, saving thousands against the cost of the new unit that Porsche would be obliged to fit – more on this in next month's how-to feature – and Hartech in Lancashire (www.hartech.org), has become well known for its work on water-cooled flat-six engine upgrades. Check out, too, both Elite Motor Tune (www.elitemotortune.co.uk) in Northampton – proprietor Ben Lane is another problem-solving hero – and Auto Umbau (www.classisporscherepairs.co.uk) in Silsoe, Bedfordshire, whose business ethos is eloquently conveyed in that web address.

The other obvious way of looking after your Porsche is to do it yourself. Or such of the work as you either can or wish to tackle, anyway. Certainly some jobs on some particularly complex cars are not for the faint-hearted or the inexperienced, and it is not everyone who will even want to get their hands dirty. But one of the unique aspects of *911 & Porsche World* is our belief in and commitment to DIY, and for nearly 25 years now we have been either explaining how to tackle the most commonly required repairs and overhauls, or else why you ought to be paying a professional to do them for you. See, for instance, the story about the Carrera 4 front differential we repaired in the previous issue (another piece of lateral thinking from Cavendish; you can tell what we mean about these independents), or next month that Tiptronic-gearbox leak.

And the plain fact of the matter is that servicing modern – and even not-so-modern – Porsches is by and large not exactly difficult, and whatever may be the savings to be had from the independents over and above the Porsche Centres, by undertaking even something as simple as an oil and filter change yourself you stand over a period of time to save perhaps thousands of pounds. What's more, you will be able proudly to proclaim that you don't just drive Stuttgart's finest, but you know it inside and out, too.





911T (1967 SWB)

Words: Steve Bennett

A running 1960s classic 911 that is also in budget? Yes, we were surprised, too – but you'd better get your offers in quickly...

Now we weren't expecting this. It had been decided, when we were compiling the list of cars for our 'Real World Porsches up to £50k' that anything pre-1974 911-wise was going to be out of budget. 'Really?' asked consultant editor, Chris Horton, understandably sceptically. 'Yes, really,' was the assured response. And then, on the day, up popped this 1968 short-wheelbase 'cooking' 911T in National Health hearing-aid beige – or a sort of 'sand' colour if we're being generous. It was a bit of a surprise and it immediately usurped the Cayenne that we had waiting in the wings, but dealer Paul Stephens had just snapped it up and as it stands, unrestored, and with its two owners from new history, its value is just under £50,000, and that is where the market for classic 911s is now.

Just three years ago we did a feature predicting the various Porsches that would be the 'Next Big Thing' and without wishing to blow our own trumpet, the SWB 911 was on that list, and at the time an original, sound car could be had for about £25,000. So fast forward and not only has that (frankly obvious) prophecy been realised, but prices have doubled. In fact that related to the 911S SWB, so best add another £10k on to that figure.

This, then, is your entry level classic 911 – seriously. Yes, you might be able to find something cheaper, but don't expect it to run and don't expect it to be solid. In other words it will be a restoration project. This, on the other hand, runs, is solid and has an MOT.

It's also something of a rarity. After all you don't really see many 911Ts around (T for Touring). It's base as in basic, with just 110bhp and a four-speed gearbox (shared with the 912). Not that this will put people off. Indeed it's almost endearing and for many just the early 911 shape and feel is enough.

From a distance this classic looks very presentable. Indeed close up it's not too bad. Classic car buffs call it patina and this 911T has the whole patina thing going

on – in a good way. The paintwork seems to be original and while it's lost its shine, it's still surprisingly presentable. The skinny Fuchs are faded and pitted, as is the chrome, and the various rubber seals have dried and shrunk. Inside it's in remarkably good shape although the door cards are sagging a bit and the seats are a bit bouncy. It is, to all intents and purposes, a straight car that needs full restoration. Really? Yes, really.

Straight and honest as it may be, there's nothing on this car that could be restored with simple elbow grease. It's at that stage where it all needs to be done. The only saving grace is that it's not rotten. That will save thousands and make a restoration viable.

The same goes for the mechanics. The engine runs, but needs a good tune up at the very least. Certainly the carbs, or the manifolds, are sucking in air. The gearbox is predictably vague, but the shift doesn't challenge the synchros and the suspension is tired and the tyres of dubious origin.

But it's all there and even in less than perfect condition it's great fun to drive and would make a great cruising 911. With its full 110bhp, and carrying very little weight, it would punt along very nicely and you wouldn't feel the need to wring its neck all the time.

What would the resto cost? Well, without going mad, you might do it for £10-£15,000 (not including engine), but don't be surprised if it costs more. What would we do? Restore the engine, gearbox and suspension to full health and keep the rest as is. Yes, we even quite like the colour.

Classic car enthusiasts call it patina and this wonderful 911T has it in spades. This is entry level classic 911 territory. Scruffy, but solid and useable as is. Expect it to disappear for a full restoration, which almost seems a shame

The 911&PW verdict

Last chance to jump aboard the classic 911 boat that is just about to sail off over the horizon

What to pay?

At just under £50k, this car is realistically priced as a running, solid concern. Anything less and you're looking at a project that will soon cost even more



TECHNICAL SPECIFICATIONS

PORSCHE 911T SWB

ENGINE	2.0-litre flat-six
POWER	110bhp @ 5800rpm
TORQUE	116lb ft @ 4200rpm
TRANSMISSION	4-speed manual
BRAKES	282mm vented discs front 285mm rear
TYRES	165/15 radial front/rear
ECONOMY	30mpg (combined)
TOP SPEED	124 mph
0-62MPH	10 secs



BUYING YOUR FIRST USED PORSCHE... MAKE SURE IT'S AN RPM APPROVED PORSCHE

Buy with confidence from one of the UK's leading
Porsche independent specialists.



All cars undergo a comprehensive 110 point inspection
& digital paint depth analysis



ECU interrogation, including rev ranges checked



Boroscope / loss tested engines for full and total peace
of mind



Comprehensive in-house warranty

Come in for a coffee and see if we can help you find your perfect Porsche!

01296 663824



WWW.RPMTECHNIK.CO.UK

Covering Herts, Beds, Bucks & London

TIRED OF BLOWING HOSES? GET THESE...



NEW 993 TURBO HOSE KITS

S•CAR•GO
R A C I N G

SCARGORACING.COM
4 1 5 . 4 8 5 . 6 0 2 6
info@scgoracing.com



Cayman & 'S' (987)

Words: Steve Bennett

Simply adding a roof to the Boxster created what is probably the best-handling mid-engined sports car in the world

They're such teasers those Porsche people. Ever since the Boxster was launched it seemed entirely obvious that a fixed head version should be developed too, but it took an agonising eight or so years before it finally happened, arriving as it did in 2005 (nearly ten years ago. Where does the time go?).

It proved to be a massive hit with us journos, but perhaps slightly less so for the buying public, although as a niche model, that wasn't too much of an issue. What the Cayman achieved was to turn the Boxster into something that was pretty much 100% complete as a driver's car, thanks mainly to its more rigid shell. Add to that the low centre of gravity thanks to the flat-six engine, and the low polar movement from its mid-mounted position, and this was pretty much the best handling mid-engined sports car at any price.

The Cayman arrived in full fat S guise straight at launch with a 295bhp, 3.2-litre engine attached to a shiftastic six-speed gearbox (or PDK if you must). With it came gizmos like PASM (Porsche Active Suspension Management), which defied road surfaces to combine ride quality with digitally assisted handling. The passive set up was nearly as good, too.

A year later a 2.7-litre version arrived with 245bhp and a five-speed gearbox and the option of six ratios if you ticked the right box. The S feels noticeably quicker, but the standard 2.7-litre Cayman feels even sweeter in terms of balance, particularly on standard 18in wheels.

A refresh arrived in 2009 with the gen2 Cayman which, like the g11, was on the receiving end of the new DFI (Direct Fuel Injection) engine and the new PDK seven speed gearbox. Power for the 3.4-litre S was up to 300bhp, while the 2.7-litre engine grew to 2.9-litres and 265bhp. At the end of the Cayman's first incarnation came the brilliant R version, which is now within our £50,000 budget and another tour de force

of handling prowess and a multiple magazine group test winner.

For many people, to drive a Cayman is to question the point of the g11. Logic dictates that its mid-engined set up, and one that is set low in the chassis too, is always going to be superior to the g11 rear-engined layout. Yes, there's no denying it – the Cayman is the better handling car, but it's not the faster car, that accolade will always go to the g11 because Porsche have made sure of it. That said, as the current generation of g11 becomes ever more a GT, then the Cayman is being allowed to close the gap as the de facto sports car. But here, in our up to £50,000 world, the choice is really going to be Cayman or 997.

As a Porsche novice you would be forgiven for being immediately attracted to the Cayman driving experience. It is, after all, rather special. Make sure it's a manual and revel in the interaction of the perfectly weighted controls and the full of feel steering. The 3.2 S is fast by anyone's standards too, while the 2.7 or 2.9 satisfies in the slightly more calculating approach required to getting the best out of it.

Compared to a g11? For some there is no comparison, but ultimately the g11 is the slightly more involving, three dimensional driving experience. But this is where the g11's rear-engined weight bias comes in, adding an element to the handling that, while flawed, can be exploited too. At first it feels odd, but for some it's the defining g11 trait. Us? We're probably spilt 50/50 on this one, but for this scribbler, a Cayman would be at the top of the Porsche wish list.

Creating the Cayman was a fairly obvious move, but in doing so Porsche created one of the best modern driving experiences there is. It is – whisper it – probably a better steer than the g11. It's surprisingly practical too, with its rear hatch and luggage area up front

The g11&PW verdict

The driver's car of the current Porsche range, and a bargain too. Not the sales success that Porsche perhaps wanted, but certainly the discerning choice

What to pay?

Mid teens for an early 2.7 or 2.9 up to late £20s for a good 3.4. This car with 17,000 miles on the clock is for sale for just £29,000 at Paul Stephens. Add another £10k+ for a Cayman R



TECHNICAL SPECIFICATIONS

PORSCHE CAYMAN 'S'

ENGINE	3.4-litre flat-six
POWER	315bhp @ 7200rpm
TORQUE	273lb ft @ 4750rpm
TRANSMISSION	6-speed manual or 7-speed PDK
BRAKES	320mm ventilated discs front 299mm rear
TYRES	Front: 235/40ZR18 Rear: 265/40ZR18
ECONOMY	35.3mpg (combined)
TOP SPEED	171mph
0-62MPH	5.1 secs



911 Carrera (993)

Words: Keith Seume

Revered for being the last air-cooled model built by Porsche, the 993-model 911 will always be held in high esteem. And rightly so

What's not to like about the 993? Let's look at the facts: it's the last – the very last – air-cooled 911 (or any Porsche, for that matter) ever made, marking a veritable end of an era. Twenty years on, it still looks modern – a truly timeless design. It's practical, available in a wide variety of specifications and, best of all, there are plenty of them about.

It is said that leading Porsche engineer Ulrich Bez disliked the 964, feeling that, in particular, 'the Carrera 4 didn't drive like a Porsche'. But he cautioned against change for the sake of change: 'We should not make something new and different. Instead we should do the 911 better.' This led to the development of what many regard as a true modern classic: the 993-series 911.

This new 911 was launched in the autumn of 1994 and was claimed to be 80 per cent new – don't forget the 964 had been declared 87 per cent new! Gone were the upright headlights, replaced by streamlined headlights which blended seamlessly into the front wings. The body was altogether more curvaceous, more sensual in style but – and very importantly – the profiles of the doors and rear quarter windows remained unchanged from earlier models.

For all its flowing curves, the 993 was still every inch a 911 in the traditional manner – and that's one reason we love it so much.

What makes the 993 such a pleasure to drive is the suspension set-up, and in particular the rear end. Whereas the 964 was criticised for its lack of refinement in this area, the 993 excelled, with a multi-link suspension system that gave the driver greater confidence when pushing hard on his (and possibly the car's) limit.

Designed to give a level of passive rear-wheel steering (the 'Weissach effect'), thus controlling the way the suspension behaved under cornering, braking and acceleration, it transformed the 911...

The front suspension was a coil-over strut design, largely carried over from the 964. But the 993 scores highly in the practicality stakes – it was the first 911 to be equipped with power steering, alongside a more sophisticated ABS system.

Launched with two-wheel drive, the range expanded a year later with the addition of the Carrera 4, featuring an all-new 4WD system which was not only cheaper but also lighter than that of the old 964 C4. The transmission was a development of the worthy G50 unit, but now with six forward gears.

The 993 used essentially the same 3.6-litre engine of the 964. There were detailed changes to the specification which saw the power output rise to 272bhp, but the most practical improvement was the adoption of hydraulic lifters, which reduced service costs by around 30 per cent. August 1995 saw the introduction of the VarioRam induction system helping to boost power to 285bhp. For real power junkies, there was the mighty twin-turbo, er, Turbo. That's a real modern classic in every way!

A well-maintained 993 can be remarkably problem-free and, with exemplary handling and a top speed of close to 170mph with acceleration to match, a bundle of fun to drive. Coupé, Targa or cabriolet – you'll love it.

But values are rising. Even the cheapest Tiptronic models are hitting £20,000, while you might need to add another £10-15K to that to get a low-mileage coupé with manual transmission.

Turbos now command £65K and more privately, with the very best examples topping £100,000 at a dealer.

The end of the line. Modern 911 lines mix with old school flat six, air cooled power. For many the 993 is the ultimate air-cooled 911. It's certainly a great car to drive and values are absolutely rock solid, but without being prohibitively expensive – except for the very best low mileage cars

The 911&PW verdict

Hard to fault, the 993 is a modern classic – the last air-cooled 911. The end of the line

What to pay?

You'll need at least £20,000 in your pocket to go shopping for a 'cheap' 993, and that will probably be a Tiptronic Targa. More realistically in today's market you'll be looking at spending £30,000 and up for a good manual coupé. Turbos now hit the £100K mark!



TECHNICAL SPECIFICATION

PORSCHE 993

ENGINE	3.6-litre flat-six
POWER	272bhp @ 6100rpm
TORQUE	243lb ft @ 5000rpm
TRANSMISSION	6-speed manual/Tiptronic
BRAKES	304mm ventilated discs front 299mm rear
TYRES	Front: 205/55ZR16 Rear: 245/45ZR16
ECONOMY	24.8mpg (combined)
TOP SPEED	167mph
0-62MPH	5.6 secs



911 GT3 (996)

Words: Chris Horton

It's the 2.7 RS of its generation, but for some reason the investors haven't (yet!) spoiled the huge fun to be had from this modern gem

Here's one for the hard-to-believe-but-true department. The first-generation 911 GT3 is fully 15 years old. We know because we were there for its press launch in May 1999 – 'there' being a limit-free *Autobahn* near Munich, and where we were certainly not discouraged from, well, let's just say exploring this exciting new machine's very considerable straight-line performance. (A backroad return route proved its huge capabilities on the twisty bits, too. As had Walter Röhrl's sub-eight-minute lap of the *Nordschleife* earlier that year.)

No less difficult to get your head around today is that to those outside a relatively small circle of enthusiastic *cognoscenti* this modern classic appears to be something of a mystery. Everyone has heard of it, but few seem to believe that they could – or even should – buy one. Perhaps that isn't surprising for what was essentially a limited-production homologation special, with a top speed approaching 190mph, and there is no denying that the GT3 – which only ever came with rear-wheel drive, a six-speed manual gearbox and a limited-slip differential – does in many ways have a rather uncompromising nature. But with the right specification it is still both entirely road-legal and road-usable (photographer Fraser, who owns this one, famously drives it like others might a Transit van), and you can still pick up a pretty reasonable car, which has been neither 'tracked' nor even raced to death, for no more than £40,000. Frankly that makes it, for this writer, the very best of the bunch you see here.

The GT3 also has one big advantage over any other naturally aspirated 996. Instead of the mainstream cars' potentially troublesome engine it has – like the 996 Turbo – a power unit whose bottom end is derived in large part from that of the iconic air-cooled flat-six originally designed by Hans Mezger. That doesn't render it totally immune to mechanical maladies – you might even argue that its character and application and thus likely usage demand still more rigorous levels of maintenance than

the run-of-the-mill M96 motors – but by reputation alone it is the one to have. And it can be no mere coincidence that ultimately the so-called gen(eration)2 997, and then the 991, returned to a not so very dissimilar layout.

The GT3's other trump card is its rarity. Around 1890 of the so-called Series 1 cars had been built by the time production ended in spring 2000, of which about 100 had right-hand drive. Unusually, though, production restarted in 2003, with what have come to be known as the Series 2 – or S2 – models, most easily distinguished from their predecessors by the teardrop headlights of the by then facelifted mainstream 996. But there were only ever some 3000 of those, too (including the even quicker RS variant), and as with any such vehicle trackdays will have taken their toll. (By the same token you need to be on your guard against lookalikes of varying degrees of sophistication, right through to fakes. The best way to avoid being stung – or even buying a genuine car that is a complete turkey – is to stick to bona fide dealers.)

Simon Lenton of Dove House Motor Company (01933

354144; www.dovehousecars.com) feels that for all-round usability the 'standard' S2 is the one to go for, at around £40–50K, although the S1 will – somewhat perversely, he reckons – have the better financial performance. 'And the RS has just gone mad,' he believes. 'The least you'll pay for a good one of those today is around £60,000.' Either way, he adds, any 996 GT3 should make a far better investment than a 997 or 991 variant. 'Although all that could change in an instant,' he warns, 'if Porsche ever builds the 991 GT3 with an ordinary manual gearbox.' We would be willing to chance it, anyway!

As a genuine homologation special the 'S1' GT3 – as here – is probably just a bit too raw for regular daily use, certainly in heavy traffic. S2 is a little more refined – albeit at the expense of its overall desirability – although the rare RS version of that is already showing signs of following the air-cooled 2.7 RS into the stratosphere

The 911&PW verdict

A bit mad and bad – but simply glorious, too. Buy one now, or regret it for the rest of your life

What to pay?

Were he thinking of selling (which he isn't), you might get Fraser's S1 for £40K – but there are quite a few more like that out there for about the same. Or try an S2 for £40–£50K. The S2 RS starts at about £60,000 – for the time being. Buy now while stocks last!



TECHNICAL SPECIFICATION PORSCHE 911 GT3 (1999)

ENGINE	3.6-litre water-cooled flat-six
POWER	360bhp @ 7200rpm
TORQUE	370Nm @ 5000rpm
TRANSMISSION	Six-speed manual; rear-drive only
BRAKES	Drilled/vented discs; four-piston calipers
WHEELS/TYRES	Front: 8.5J x 18 with 225/40 tyres Rear: 11.0J x 18 with 285/30 tyres
ECONOMY	22mpg
TOP SPEED	187mph
0-62MPH	6.7 seconds



DOVE HOUSE MOTOR COMPANY

"the difference is our commitment to exceptional service"

Porsche & Prestige Sports Specialists



Porsche 911 (1997) 3.8 Carrera GTS Cab PDK
2011/11, 911 (1997) Carrera White 3.8 Carrera GTS Convertible PDK, 408bhp, Automatic, Black Leather, 19" Black RS Spyder Alloys with Coloured Crests, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Mileage 23,950, **£59,995**



Porsche 911 (1997) 3.8 Turbo Convertible PDK Gen II
2009/59, Guards Red, 500bhp, Black Leather, PCM 3 - Touch Screen Sat Nav, Sport Chrono Pack Plus, BOSE Sound System, 19" Turbo II Alloys, Sports Steering Wheel with Paddleshift, Climate Control, Mileage 47000, **was £62,995 now £56,995**



Porsche 911 (1997) 3.8 Carrera 4S Coupe Gen II
2010/10, Carrera White, 3.8 Carrera 4S, Manual, 385bhp, Black Leather, PCM 3 - Touch Screen, Switchable Sports Exhaust, 19" Black Sport Design Alloys, PASM, PSM, Climate Control, Mileage 41800, **was £46,995 now £45,995**



Porsche 911 (1997) 3.8 Carrera S Coupe Gen II
2010/10, Meteor Grey 3.8 Carrera S Coupe Gen II, 385bhp, Manual, Black Leather, Universal Multimedia Interface, Xenon Lights with Wash 19" Carrera S Alloys with Coloured Crests, Mileage 22600, **was £44,995 now £42,900**



Porsche 911 (1997) 3.8 Carrera 4S Cab Tiptronic
2006/06, Arctic Silver, 355bhp 3.8 Carrera 4S Convertible Tiptronic, Automatic, Ocean Blue Leather, 19" Carrera Classic Alloys with Porsche Crests, BOSE Surround Sound System, Mileage 34400, **was £32,995 now £31,990**



Porsche 911 (1993) 3.6 Carrera Convertible
1996/P Midnight Blue 911 (1993) 3.6 Carrera Convertible, 300bhp, Manual, Stone Grey Leather, Sports Seats, Air Conditioning, Power Hood, Part Electric Seats, 18" Turbo Alloys with Coloured Crests, Electric Windows, Remote Central Locking, Mileage 87300, **£29,995**

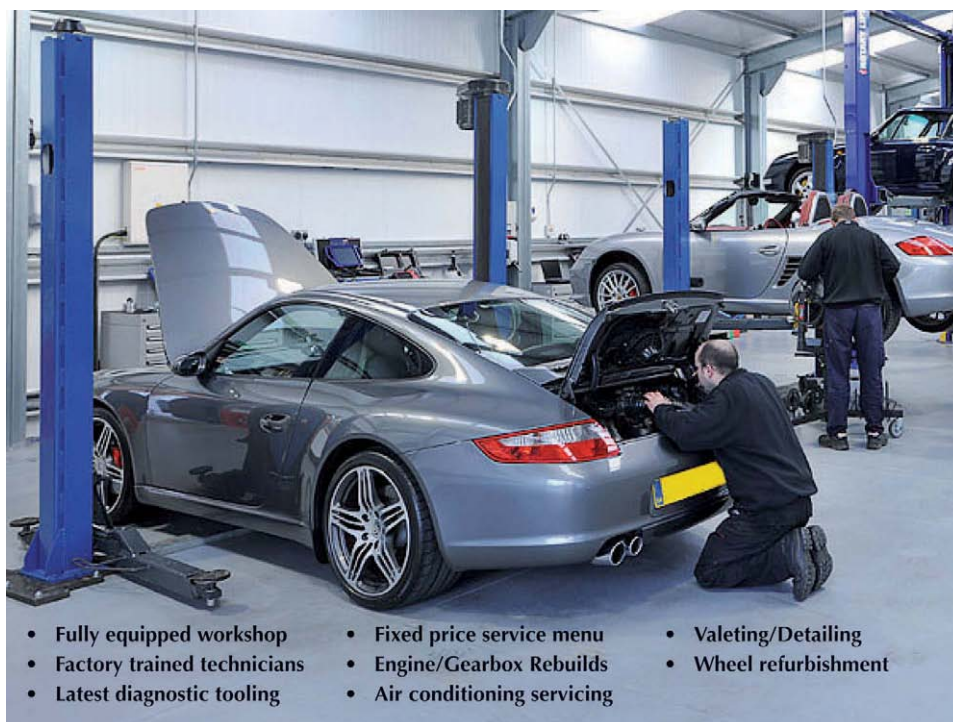


Porsche Cayman 2.7
2008/58, 245bhp, Guards Red, Manual 2.7 Cayman, Black Leather, Heated Seats, Park Distance Control, Upgraded Sound, 19" Carrera Classic Alloys with Porsche Crests, PSM, On-Board Computer, Climate Control, Mileage 63000 **£19,495**



Porsche 911 (1996) 3.6 Carrera 4 Convertible
2002/52 3.6 Carrera 4 Convertible, Cobalt Blue, 320bhp, Manual, 18" Carrera Alloys with Coloured Crests, Stainless Steel Tailpipes, Electric Memory Seats, Hard Top, Embossed Headrests, Auto Dimming Interior Mirror, Aluminium Handbrake and Gearlever, Mileage 78550, **£15,995**

DOVE HOUSE SERVICE CENTRE



- Fully equipped workshop
- Factory trained technicians
- Latest diagnostic tooling
- Fixed price service menu
- Engine/Gearbox Rebuilds
- Air conditioning servicing
- Valeting/Detailing
- Wheel refurbishment



www.dovehousecars.com

Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: sales@dovehousecars.com



THE SUM OF THE PARTS

There are more decisions to be made when it comes to buying spares for your Porsche – and it pays to think them through just as carefully

Story and photos by Chris Horton

Having bought your first Porsche, and then established some kind of basic maintenance and/or restoration regime for it (see also the previous spread) you will next need to decide how and where you are going to source the necessary replacement parts – even if only ordinary, run-of-the-mill consumables such as filters, drive-belts, coolant hoses and spark plugs.

This assumes, of course, that you will to a greater or lesser extent be taking the DIY approach, since anyone doing the work on your behalf, whether a Porsche Centre or an independent specialist (and certainly the former), is quite naturally going to wish to supply all or most of the components themselves. (And Porsche Centres, for obvious reasons, are only ever going to fit genuine Porsche parts.) That is simply the way the motor trade has always worked – although co-operative independents, once you have got to know them, can usually be persuaded occasionally to install any specific items that you might wish to supply.

Once again you have a number of options in this regard. Unsurprisingly the most comprehensive single source of components is always going to be Porsche itself, which thanks to literally daily deliveries from Germany to its massive parts warehouse at Beenham, near Reading – and there will surely be similar set-ups in most other economically developed territories – can very quickly supply just about anything and everything for both current models and the vast majority of discontinued cars.

In addition the company can via its Classic division supply a reassuringly large number of parts for very much older vehicles, as well. Currently a claimed 52,000 items, in fact, with more being added all the time (often as a result of an on-going remanufacturing programme), and for cars all the way back to the 356 – although inevitably many of the relevant items are for higher-value, higher-profile models such as the air-cooled 911s. No less predictably, given both the original purchase price and the now likely value of the cars themselves, none of these parts is what you might call inexpensive, but at least they are both available and manufactured to a consistently high standard.

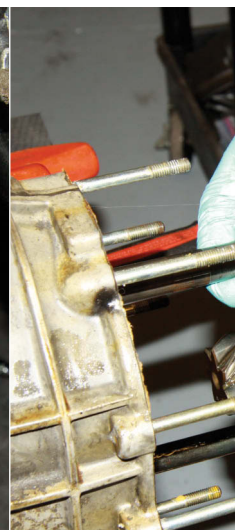
Indeed, a substantial section of the official Porsche website is devoted to this Classic brand (www.porsche.com/uk/accessoriesandservice/classic/), and it is well worth a browse. From it you will be able to download (completely free of charge) PDF-format parts catalogues for just about every Porsche you have ever heard of, up to and including the Panamera (if not yet the Macan or 918 Spyder), as well as both the 959 and Carrera GT supercars – although you do need to bear in mind that many of these documents now serve as interesting and useful works of reference, rather than as genuine catalogues of availability, as such. Even so, if you are anything like this writer you will soon be filling your PC or tablet with them – if only because you can, and because they are so genuinely fascinating.

Alternatively, ask your Porsche Centre for a CD of the entire collection, part number

000 043 400 05, and priced at the local equivalent (or thereabouts) of 8.59 euros plus VAT. Also available, but seemingly on CD only, is an up-to-date price list for all currently supplied items. Part number for that is 000 043 400 06, and it costs 7.32 euros plus VAT – or its local equivalent.

If all that comes as a welcome surprise, you should be no less reassured by the Porsche after-market. Describing that extraordinary phenomenon in the limited space here is a bit like trying to convey the vastness of the cosmos in a single paragraph. Let's just say that it is almost bewilderingly diverse, but that the intense competition and enthusiasm within it offers some surprisingly low prices for those prepared to shop around, and again both excellent availability and (usually, though by no means always) quality. Many of the larger players are regular advertisers here in *911 & Porsche World*, and as a result each issue – and certainly several consecutive editions – serves as a handy directory.

Those companies – the likes of the Porscheshop, Design 911 and Jasmine Porschalink, all with commensurately large and professional websites – supply both genuine Porsche items, in Porsche bags or boxes, and what are usually known as pattern parts, in other words equivalent items from either alternative individual manufacturers, or in some cases the same companies that supply Porsche itself. In Germany that role is exemplified by companies such as FVD and Freisinger – the latter also pre-eminent in the supply





of what is known as new old stock, or NOS, parts; that is, genuine factory items now deemed surplus to requirements – and in the US by Pelican Parts, which with its well-known forum has itself become the heart of a thriving Porsche community.

By far the biggest and slickest and most widely known such operation within the UK is Euro Car Parts (www.eurocarparts.com), which with around 160 retail and trade counters throughout the country regularly supplies not only the end user, as it were, but also the vast majority of independents. Inevitably the bulk of that business consists of the aforementioned consumables, but increasingly also the sort of stuff that is required for longer-term maintenance and repair: suspension arms and ball-joints, for example, as well as brake discs and calipers, engine and gearbox internals, lights and body panels, exhaust parts and systems – and invariably at eye-catching low prices. Own a Porsche and it probably won't be too long before you have accumulated a thick sheaf of 'Euro' invoices in its history file.

The company has a significant on-line presence, too, although more recently –

and arguably more than a little confusingly – that has been joined by a website that it established specifically to cater for the massive Porsche market alone: www.carparts911.co.uk. This claims to have the largest range of components available in the UK outside Porsche itself, and the vast majority of which are genuine original-equipment items. Again, well worth a look.

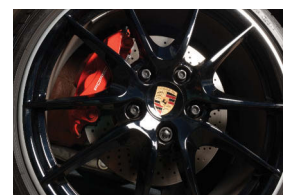
All of the aforementioned companies – and many more – sell a wide variety of tuning parts, as well, which is obviously very convenient if you wish to upgrade your Porsche at the same time as repairing or overhauling it. And despite their performance potential many of those components, too, might well be significantly cheaper than the genuine items from Porsche itself.

No less substantial or well developed is the market for second-hand parts, and plainly that is the only way you are today going to find certain items – and especially trim, body and electrical components – for particularly old and/or rare Porsches. Here in the UK the biggest and best-known suppliers are g-Apart (formerly Porsch-Apart) and Douglas Valley Breakers, and although they are very much

smaller operations this writer has happily bought from both Alastair Kirkham at Porsche-Recycled in Stretford, Manchester (0161-865 8841; he doesn't have a website, so you won't easily find him via Google) and the more recently established Cotswold Porsche Specialists in Toddington, Gloucestershire. In mainland Europe there is both Freisinger again, in Germany; and in the Netherlands the well-known Van Zweeden. Over in the US, LA Dismantler has a vast amount of stock that it claims to be able to send pretty much anywhere in the world.

Further down the chain comes what you might call the secondary second-hand market – classified ads in this magazine; autojumbles, both general and Porsche-specific (and the thrill of the chase often equals the satisfaction of finding the right part at a knockdown price); and on-line auction sites. Personally, this writer has never used them, and has no plans to do so, but by the same token editor Steve Bennett is an enthusiastic proponent, having several times tracked down some obvious bargains. That route is necessarily very much a case of *caveat emptor*, or buyer beware, however.





Boxster 'S' (981)

Words: Steve Bennett

Yes, you can get a Porsche sports car for under £50,000, and it's not even a base model. Enter the g81-model Boxster 'S'

Really? Yes, really. You can buy yourself a brand-new Porsche for under £50,000. In fact you can buy a few new Porsches for under £50k: Namely a Cayenne, a Macan, Cayman or Boxster. We've chosen a Boxster here and it's not even a poverty-spec 2.7-litre job, either, but a full fat Boxster S with a bulging 3.4-litres and a not insubstantial 315bhp. All this for just £46,000, which in our book makes it a positive bargain.

OK, so this car is from the Porsche Cars GB press fleet and so reasonably specced up at £55,000, but choose your options carefully and you could have a similarly performing car for around the £50k mark quite easily. For a start this car has PDK, which you really don't want on a Boxster. This is a proper interactive sports car, so you really should be shifting yourself. And besides, not going manual would deny you what will probably be one of the last great Porsche manual boxes of all time.

Other things that you can do without? Yes, you don't need 20in wheels and you don't need PASM (Porsche Active Suspension Management). The standard passive dampers are just fine and going to 19in wheels and tyres will reduce unsprung weight and give them less to deal with. There, that's saved you a small fortune and bought the Boxster in budget.

Being the hardcore, minimalist bunch that we are, we would also not bother with the PCM (Porsche Communication Management) system which incorporates the sat-nav, Bluetooth and music functions. That would save you a cool £2141, but we have to concede would probably hit its resale value.

Things to look out for? Well, nothing, this is a new car with a full manufacturer warranty and that lovely warm feeling you get from being the very first person to drive it. And what's it like? Pretty darned good actually. It's easy to knock new Porsches, and we can be guilty of that if we feel that, in the evolutionary process,

they've lost some of that Porsche appeal in a bid to be somewhat more rounded and appealing to more people. But that is sometimes the point. Truth is the sports cars, whether Boxster, Cayman or g11, are incredibly resolved machines and astonishingly accomplished. Even more astonishing, perhaps, is just how good the Boxster is relative to the g11, and to a lesser extent the Cayman.

The current g91-generation g11 is a pretty pricey car (although by the time we do our 'First Porsche' issue next year, it will probably have fallen within our £50,000 budget), with a bare minimum of £73,000 (add at least £6000 to that for options) required to get you in the driver's seat. The Boxster is largely the same car, but minus the rear seats and with its engine in the middle. The interior, the underpinnings, gearbox and even the mildly detuned engine are largely the same.

It's a bigger, more grown-up car than its g87 predecessor, too, although we wouldn't want it to get any bigger (well, wider) and its behind is now pretty ugly. That said, the front end is now rather more aggressive, and those side scoops give it a distinct look.

But beyond the aesthetics the Boxster is just a brilliant car to drive. If the Cayman is the best-handling, real-world, mid-engined sports car, then the Boxster must come in at number two, missing out by just a fraction. A better-handling car than the g11? Yes, we certainly think so.

In terms of 'bang for your buck' there really is nothing from within the Porsche range, or outside it, to beat the Boxster. Go on, treat yourself!

The latest Boxster is, without doubt, one of the best driving experiences around. There isn't a rival that is even close. Such a machine for such little money is one of the marvels of the modern Porsche era

The g11&PW verdict
Makes the g11 look expensive. 'Does my bum look big in this?' Yes!

What to pay?
To be precise: £46,112, or as tested here: £55,628. We reckon you could get a good, resaleable specced car for under £50,000, though



TECHNICAL SPECIFICATIONS PORSCHE BOXSTER 'S' (981)

ENGINE	3.4-litre flat-six
POWER	315bhp @ 6000rpm
TORQUE	271lb ft @ 4500rpm-5800rpm
TRANSMISSION	6-speed manual or 7-speed PDK
BRAKES	320mm ventilated discs front 299mm rear
TYRES	Front: 245/40ZR19 Rear: 265/40ZR19
ECONOMY	35.8mpg (combined)
TOP SPEED	172mph
0-62MPH	4.8 secs

NUMERIC Racing

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

NM100 ADJUSTABLE SHORT SHIFTER

986 | 987 | 996 | 997

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



PERFORMANCE SHIFTER CABLE

986 | 987 | 996 | 997

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



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

NUMERICRACING.COM

Brands Hatch Festival of Porsche

Porsche Club GB's National Event 2014

- Packed programme of races
- On track demos and parades
- Iconic machinery on display
- Club stands
- Family entertainment
- Children 12 & under FREE



Brands Hatch Sunday 21 September

The world famous Brands Hatch race track will be firmly in the spotlight as the Kent circuit hosts a Festival of Porsche and Porsche Club GB's 2014 National event on Sunday 21 September. Classic and contemporary models from the brand's history - from both road and race backgrounds - will be seen on and off the track!

SPECIAL PORSCHE OWNERS' DISCOUNT*

MAIN EVENT DAY (Sunday)
£20 online (save £5 off general advance)

Saturday - £7 online
(save £1 off general advance)

Weekend - £25 online
(save £5 off general advance)

Enter promo code: porscheowner
*discount only available online through the website



www.festivalofporsche.com

*Advance tickets available until midday Wed 17 Sept. Booking fee applies.



BrandsHatch 

First time buyer



Meet Bon. He drives a Lotus Evora, is Porsche curious, but has never driven one. So what does he make of our 12-car line-up?

Words: Brett Fraser Photography: Antony Fraser

Some Porsche-philes may be in denial, but the Lotus Evora is a serious challenger – dynamically, at least – to Stuttgart's finest sports cars. It only takes a few miles behind the wheel of an Evora, especially the supercharged V6 version, to realise it's an outstanding bit of kit. But Evora-owning Bonamy Grimes (Bon to his friends), an internet entrepreneur and film producer, fancies a change and his gaze has affixed very intently on Porsche's offerings: he's never owned one before.

Bon's not after an everyday machine. He's on the hunt for something that's enjoyable to drive and a pleasure to own. His first Porsche needs to look great, too, and perhaps be up for the occasional foray onto the race circuit for a trackday. And it needs to be a car he can make a physical and emotional connection with. We're hoping that our 12-strong collection of sub-£50K Porsches will inspire

Bon to take the plunge; the desirable dozen should certainly give him plenty to think about.

Prior to our photographic shoot Bon had already expressed a fondness for the idea of an older 911, so we decided to send him on a chronological journey through our sub-£50K line-up. Well, up to a point, anyway. First of the bunch was the 1967 2.0-litre SWB. 'It looks lovely,' enthused Bon, 'a perfect representation of the classic 911 lines. And this one is very original. When you sit in it you quickly realise that it is a very old car, and then the experience becomes a "classic" experience rather than a "driving" experience.'

'The (four-speed) gearbox is tricky at times and the car is really revving at 70mph: you want something to calm it down, an overdrive or a fifth ratio. The chassis feels a little bit floaty – gentle bends are the worst as you have to wait for the body to settle down into the corner. Then again, that's quite nice, as it's all

part of the original experience.

'If you had a car like this it would have to be for high days and holidays: you'd really have to consider carefully what trips to take it on. And at just under £50K you almost feel obliged not to mistreat it in any way.'

Less mollicoddling would be in order with Bon's next ride, the SC. 'I'd like to take it onto the track and find out its limits. This feels much more of a sports car: it's heavier but more settled on the road. It's a car you can really drive, not simply nurse along. It's a great size too, well suited to the little lanes around here and its lines retain the essential 911 character – I'd prefer it without the rear spoiler, though.'

That last sentiment also applied to the 3.2 Carrera that Bon drove next, while at the same time noting that it retains a timeless aesthetic quality. 'Although I'd be hard-pressed to tell the extra power this car has over the SC, the extra torque is immediately evident. It's great fun

to drive and the whole package feels tight, and the speed more genuine than the last two.

'Even though it's an old car it retains an air of solid quality. And it also imparts a sense that it was built for a job – it's not simply a souped-up old car – and that it's still capable of doing what it was originally designed for.'

Moving on to the 964 Carrera 4, Bon's confidence in the cars was growing. 'The 964 feels much more of a modern era machine; you don't need to treat it with trepidation. The gearchange is more real world, there's more power and that power is also more useable, plus it is very well planted on the road. And because it has the moveable rear spoiler, when it's parked up it still appears very much a 911.'

No such aesthetic praise was lavished by Bon on the 993. 'It has a slightly smooth, anonymous look about it, and lacks any truly defining features: you want your sports car to have a slight sense of theatre about it.' On the other

FIRST PORSCHE, FIRST IMPRESSIONS,



hand, he did enjoy the drive...

'In the 993 I'm really starting to get a feel for the g11's speed and power, even though you do need to keep the revs up as all the grunt is at the top end. It's a very comfortable car, too, the first one I've been in so far that I've felt I could enjoy a long-distance trip... I also like the fact that the 993 has a bit of a story to it as the last of the air-cooled g11s.'

Not that Bon was in any sense evangelical about air-cooled motors, as was instantly evident after a thrash in the 996 C4S. 'It's just FAST! Very, very nice...' he grinned. 'This car is very strong and planted, and you can feel that the howling engine can be pushed to really challenge the chassis. It's the first of these cars where I didn't feel as though I had to make any concessions to its age, I could simply hammer it.

Above: Our Porsche novice, Bon. As an Evora driver, he already displays discernment. Stand out car? The 996 GT3. A wise choice, sir

'The C4S could easily be a contemporary of my Lotus and it feels light and agile. It's strange that the huge dynamic leap over the earlier cars isn't reflected in its price.'

Bon was hugely surprised by the 968 Club Sport. 'It doesn't give the visual impression of being a great-handling sports car and I still had that "it's just an Audi in drag" hangover back from when it was new. The Club Sport immediately makes you feel like a hooligan; it's lairy and fun. Because it's stripped out and lightweight, and has a comparatively stiff chassis, it feels a lot more "mechanical" to drive than the g11s.

'The engine's not so sonorous unless you cane it, and the interior is a bit low-rent, but I can see why people would want to take it on a race track.'

Despite admiring their dynamics, neither Boxster was really up Bon's street. 'The 986 version handles extremely well and you do get a sense of its mid-engined balance if you load up the chassis in a high speed corner. Ultimately though it lacks the rawness to get you fired up during a short test drive.

'I've got to confess that the more recent model surprised me: its engine is a howler in the proper sports car idiom and it is extremely fast, as in g11 quick. Plus it's comfortable and well appointed. But its looks are too American for my tastes, and

similarly its size. On the other hand, my wife won't even be put on the insurance for my Evora, but I could very easily see her in one of these.'

The Cayman S was a different matter. 'This is another super-quick car and you're really able to exploit its speed thanks to its light, responsive chassis. Makes a glorious sound, too, when you stoke up the revs. The Cayman's shape works for me as well; you sure get a lot of pure driver's car for the money.'

As for the 997 Turbo, that's a lot of extreme acceleration for the money. 'The way the Turbo puts down its power is quite something – you're always looking for a longer straight. In some ways, though, it has too much performance for British roads: as soon as you start accelerating, it's already time to hit the brakes. And as you're hooking together a few gentle bends, you find the Turbo picking up speed, wanting to go faster than you do.

'On the other hand, it would make a superb grand tourer, because it's also refined and has a luxurious, comfortable interior. Once you've learned to tame its excesses, then I suspect that you'd never regret your decision to buy one.'

And so to Bon's favourite, the 996 GT3, which just pipped the 996 C4S to the post. 'There's no such thing as going for a drive in this car – every mile is an occasion. From the moment you

fire it up and it barks into fearsome life, you're overwhelmed by its sense of drama.

'The GT3's performance is animalistic, but that's not its only party trick – it also has superb steering and feels as though you could slalom it around penny coins laid on the ground. Despite its mighty performance I felt very confident behind the wheel and was going quicker and quicker in it. The curious thing about the GT3 is that while it seems modern in many ways, it also feels classic and iconic; just what I want from my first Porsche.'

So, having begun the day quietly hankering after a very early g11, Bon ended his day-long driving marathon with a very different type of Porsche atop his wish list. 'I realised that if you're going down the old car path then you really need to step up and spend serious amounts of money for an extremely good example, and that would be the £50K ceiling well and truly busted.

'The GT3 would be a wonderfully exciting car to chop in my Evora for and I'd adore every mile in it. But if my head were ruling the exercise then I'd probably opt for the C4S: what a great car for the money.

McQueen: The Man & Le Mans, the documentary on which Bonamy Grimes is executive producer, should be ready for release late this year. To keep up to date on its progress, visit www.themanlemons.com. PW





Yorkshire Classic Porsche

Yorkshire's No. 1 choice for
classic to modern Porsche

Please call us on 08434 996 911



PORSCHE 997 C2S AERO
9800 MILES. £35,995.



PORSCHE 997 911 4S TARGA
65000 MILES. £35,995.



PORSCHE 930 3.2 SPORT
68000 MILES. £27,995.



PORSCHE BOXTER 2.5
72000 MILES. £11,495.



www.yorkshireclassicporsche.co.uk

Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA

eporsch.

Specialist Porsche Sales and Servicing

t:01483 799245

e:info@eporsch.co.uk

w:www.eporsch.co.uk

1 Oldhouse Lane, Bisley, Surrey, GU24 9DB

PORSCHE SERVICING IN SURREY

- Fixed price servicing - Repairs - Free Checkovers
- Air-conditioning - MOTs - Parts

We provide accurate estimates and honest advice.



**Porsche 911
(964) Carrera 2**
1991, Guards
Red, KW V3
Suspension, Body
restoration, fsh,
Many thousands
of pounds recently
spent
£34,995



**Porsche 911
(996) 3.6**
2001 51-reg,
78,000 miles,
Seal Grey, Black
leather, 18in
Carrera Alloys,
Full Porsche
service history.
£13,995

All cars properly prepared with full histories and our in-house warranty.

PORSCHE CARS WANTED FOR STOCK

PORSCHE PARTS



01257 472866

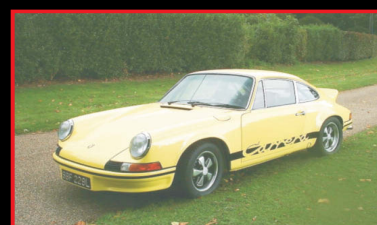
07801 456066

WWW.DOUGLASVALLEY.CO.UK

GANTSPEED

ENGINEERING LTD

- Founded in 1975 by Proprietor Robert Gant.
- Highly Professional, Personal and Cost Effective Service.
- Extensive Purpose Built Facilities.
- High Standard of Workmanship and Business Integrity.
- Experienced Team Dedicated to All Things Porsche.
- Depth of Knowledge from 356 to Current Models.
- Restoration, Project Work & Competition Builds and Preparation on 356 and Early 911 a Speciality.
- Latest Diagnostic Equipment.



Complete Restoration



Concours and Competition Preparation



Engine and Transmission Rebuilds



Bespoke Replicas

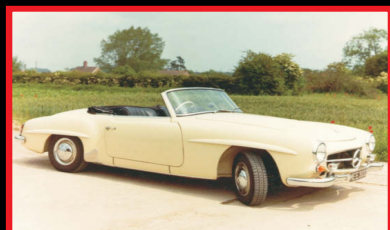


Accident Repairs and Paintwork



Servicing and Maintenance

Whilst GANTSPEED has attained an enviable reputation specialising in Porsche, we do occasionally take on other interesting projects



GANTSPEED ENGINEERING

**Chapel Lane,
Mareham-Le-Fen,
Boston
Lincolnshire PE22 7PZ**

Telephone : 01507 568474 • Fax : 01507 568664
email : info@gantspeed.co.uk or visit our website : www.gantspeed.co.uk

FOR ALL THINGS PORSCHE

THE ONES THAT GOT AWAY

Of course there are more Porsches that are worth looking at than just the bunch we've picked here. These are the ones that didn't make the cut, but we would still recommend



PORSCHE 924

The ideal starter Porsche and something of a sleeper. Prices can only go up we reckon. Derided by some (yawn), this product of a marriage of convenience between Porsche and VW produced a great car for its time and one that still feels modern today, with tidy handling thanks to front engine rear transaxle set up.

Early cars had a four-speed gearbox and a gutsy 125bhp 2-litre engine, while later cars came with a five-speed 'box. Towards the end of its life the 924 was fitted with the 2.5-litre engine from the 944 and became the 924S.

Verdict: A Porsche for peanuts

Pay: Below £1000 for a project and up to £5000 for a mint example



PORSCHE 944

This is what the 924 morphed into and a great car it was too, spawning a whole host of versions. The original 944 Lux was launched in 1982 and used a 160bhp, 2.5-litre, four cylinder engine, which was uncannily smooth and gutsy. Layout is the same as the 924.

A Turbo version followed with 220bhp, which became 250bhp and a serious threat to the 911 of the day. The Lux grew to 2.7-litres, while the lacklustre 190bhp, 2.5 16-valve S became the 210bhp 3.0 S2, which is perhaps the pick of the bunch and the most plentiful. Prices for good

cars can only go up.

Verdict: A modern Porsche, with its engine in the right place!

Pay: £2000 can still get a decent Lux. For a good S2 or a Turbo, look at spending £6000+



PORSCHE 914

Another amalgam of Porsche and VW cooperation, the 914 was actually badged as both. This is another Porsche that can only increase in value being a classic, under appreciated and currently under the radar.

Launched in 1969, it's worth remembering that this is one of the very first mid-engined production cars and flies very much in the face of Porsche's reputation as the anachronistic purveyor of the flawed rear-engined 911. Early cars came with a 1.7-litre 80bhp four cylinder VW flat-four engine, which grew to 2-litres and 100bhp, while the most desirable is the 914/6, which uses a pukka 2-litre Porsche flat-six, although with just 110bhp, it's no rocket ship. However, that doesn't matter. It's different, it handles superbly and now's the time to grab one.

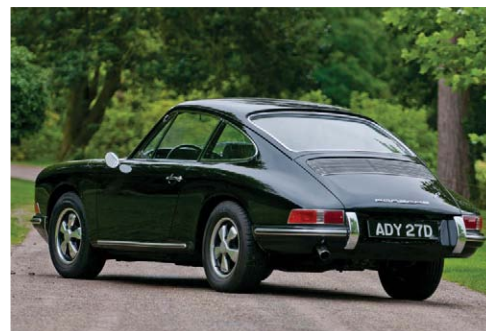
Verdict: Unloved at the time, its time is now.

The next Porsche to move up the ladder

Pay: Sub £10,000 for a runner/project, under £20,000 for a good four-cylinder car, but the 914/6 is rising fast at up to £40,000 for good cars.

PORSCHE 912

It looks like a classic 911 and for some people that's all that matters. And to be fair, engine aside, the 912 is pretty much identical. Yes, it lived in the shadow of the 911, but with 95bhp from the 356 SC derived 1.6 flat four it was far from embarrassingly slow. Most came with an optional five-speed gearbox too. The 912 was



killed off in 1969, but made a reappearance in 1975 with impact bumpers, when the fuel crisis hit, using a 2-litre VW engine. Less weight in rear makes the 912 a neat handling 911 alternative. Many were culled or converted and the market is now rising rapidly.

Verdict: The boat has already sailed in terms of values, but a compelling classic 911 alternative and a bargain in comparison

Pay: Sub £15,000 for a project but good cars are now £35,000+ climbing to £50,000



PORSCHE 928

When Porsche launched the 928 back in 1978, it was hard to believe that it actually came from the same manufacturer whose model line-up consisted of the seemingly archaic 911 and a project taken over from VW (the 924). The 928 was a game changer, but one that sadly never truly captured the imagination of the true Porsche enthusiast and so was always a bit player. For those that 'got it' it made for a great V8 Grand Tourer in the true sense of the words. Prices are starting to firm up for early and late cars.

Verdict: Be bold and bag a Porsche bargain before the market turns

Pay: Next to nothing for a project. Under £10,000 still gets a good one and £20,000+ will bag an exceptional early or late car

EuroCupGT.COM

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

986

987

955



Porsche Club
Great Britain



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



Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**



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



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



THE DEALERS' VIEWS

What's the state of the Porsche market in 2014? We put the same six questions to a bunch of Porsche specialist dealers

Words: Johnny Tipler

Fifty grand is a pretty generous allowance to take with you when hunting down any used Porsche. At the top end of the budget it gets you into all but the RS and Club Sport versions of 3.2 Carreras, 964s and 993s, pretty much all 996 and 997 models, including Turbos and Series 1 GT3s, while entry level models these days range from any of the front-engined cars (924s, 928s, 944s, 968s – including Club Sports but not Carrera

GTs), Boxster 986 and 987 and Cayman 987s. In short, the world is your oyster. However, there is another important question you need to address here, and that is, will your purchase be ruled by 'head over heart'; in short, should you be buying a Porsche because it's an investment that you can also bumble around in at the weekend, or do you want it as an everyday car, so that even the school run is a blast? Hold that thought, because the logistics

will soon become clearer.

To establish a few parameters for your quest, we asked a selection of our favourite specialists to come up with their take on the current market, based on five simple questions: **1:** What's the best buy up to £50k? **2:** What's hot? **3:** What's not? **4:** What is the next big thing? **5:** What's sticking in the showroom? **6:** Sum up the market as far as you're concerned. And, unsurprisingly, their responses make for some interesting reading.



The next big thing? Our dealers agree that the GT badged 911s are only going to go up in value, so get in while you can

Joff Ward at Finlay-Gorham:

1: The best buy at £50,000 is definitely the 997 Turbo, as they are down in the forties now for an '07 low-mileage car, followed by 996 Turbos in the twenties. All other 911 Turbos are way up in the £60- to £100,000 mark, so why not these?

2: Quickest sellers for us are the early 986 Boxsters under £4,000; they don't sit around for five minutes.

3 & 5: Slowest sellers: old 911 Tiptronic. Everyone wants a manual car when you get to the older ones. **4:** 996 Turbos have to go up in value; they are far too cheap.

6: The Porsche market is very stable at the moment. Prices seem to be the same as a couple of years ago, not really changing unless the car has high mileage. There's too much crap on the Internet about IMS (intermediate shaft) and RMS (rear main seal), and no one really understands what they're talking about.

www.finlaygorham.com



Adrian Crawford of Williams-Crawford:

1: Low miles 996 Turbo/GT2/GT3/GTS

2: Most classics, and 996 C4s,

3: What's not hot? Anything in average shape or less.

4: The next big thing? 964 Turbo 2

5: What's been sticking in the showroom? Not much.

6: 'It's a good place to be, and there is real depth to the market. Modern Porsches work well, though the 997 may be getting weaker on values for now as they are neither the latest thing nor the cheapest entry level car. The reason the classics are popular, and I believe remain appealing: drivability. They still work and drive well on today's roads. They're reliable. They're not fussy. They are beautiful. Build quality is good. The cars last. And they are rare. How many other classics can meet those five core values?

www.williams-crawford.co.uk



John Hawkins at Specialist Cars of Malton:

1: 3.2 Carrera.

2: Anything air-cooled.

3: 996.

4: Early 911T and E.

5: Nothing stays here for long!

6: 'Take a look around the treasure-house and what do you see? Three Carrera GTs, three generations of Speedster, 2.7 Carrera, 996 Carrera Cup race car, 911 r-gruppe 'Outlaw', as well as all the air-cooled and water cooled models. That's a reflection of how the business stands as far as we're concerned. Good examples of all the regular stuff, leavened with some real high-end exotics. There's something here for everyone.'

www.specialistcarsltd.co.uk



Thomas Schmitz at TJS German Sportscars:

1: Rare air-cooled models have gone up and up, big time! And that means the 964 RS, Cup, Turbo 3.6, Turbo S as well as 993 RS, 993 Turbo S and GT2 are out of reach for the majority of normal people now. It's the same with the early 911s from '64- to '66 and '70- to '73, but of course there's more risk involved because older 911s can involve problems like rust.

2: Best buy is an air-cooled 911. For a real Porsche driver, the air-cooled period delivers the right feeling, the right noise, and they are different from any other cars produced. While the water-cooled cars are OK, they are too close to BMW, Mercedes and other modern brands. I would go for a 964 C2 coupé, manual 5-speed. That makes it easy to stick within the limit of £50,000, though it would need to be extremely good quality and low miles. Or just spend less, and you'll still find a good example, but two-wheel drive and manual is not so easy to find. Supplying connoisseurs, all special models with low production numbers are hot, especially if they are air-cooled, very low mileage and extremely good condition. Most buyers these days hope to buy an investment that will give them some driving pleasure as well. Inflation will persist: the cars I've already mentioned, which are already expensive, will get even more expensive very soon, especially as there are almost no good cars available anymore.

3: Avoid the usual dogs, cars with high mileage, badly repaired accident damage, no service history and, from my point of view, most of the mass-produced water-cooled cars as well. Same with front-engined Porsches, with one or two exceptions.

4: The 996 GT3 RS and 944 Turbo Cup Car, which is a really good race car and can be run on a low budget but beat much more expensive cars.

5: I won't be drawn on 'the next big thing,' but who knows? Demand for US cars, Tiptronic transmission and lacking history is poor.

6: In summary, prices of 964 and 993 RS models will rise massively, as everybody rates them, and seriously good examples are becoming harder to find. The Porsche market in general is good for the air-cooled cars. Everybody seems to want one as they are great fun, reliable, charismatic and unique to drive.

www.germansportscars.net/GB/



Simon Lenton at Dove House Motor Company:

1: Best buy up to £50k: depends on the car usage, if an every day car then a 997 Turbo, if a weekend toy then a 996 GT3 or GT2.

2: Anything air-cooled (providing it's a manual) and any GT3 pre-991 (hence also manual).

3: Early 986 Boxsters and early 996s, although there is a buyer for every car at the right price. Poorly maintained cars, bad service history either limited or by unknown dealers and anything green.

4: Difficult to see any car meet the current air-cooled appreciation purely due to production numbers. GT3s, particularly RS models, have already appreciated steeply in the last 12 months. 996 Turbo and Turbo S Manuals seem good value at the moment.

5: Fortunately we don't have anything struggling to sell at the moment, providing condition and history is good then cars will sell if priced correctly.

6: In 2014 the market for anything air cooled has continued to rise as it had previously in 2013, when it will stop is anyone's guess however I believe it to be fragile and unsustainable for anything other than the very rare models with limited production.

www.dovehousecars.com



Mikey Wastie at Autofarm:

1: Buying the right 996 can provide a lot of car for the money. Scare stories keep prices low but you can get a lot of car for the money. Check the history and if the IMS bearing has been done and the rest of the car has been looked after, it is great value and so much performance.

2: We are seeing a lot of interest in Carrera RSs, we can't find enough good ones to satisfy demand. The last Touring sold before we had a chance to market it. Prices have risen remarkably in just the last 12 months. Cars we sold for £250k are now £500k. That is a remarkable change and it is bringing some of the other cars up with them. We have seen prices rise steeply for 2.4 Ss too, and we are also seeing more respect for the 964 with the RS excelling, unsurprisingly. We have had the largest number of build requests for Autofarm 911s (backdaters) in the past 12 months and that is against rising prices for donor cars. These so called backdate cars are also retaining their value, something that wasn't a consideration when we first started. We just started building cars that people wanted. For example we will shortly have a car we first built in 2007 - with a 3.5-litre engine - that we will offer for sale for around £120k.

3: The later cars offer exceptional value for money, but we don't see many buyers for very early Boxsters.

4: We are seeing strong demand across all the air-cooled cars. Maybe the new Targa will drive up interest in the early Targas? They have always lagged behind the coupés. We also think the impact bumper cars are going to climb, and prices will rise more sharply than we have seen.

5: We have a rally spec 911 that we have had here for a few months but haven't marketed so that might be why it is still here. We don't usually deal in rally cars so this is an unusual one for us. Now if it is was a race one....

6: The air cooled market has grown by a staggering amount, I don't think I expected prices to move so far so quickly. I am hearing of prices of over £1m for lightweights and we saw the Gooding car go for around £800k. That is incredible money for cars that were club racers in the 1980s. As with any used car, good cars with history and provenance are key to the strong prices we have seen. We had all the history and knew the yellow Italian 2.7 we sold for 24 years so it is a very easy car to sell. It will be interesting to see how the market progresses in the coming months.

www.autofarm.co.uk



Paul Stephens of Paul Stephens Specialist Porsche:

1: The 996 is a great car for less than £20 grand. If the engine's had work, all well and good, and if not, get it professionally checked. The very best of the 996 C4Ss are available for under £30 grand. It's a lot of car, and it's not going to dip any more. The 996 Turbo is about the same money, but it does it all too well; it's faultless, efficient, durable, but boring. The pure driving experience is not as nice as a normally aspirated car. It's just quicker in a straight line. The Boxster's got bigger, but is it better? The old 986 and 987 is a great little car, and they are the better bet, aesthetically - you can even get into one for £6 or £7k. They really are an affordable starter Porsche, the dynamics are brilliant. Caymans are good value for money, and you can pick one up for a dozen.

2: Because all the '60s and early '70s cars have moved ahead of the sector the '80s cars are now hot. The narrow bodied 2.7 is still available between £30- £50k, so that's your last chance to get the classic looks and drive - and there are some funky colours too. And the 996 GT3 Mk 1 is the first of the water-cooled: Comforts are like the 2.7 RS Touring from '73 and the Club Sport is like the '73 2.7 RS Lightweight, and that means it's right up at the top of the £50k budget. It won't be long before people will be looking at the first of the 996 C2 3.4 Carreras, because of the basic unsophisticated spec, rather like they do the original '64 911.

3: There's a big discrepancy between a good 964 and a bad one. A good C2 coupe will be up around £40k if you can find one, but a bad one that needs mechanical and body work will cost more to turn into a good one than the value of the car.

4: An SC or early 3.2 is a useable everyday classic car, and the very best are between £30 and £40 grand now. But if you've only got £20 grand to play with, look at the Cayman: it's only a two seater but it's nearer in spirit and concept to the original 911. It's a pure driving car, and don't forget lots of Porsche racing cars in the '50s and '60s were mid-engined.

5: Cabs are sticking: even though the summer's here, they're unloved, in general; people are going for Targas instead. There is a pecking order: Coupes, Targas and Cabriolets, C2s and C4s. All the forums and journalists bang on about 964 C2s, but the C4 has understeering characteristics, so C4 Cabriolets are probably the slowest sellers.

6: There are a lot of exciting opportunities for people to get on the Porsche ladder. The 996 C2S is a relatively rare car, and the 993 is the most useable air cooled. There is an argument for first of breed and last of breed, and that's what this is. If you have £50 grand to invest, the Club Sport will do the trick. Some shoppers are purely after collectability, while some are after something they can use daily but won't lose their shirts on. But it's been drummed into them: I mustn't lose money on my car.

www.paul-stephens.com



Jonathan Franklin, Hexagon Modern Classics:

1: The 1980s cars are the way to go and if you can get a good example under £50k it should be a good long term investment.

2: I think the model to watch is the 3.2 Carrera - very hard to find a good car and a very pure car - in my opinion the last raw Porsche.

3: Low number cars - the Club Sports, Commemorative Edition and Celebration cars in particular will always command premiums over the standard cars but I think any '80s car in good condition will follow in the footsteps of its '70s older brothers - and very soon when it is realised what massive value they are at the moment. I personally prefer the simplicity of the Carrera to the Turbo and while the Turbo is wide body and some prefer that look I like the pure slim body look - I think it reminds me of the 2.7 RSs that I can't afford! I actually prefer the drive too though - it's smooth, powerful and linear - very useable.

4: The 993s have already jumped but the older cars I believe have some catching up to do - I do understand why - they are certainly more useable but an '80s car is very easy to live with and I think is approaching real classic status hence I think the prices will continue to climb. The '80s cars are after all the model which most middle age guys and girls (we can now afford them) had on their wall as kids...

5: What's not hot is the 996 - everybody is scared of them! We all know why so I won't delve too much into this topic (I think the Turbo is a lot of car for the money however, and has the Mezger engine) Also Tiptronic are not good news either, although I don't think they are bad, they don't seem to be the enthusiasts choice.

6: To sum up - buy an '80s air cooled car!

www.hexagonclassics.com





This is entry level Porsche ownership. Boxster and 996 are spectacular value, but our dealers are divided in terms of enthusiasm

Anthony Pozner, Hendon Way Motors:

1 & 2: The best buys now are the last of the short wheelbase and air cooled 911s, particularly the 993 series. Following hot on their exhausts, for particularly good value are the 996 Turbo, 996 GT2 and 996 GT3 models, all manufactured with the Mezger engine block. Originally designed with longevity in mind, ie Le Mans, this engine appears virtually indestructible. The values of these cars are increasing.

3: The bridesmaid of the Porsche range is the 996 series. Bad press on the RMS and bore problems did little to help the 996 reputation.

4: The appreciation of the Porsche 993 models and their build quality is increasing on an almost daily basis, together with their values.

5: The early 996 models

6: We sold our first Porsche at our present premises in December 1967. A few years later people then thought they were expensive when new, at approximately £12,000. "The price of a two-bedroom London flat!", was often the comment heard. This is the second time in approximately a quarter of a century, ie since 1989, we have seen huge rises in the classic Porsche market. The main reason is that in the '60s, '70s, '80s and part of the '90s, they were virtually hand-built, and the quality of the workmanship at that time of manufacture has never been equalled.

Will the market collapse? Anything is possible, but the two reasons underpinning today's values, which make them unlikely to diminish, are that classic Porsche 911s have been too cheap for too long. And people who are buying in today's market are not buying with borrowed money like yesterday's customers.

www.hendonwaymotors.co.uk



So what do we make of this homily? The broad consensus is that Boxsters and 996s represent the cheapest way into Porsche ownership. The front-engined cars scarcely get a mention, while the Mezger-engined 996 and 997 GT3 and Turbo and other special edition models are seen as best value – though towards the higher end of our imaginary budget. As for the air-cooled brigade, they continue to rise, and if they appreciate at their current rate their value trajectory will soon take them beyond our cut-off and into the stratosphere already occupied by the '60s classics, and RSs. Depends whether you want something usable everyday or a plaything. We reckon that high miles, provided the car's been properly looked after, shouldn't be a disincentive to purchase. A 3.2 Carrera is a robust beast, a 964 and 993 eminently usable every day, while the sheer drivability and sophistication of the Boxster, Cayman and water-cooled 911 coupés place them high on the shopping list. There's an inevitability about water-cooled 996 and 997 models turning the corner and starting to appreciate, simply because the classic models will soon be out of reach. Hugging a 'best of both worlds' philosophy, I have one of each – 964 and 986 – both well within our price threshold.

Mark Sumpter at Paragon:

1: 997 Turbo, they're new enough to seem like the latest thing, yet they're around half price now. They may fall to £40K but most of the depreciation has happened. It's a good, all-round car, a daily driver with mind-blowing performance.

2: If you want depreciation proof, the 993 won't lose money. 996 Turbos, GT3s, 996 C4Ss, early 997 C2Ss are hot.

3: Ordinary 996s are not hot.

4: Anything 'GT', now that RSs have gone stratospheric – GT2, GT3, GTS; anything 'last-of', like GTS manual, because most people ask for PDK now, and the fact that there's no manual 991 GT3 is a big sign that manual will be phased out altogether in the near future.

5: Anything silver with black leather, unless it's high spec or a commemorative edition model.

6: Very busy. We have the right stock, there's no problem borrowing money to buy, there's an appetite now and we're back at 2007 levels. Some air-cooled owners wanting to sell are unrealistic: for example, C2 coupés are worth a lot more than C4 Cabriolets. www.paragongb.com



Front-engined Porsches barely register on our dealers' radar. Shame we think



- Buying and selling the finest Porsche
- Specialist servicing for your Porsche
- Restoration and upgrades for your Porsche
- Bespoke hand built Porsche

**SPECIALIST CARS
OF MALTON LTD**

APPROVED MOTOR CARS



WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

**Any other interesting or rare Porsches
RHD OR LHD**

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies

HIGH FINANCE

You've found your Porsche, so how are you going to pay for it? You may be surprised at the options available to you

Buying a car – how hard can it be? You just hand over a wad of cash don't you? Well no, that rarely happens these days as we often remind people. The most frequent question we get asked when swanning around in a new Porsche is: "So how much was that?" Then said person has to sit down when the price is revealed. But then the point here is that hardly anyone hands over the full whack for a new car, whether it be a Porsche or anything else for that matter. The list price is largely irrelevant. What matters is what people can afford to pay on a monthly basis.

The majority of new car deals are done with some sort of finance, whether that be in the form of a loan from the bank or via the dealer and it's usually via a franchised dealer because the way that people like to buy cars is to effectively lease or hire them. A deposit is put down, then a monthly payment over a fixed term is negotiated and at the end of that term the buyer can either pay a pre agreed 'balloon' payment to buy and own the car outright (calculated on the value of the car at that point minus the sum already paid), or simply hand it back and start all over again, which is what many people do, particularly if that balloon payment seems rather high... The benefits are many, not least because the monthly payments are relatively low because they are not based on the full value of the car. This is known as PCP (Personal Contract Purchase) and only available on new and nearly new purchases.

Then there is good old Hire Purchase (HP). Payments are spread over an agreed period at an agreed interest rate cost. At the end of the term the car is yours and fully paid for. An alternative to this is adding a final balloon payment, sometimes referred to as lease purchase but where you are ultimately responsible for the final balloon payment and not a hand back product, geared towards used cars often up to any age. Both Lease Purchase and HP are hugely popular because they allow buyers flexibility and they don't have a big chunk of money tied up in a car.

So those are the buying new options and both are available from your PC. What about buying second-hand? That surely is a different ball game. Well no, not really although it depends on how much you're going to spend. At the lower end of the market then cash is king. This is doubly true because the lower end also tends to be the private end too.

But what about a meaty second-hand purchase from a specialist Porsche dealer? How can you finance that on favourable monthly terms, either with HP or by leasing with a balloon payment at the end? Well there are finance companies that deal specifically with the classic and sports car market. We spoke to Rob Johnson at Classic and Sports Finance about the options available. In a period when classic car prices are on the up, this has got to be the most favourable means of buying a classic Porsche. Indeed, rather like the new Porsche scenario, you might not be able to afford, say, £40,000 on a Carrera 3.2, but you can afford to put down a 10%-20% deposit and then up to five years of monthly payments.

According to Rob, the aim is to make it easy to buy and to take the mystery out of it. "Customers can come directly to us, tell us what they want, and then as long as we feel it's a good car, we are happy to finance it. Obviously we will point them in the direction of a reputable dealer if necessary, plus we provide finance facilities directly for many Porsche specialists too. We need to know that the car is good, so we will if need be recommend an inspection. If it's not up to scratch, then we would not lend against it."

Everyone is different and accordingly there are different finance options available depending on status. A middle-aged, country dwelling chap might be required to put down a 10% deposit. A slightly younger guy, living in town with less security might be required to put up 20%. Beyond that the deal is largely the same: up to five years of monthly payments, or 48 months with a balloon payment at the end. What you do at this point is largely down to you. The balloon

payment is a pre-agreed sum, which means that someone who, say, bought a Carrera 3.2 five years ago has done very nicely because the payment is not based on the current market value. Of course the balloon payment is dependent on the monthly repayments, but it's always going to be a reasonable sum of money. "Many people will at this stage take out a loan with us against the balloon, says Rob, particularly if the car is a keeper." Makes sense to us, particularly if the car is going up in value.

Most people have an idea of what they want to spend per month, but quite often they are surprised as to what they can get. That SC could easily be a Carrera 3.2 or a 993 depending on your situation. "We like to discuss the options with a buyer. We know the market because we finance so many cars. Someone wants to effectively spend £500 a month; we'll go through their options. Often they come away with something they didn't think that they could afford."

Finance is often regarded as a necessary if convenient evil, particularly on a new car, where inevitably you're never going to win and depreciation, while masked, is still your enemy. Financing a classic Porsche, however, is rather different. At the very least you shouldn't lose, even taking into account interest. And, as many people have found out in recent years, you could stand to gain quite considerably. "We've financed many RSs, RSRs and other serious Porsche exotica, says Rob, "it's worth it for us, and for the owners, it's been a serious investment." It's not often that you finance and drive an investment. Perhaps this is the way forward... **PW**

Contact: www.classicandsportsfinance.com



CLASSIC & SPORTS FINANCE

ESTD 1997



PMO carburetors

Pair 40mm PMO's: \$3600

Pair 46mm PMO's: \$3700

Pair 50mm PMO's: \$3800

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

VISA, MasterCard, or Prepaid



1970's Wheel Brace...



One Mans Speciality.....

www.thewheelrestorer.co.uk

Tel : 01978 352980



NINE EXCELLENCE

THEY BUILD SOME OF THE FASTEST 911 TURBOS AROUND, BUT THERE'S A LOT MORE TO NINE EXCELLENCE THAN SPEED

Words and photography: Brett Fraser

Do you feel the need? The need for speed? Then you've certainly come to the right place if you've rocked up at the Horley HQ of Nine Excellence. In October last year one of the speed specialist's 996 Turbos – in extreme ge XX spec boasting more than 1200bhp – set an outright velocity of 229.6mph at the VMax shootout at Bruntingthorpe. Pretty good going for a company only two-and-a-half years old at the time.

Owner Ken Napier is keen to point out that Nine Excellence is about much more than just the pure pursuit of outrageous pace: 'Tuning is roughly 30% of our business, restoration another 20%, while the remaining 50% is servicing and maintenance.' And yet sheer speed is what Ken used to build up his company's reputation in a very short space of time.

'I'd been working on another turbo project with another specialist,' recounts Ken, 'but I didn't like how it was going. Porsches were a passion of mine, but from a business perspective I thought that there were ways of dealing with customers better, with more transparency than you might get from other tuners and the OPCs.'

'But you need to get noticed when you're starting from nothing, and it became my primary focus to build the fastest turbo car in the UK. It was something I always wanted to do anyway, and it was always in the back of my mind to create a brand in the way that Ruf has done. So it became a goal to beat the v-max record of 222mph that had been set by gff and held for ages.'

Ken is big on brand – Nine Excellence as the mother



THE SPECIALISTS: NINE EXCELLENCE



Billet steel crankshaft is a work of engineering art. Note the 'knife-edged' journals that reduce drag as the crank spins. Modified cylinder heads await 4.1-litre Turbo engine build. Ken Napier, the man behind Nine Excellence, with one of his 220+mph 996 Turbos

company, as the packages and products it creates. Sees it as a means of differentiating Nine Excellence from others who can squeeze large horsepower figures from Porsche turbo engines on a dyno, but then may not be able to make those figures stick when it comes to applying that performance to road driving. Strong brands, goes his reasoning, evolve from quality and dependability and repeatable results, and if you want to maintain and protect your brand then you have to take care to look after it. Which is great news for customers.

Of course, the tuning market is awash with companies offering to corral several fields full of ponies beneath your 911's engine cover, so why is Nine Excellence any different? 'When we started three years ago we made a conscious effort to study what the European market wanted from its tuners and how the magazines measured the performance of the tuned cars.

'Of course the customers were after the big horsepower figures,' continues Ken, 'but the well respected European magazines measured real, on-the-road performance, with 0-300kph (186.5mph) being the principal yardstick. Because while on a dyno you might get a colossal horsepower figure in, say, third gear, it's the pull you get in fourth and fifth that makes the car truly fast rather than simply massively powerful.

'I wanted to create cars where their real world figures

were verifiable by a customer simply by strapping a performance box to their car. After all, different people have different ways of measuring power, and there can be big differences between the outputs on different dynos. With the potential for such discrepancies, performance against the stopwatch becomes the final arbiter.

'So we've developed our 996 tuning packages based on a codification system linked to how quickly your car will get from zero to 300kph: our 996 40 – essentially our basic package – does the dash in 40 seconds.' (It seems churlish at this juncture to point out that Ken's record breaking v-max model is called the 996 XX, yet reaches 300kph in 14 seconds...) 'We're guaranteeing our performance and letting our customers know exactly what they're getting.'

Extreme performance is only a component of Nine Excellence's offerings, as Ken explains. 'We're not interested in building dragsters. All our packages are road legal and emissions compliant. The concept of reliability in a 1000bhp car may seem alien, but it's how we engineer our engines. We test every package extensively, making frequent trips to Bruntingthorpe (Proving Ground) to run the cars to 200mph and collect data. Every package does a full one-hour test at full load, and to date there have been no engine failures. In fact our very first customer has done 25,000 miles in his car with no problems.'

Further proof of Nine Excellence's engineering integrity

Below left: It's not all about Turbos. This 993 interior retrim looks good

Below: Nine Excellence have created their own range of custom exhausts for normally aspirated and turbo 911s





is that at the last VMax event at Bruntingthorpe, the 9e XX performed more than 50 200mph+ runs, as well as setting the new outright speed record.

Nine Excellence is proud to do all its engine-building in-house and although only trading for three years, has amassed a wealth of experience in coaxing out reliable power and torque. As outputs have soared, so has the need to strengthen the engines. Without wishing to reveal any secrets, Ken divulges that, 'We've changed the way in which the heads are held together to cope with massive pressures. And for our new 4.1-litre engines for both the 996 Turbo and 997 Turbo, we've had a crank specially made for us from a single steel billet. It's a novel item also because its journals are knife-edged to reduce drag as they pass through the oil reservoir, thus allowing for faster engine speeds.'

For other processes where he knows Nine Excellence can't hope to be at the cutting edge, Ken has established

and non-approved alternatives; we have a partnership with a local paintshop, too, and offer wheel refurbishment through Chris at Exel Wheels as we consider him to be the best. On the servicing side, we tackle anything from 924s through to the latest models. We've started to see more 997s in the past 12 months as they come out of warranty. Lots of Cayennes, too, as people who've bought them for 10-grand off eBay suddenly discover they were cheap for a reason. We also offer pre-purchase inspection, but as for sales, we don't really have the time to deal with them currently – we entrust customers' sales cars to Tom at 911 Virgin.

'Increasingly we're seeing GT3 customers coming through the door, perhaps in part because of the Beissbarth suspension geometry rig we invested heavily in. And we also give support to a 996 Cup car for a customer, although we have absolutely no intention of getting into motorsport.'

Nine Excellence will happily work on Porsches of all ages. This 356 is in for extensive work, while a number of older 911s have undergone extensive restoration in the past year

“At the last Bruntingthorpe VMax event, the 9e XX performed more than 50 200mph+ runs”

partnerships with the leaders in those fields. Principal amongst those relationships is that with Todd Knighton of Protomotive. 'Todd is regarded as one of the leading Porsche tuners – that is, engine management coding programmers – in the world: it's his code that runs our packages. And he and Protomotive are very well connected with others who can help us. Through Todd's recommendation we now have a relationship with Guard Transmission in the US, who provide all our gears: we then use Mike at Sports and Classics to build up the gearboxes for us, as he's the best in the UK.'

While there's no doubting that the 9e performance packages will forever be the headline-grabbers for Nine Excellence, Ken's keen to propagate the other strands of his business. 'Last year we had six older 911s in for restoration,' he tells us, 'and right now we have a 356 in need of extensive attention. And because the rising values of 964s and 993s are making them more financially viable as restoration projects, we're getting more and more enquires about them. As with the tuning side of the business, we contract out some processes to the acknowledged experts in those fields – for example, we've recently entered into an agreement with a trimming specialist who we'll be using both for restorations and bespoke interior packages.'

'As for body repairs we offer both Porsche-approved

All of this has added up to a 700-strong customer base, 200 of which are Turbo owners. And Ken has plans for further growth. 'I talked earlier about brand, and I now think it's strong enough to open a 9e shop, initially focussed on performance products but also selling a few aesthetic enhancements: we've recently signed an agreement with a carbonfibre producer.'


'We're also in the initial investigation of a European presence, as we've seen growing interest from Holland, France, Germany, Russia, Belgium and even Sweden. I'd prefer to have the installation work for tuning packages carried out here, but servicing could be performed by the local market: I'm hoping we can get a European division sorted out sometime this year.'

Meanwhile, Nine Excellence will be finishing off development work of the 4.1-litre engines and Ken is also casting an eye in the direction of the 991 Turbo. 'We have a customer prepared to loan us a car for development work at the end of the year. And there are two key areas for us to consider – strengthening that DFI turbo motor, which ought to be relatively straightforward, and overcoming the torque issues within the PDK 'box, which won't...' Assuming that Nine Excellence can overcome these technical challenges – and the look of determination on Ken's face suggests that's likely – then that really would be one helluva car. **PW**


CONTACT
Nine Excellence
Axiom Business Park
41 Balcombe Rd
Horley
Surrey RH6 7HF
Tel: 01293 226911
www.nineexcellence.com



Guard Transmission LLC

Nine Excellence
Porsche Independent Specialists



Servicing


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

Performance

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

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

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



SPORTS AND CLASSIC LTD




North West Porsche Specialist

SPECIALISING IN ALL THINGS PORSCHE IN THE NORTH WEST

- MOT Service
- Pre-purchase inspections
- Cayenne repair specialist
- Porsche trained technicians

- Hunter 4 wheel alignment
- Full dealer level diagnostics
- Air-conditioning repair/services
- Porsche gearbox repair specialist
- Maintenance & service plan available

- Collection/Delivery
- Menu priced servicing
- BMW courtesy cars available
- Performance upgrades all models

We specialise in the servicing and repairs of all Porsche cars from early 911s to Cayennes. We have a fully equipped workshop with the latest in diagnostic equipment and are fully trained to work on even the latest models. Why settle for any less?

Email: info@sportsandclassic.com Tel: 01565 621 311 Mobile: 07833 911911
Unit B, Longridge Trading Estate, Mobberley Rd, Knutsford, Cheshire WA16 8PR
www.sportsandclassic.com

ZIMS
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

Kupplung
Clutch
Embrayage
Freibromse

RECHARGER.
MOTIVE PRODUCTS
POWER BLEEDER

OC 54
Oil-Filter

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

Fax: 001-817-545-2002
Phone: 001-817-267-4451

VISA MasterCard DISCOVER AMERICAN EXPRESS

SOUTHCOAST CLASSIC CAR STORAGE
Secure, Undercover Sports & Classic Car Storage

5 miles from Goodwood Motor Circuit
T: 01243 572605 E: info@southcoastclassiccarstorage.co.uk
www.southcoastclassiccarstorage.co.uk

TWINSPARK RACING

PASSION FOR EARLY 911



WE SPECIALISE IN:

FIA COMPLIANT S/T, RSR
EARLY SPORTS PURPOSE
IN-PERIOD UPGRADES
WEVO PARTS

NEW:

MOTORSPORTS INSPIRED LUXURY GOODS
BERGMEISTER ROAD TRIPS

Porsche
Torque
Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Re build
Specialists
Collection & Delivery Service
Pop in for a free mechanical assessment
Audio & Alarm Fitting

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

01895 814446
07507 623997

www.porsche-torque.com
Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

Mobil 1
SERVICE CENTRE

all major credit cards are accepted

MasterCard Visa Find us on Facebook

PERFORMANCE AND SERVICE
THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes

PROMAX motorsport

ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com

www.promaxmotorsport.com

Story and photos by Chris Horton

PICTURE THIS

Our nut-and-bolt rebuild of an iconic 911 Carrera 3.2 from the 1980s is proceeding as planned, but generating so much material that we needed to start either condensing it or risk it filling the entire magazine. This instalment brings the series fully up to date



Something different for 911 & Porsche World's regular how-to slot this month. Since the end of 2013 we have been following the systematic dismantling of a demonstrably exhausted (but even then still running) 313,000-mile 911 Carrera 3.2. The work is being carried out at independent specialist Auto Umbau in Silsoe, Bedfordshire,

in preparation for the car's complete structural and mechanical restoration. The process – which is more or less on schedule, and invariably fascinating and enjoyable, if time-consuming, to watch – has already generated hundreds of images, and it was gradually becoming apparent that unless we crack on a bit we risk falling so far behind what is actually

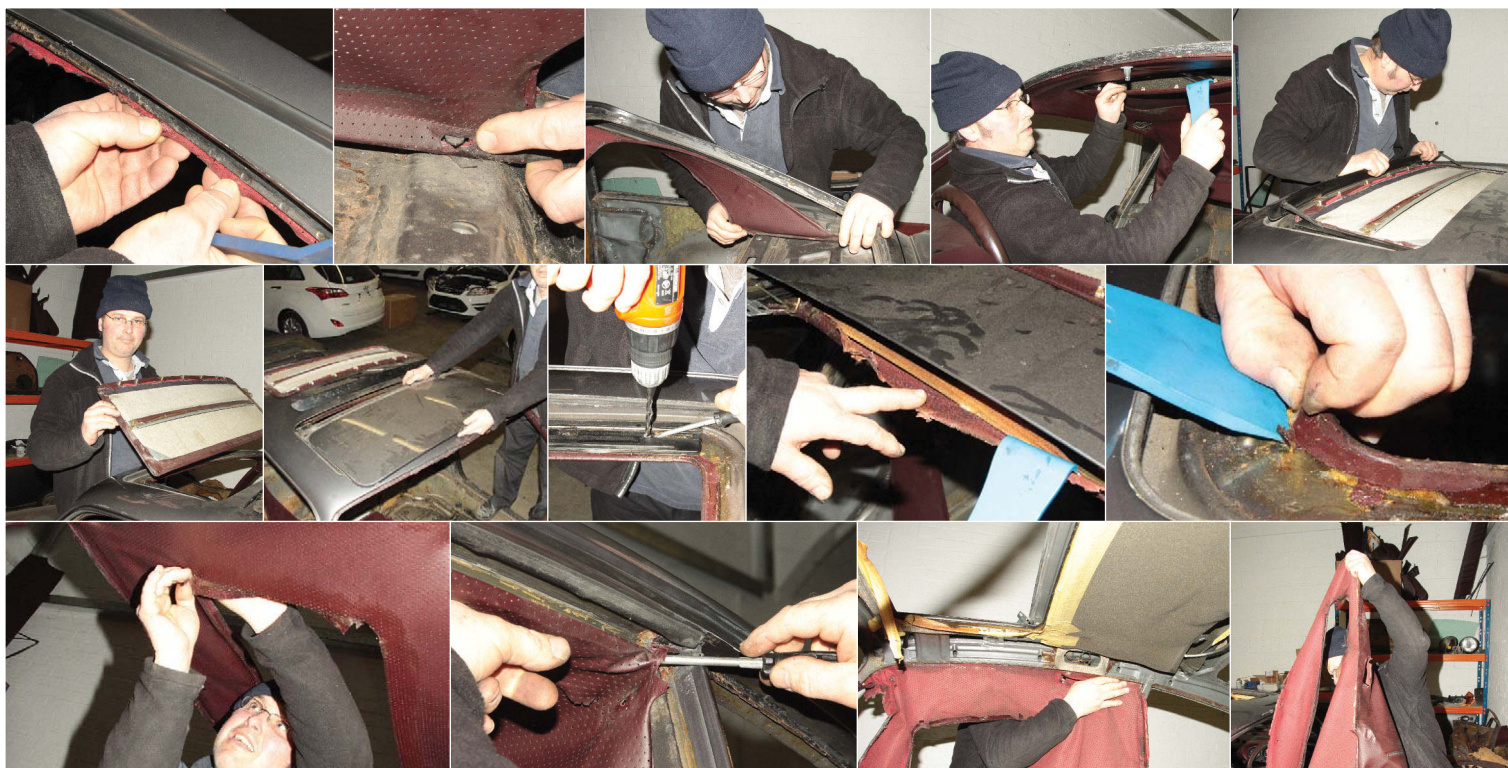
happening that the project will simply run away with us.

Already, for instance, Auto Umbau's Robin McKenzie has painstakingly removed the Porsche's sunroof and headlining – and that took the best part of a day in itself; not least because his *modus operandi* throughout is

to save and to use again as many of the original components as he can, rather than simply rip the vehicle to pieces as quickly as possible. Also out are the dashboard and instruments, and the rest of the interior – that was another full day accounted for. Most recently the front wings

Removing interior revealed a shocking repair on each inside rear quarter panel (middle). All this – and more – will have to be cut out. Most of the trim was in poor condition, as you might expect after 313,000 miles, but Robin McKenzie was careful to avoid causing any further damage. Replacements – even if available – would add exponentially to the already high likely overall cost of the project





have come off (ditto). Rather than attempt to give you a blow-by-blow account of all that, then, here we have adopted what you might call – both figuratively and literally – a bigger-picture strategy. And pictures are, after all, supposedly worth the legendary 1000 words apiece.

Even at this still early stage in the game, however, a number of valuable lessons have emerged. First, that you need a lot of time, energy and determination to see a project like this through to completion – or the financial muscle to pay someone else to do some or even all of the work for you. (You will need quite a lot of cash, anyway, of course, for the new or second-hand parts that you are bound to need; if not, why would you be restoring the vehicle in the first place?) Second, that simply stripping the car can be a daunting and even demoralising process. This one had in several crucial areas been bodged and butchered almost beyond belief, which will add exponentially not only to the difficulty of the task, but also to the time and enthusiasm that it will take – and certainly the cost.

Perhaps the most important requirement, though, is to be organised in everything you do; to give the project a structure, with intermediate goals that are

genuinely achievable. To work tidily and methodically, as well. Even a partially dismantled car occupies many times the floor space it did when it was in one piece, with the added problem that many sub-assemblies (the engine and gearbox, for instance) are heavy and thus by that stage practically immovable without help. Robin McKenzie has the luxury of a large workshop, with plenty of dedicated racking for the parts so far removed, but even in a large domestic garage we would now be falling over stuff. Or, worse still, having to move it around all the time, and thereby risk losing some vital component or other.

By the same token you need to bag and/or to label everything that you remove – down to, and perhaps especially, the very smallest screws and clips – and where feasible temporarily to put back together any obvious sub-assemblies to help keep all of the relevant items in one place. Take plenty of pictures, too – they don't have to be works of art, on high-end camera gear; even a modern smartphone should be good enough to show what goes where, especially if you later upload the photos to your PC or tablet – and good, old-fashioned written notes or sketches are always a big help.

One of the longest and most delicate tasks was removing the sunroof and the headlining. The trick is slowly but surely to ease the latter away from all glued edges – windows were taken out long ago – and then to separate the sunroof's inner trim panel from its outer skin. That allows you access to further edges, this time in the sunroof aperture, and then to disconnect the operating mechanism from the motor, the latter mounted below the main roof panel, just above the rear-windscreen aperture. Both before and especially after removal the fabric looks pretty tired, but Robin (shown in all these photos) confidently assures us that it will respond to treatment. Watch this space...

THE STORY SO FAR

Our first visit to Auto Umbau for this series was back in the March 2014 edition of *911 & Porsche World*, when we showed what was involved in removing the 3.2's front and rear windscreens and fixed side glasses (pages 92–95). In fact, and having at that stage not decided quite how we were going to play all this, we also showed one of the latter (temporarily) going back in again, but for obvious reasons the windscreens will have to wait until we reach the appropriate stage of the rebuild. In the May 2014 issue we looked at stripping and ultimately removing one of the two doors (pages 96–98), and then in the July edition the war of attrition that can be removing the front and rear bumpers and their associated components (pages 94–97). For back issues – or PDFs of the relevant features if you would prefer – go to www.chpltd.com/shop, or call us on 01883 731150.



HOW-TO: 911 CARRERA 3.2 RESTORATION UPDATE



Stripping any car, even one as relatively small and simple as a 1980s' 911, creates a large pile of hardware in need of storage, so good organisation is essential. Bag and/or label everything, before you forget where all those tiny parts came from. Sunroof cables' guide tubes will need to be looked after, too. Next out was part of the heating and ventilation system, then the fascia top. Again scruffy, but will need to be restored if possible. Note yet more corrosion at base of windscreen pillar

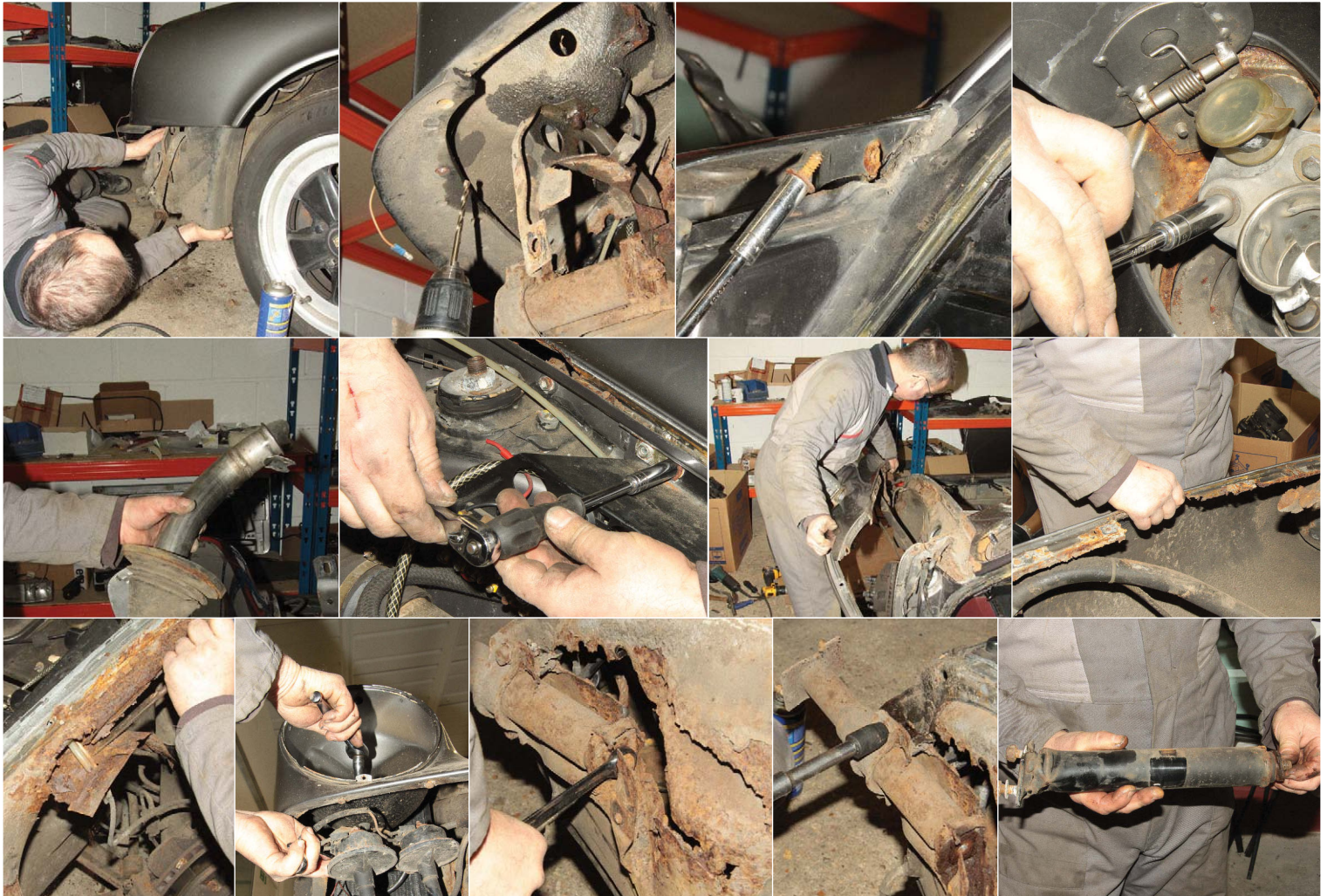
And do bear in mind – or try to, anyway – just how much any individual part is likely to cost if you need to buy a replacement. It is tempting, especially in the heat of the moment, to fling apparently irredeemably broken or even simply tatty items straight into the bin, and plainly

you don't want to compromise the quality of the finished car by refitting rubbish. (And the fact is that a huge number of early-911 parts are still available, from either Porsche itself or on the after-market.) And time – in this case painstakingly refurbishing what could prove to be a very

large pile of parts – is beyond doubt money. But at least find out what a replacement, either new or second-hand, might cost before you condemn something – and with trim in particular don't forget that some items are simply unobtainable new.

Last but no means least, get yourself the relevant technical information – we have already extolled the virtues of the American Bentley manuals for the Carrera 3.2, as well as for a number of the other popular Porsches (more information at

Next major task was the front wings – but first the washer bottle had to be freed from its totally rusted securing strap, and the characteristic front 'smile' removed by drilling out at least three of the screws fixing it from beneath. Luckily, moulding itself is OK. Left-hand wing was complicated by the presence of the fuel filler neck – and the rust duly revealed, although not unexpected, was quite demoralising. Right-hand wing and its mounting flange on the body were better, but will still need a great deal of remedial work. Front bumper mounts gave Robin grief, too: again the right-hand one was OK, suggesting recent replacement, but the one on the left – and adjacent body – are wrecked



HOW-TO: 911 CARRERA 3.2 RESTORATION UPDATE



In search of a little light relief after all that effort to get the wings off, Robin turned his attention first to the bonnet lock (top left), and then back to the interior. Fascia is one of the most crowded and complex areas of the entire vehicle: ingeniously, the wiper motor hangs on fabric strap beneath dashboard's upper face, presumably to help reduce vibration. Steering-column switches require the patience and dexterity of an instrument technician. Even the glovebox might have been designed and built by Brunel. Again, secret is carefully to remove parts rather than rip them out and ruin them

www.bentleypublishers.com) – and if it is not obvious how something needs to come apart, then find out first, before you wade in and cause any further damage. Someone, somewhere, will have faced exactly the same issues, and if you can't find any useful information (and Internet forums are arguably the very last places you should be looking), just remember that what man has made, another man – or woman – can dismantle. 'Cars are always built in layers,' suggests

Robin McKenzie. 'Often the trick is simply to work out which layer went on last, and then to work your way back from there.'

Above all, though, try to enjoy yourself and not let the project become a burden. Classic-car restoration is beyond doubt one of the most rewarding pastimes there is, with the obvious added bonus that by properly rebuilding your Porsche you can create something both dynamically and financially far greater than the sum of its original parts. **PW**

Footwell blower motors will be overhauled – at least one had seized. Traditionally unfathomable heater 'control' panel works OK; just needs a good clean and a little light grease. Easy when you know how: ignition lock's plastic surround unscrews. If necessary loosen it by inserting a thin pick into one of the tiny holes on its outer edge. Other switch finishers come off in similar fashion, so don't simply force them. Electricians all pretty shabby, but ought to clean up well enough with care

NEXT TIME

That could be anyone's guess, at least as far as the subject of this restoration project is concerned. We're back at Auto Umbau in a few days' time to finish off 'upstairs', so most likely we – or Robin McKenzie, anyway – will be taking out the engine and transmission, and then the rest of the running gear. Meanwhile we are hot on the trail of another killer mainstream fix-it, this time for later four-wheel-drive 911s – 996s and 997s – with the popular Tiptronic automatic transmission (below). The official Porsche way to cure an oil leak between the main body of the transmission and the transfer-gearbox casing at its front end is 'simply' (ie at eye-watering cost) to replace the latter in its entirety; it seems that you can't buy the necessary gasket separately. But Cavendish Porsche in Long Eaton, Nottinghamshire, hasn't let a minor problem like that get in its way... Stay with us to find out how you could save literally thousands!



HP MOTORSPORT SPECIALISTS IN EVERYTHING PORSCHE

HP Motorsports are an Essex/East London based company specialising solely in Porsche cars. We have all diagnostics to cater for later models as well as early test equipment for 924, 944, 968 and 928's.

We offer full engine/gearbox rebuilds for all model's from air cooled (our favourite) up to 997 as well as servicing and routine maintenance. Having worked on all sorts of Porsche's since 1983 we bring many years experience to our customers



- Full Engine Rebuilds
- Gearbox Rebuilds
- Porsche Servicing
- Routine Maintenance
- Fixed Price Servicing
- Brake Replacement
- Clutch Replacement
- All Electrical Repairs
- Air Conditioning Repairs
- Pre MoT Checks

HP Motorsports, Unit 6a, Bracken Industrial Estate, 185 Forest Road, Essex IG6 3HX
Tel: 020 8500 2510

www.hpmotorsport.co.uk

AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



- FIXED PRICE SERVICING
- DIAGNOSTICS
- RESTORATION
- STEERING WHEEL RE-TRIMS
- ENGINE & GEARBOX REBUILDS
- WHEEL REFURBISHMENT
- UPHOLSTERY REPAIR

Call us on
**01525
861182**

www.classicporscherepairs.co.uk
WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Mobil 1 SERVICE CENTRE

Dansk



At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family run business built on a foundation of three generations of Porsche experience stretching back to the early 1970's.

As of the 1st May our new address will be:
JMG Porsche
98 Cobham Road,
Ferndown Ind Est.
Wimborne
Dorset
BH21 7RE

Tel: 01202 488800 or 07000 996911

Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

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



Conversion Experts for Over 23 Years!



Phone: (602) 244-0911 | www.patrickmotorsports.com
Phoenix, Arizona - USA | Daily Worldwide Shipping

© 2014. All Rights Reserved. J.E. Patrick Motorsports, LLC. BMW 10-10 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®.

PROJECTS

WE DON'T JUST WRITE ABOUT PORSCHES, WE DRIVE AND LIVE WITH THEM, TOO

THE TEAM

KEITH SEUME

912/6 EL CHUCHO

It's been slow progress once again, but the interior is almost done. I had a one-off roll cage made, which looks great - but the car still has no engine or gearbox. Or electrics for that matter. Will it ever be finished? I'm beginning to wonder...



PETER SIMPSON

911 CARRERA 3.4 TARGA

Work has re-started on project backdate. It's now sitting at Hall54 up on axle stands. I have removed the rear torsion bars, discs, pads, calipers, hubs and banana arms ready for a full stripdown clean up and a bit of powder coating. Then I can paint and seal the inner rear arches for a full fit-up without the grease!



CHRIS HORTON

924S, 944

A cancelled driving job gave me an unexpected chance to have a go at the 924S up at BS Motorsport one afternoon, and get the headlights working. Trouble was, the starter motor seems to have died - yet again! - or maybe it was just the ageing battery; and I've realised that the seats need properly securing for the MOT test. Getting there, though...



STEVE BENNETT

944 LUX

Well, I'm sure I had a 944, but the empty space in my garage, which is now taken up with various bicycles, suggests that maybe I imagined it! Yes, the 944 is still away at Augment Automotive. The Koni dampers are on, the new O/E engine mounts have been fitted, but the uprated cam has given curious results, so we're investigating.



JOHNNY TIPLER

964 C2/BOXSTER 986

The Boxster got scraped by an inept neighbour while we were Stateside. A witness came forward, but now Dan at Paul Stephens has polished it out. Then a scumbag smashed the Pep Pig's side window and stole the Tom Tom; Autoglass couldn't find a 964 replacement quarterlight, but luckily Porscheshop could.



IN THE HOOD

Dep Ed Fraser's Boxster hood has suffered over the years, but a refurb kit and some elbow grease has restored it to its former glory

Mine is an outdoorsy car. I do have a car port where the Boxster dwells very occasionally, but most of the while it's exposed to the elements. And those elements have taken their toll on the condition of the hood. It's a constant battle to keep mould and algae at bay, even during the summer, and I've tried a couple of off-the-shelf hood cleaners from well known car pampering companies in a bid to freshen it up.

Recently, though, we've been approached by a Tyneside-based outfit with a convertible roof restoration kit that promises to outshine kits that we've tried before. The intriguing thing is that it's not an automotive company - it's the Furniture Clinic. Yes, we too raised an eyebrow initially, but then when we stopped to think about it, your three-piece is in just as much danger of toxic attack (red wine, chocolate, children, etc) as your convertible's roof,

so if Furniture Clinic can sort out those sort of nasties, then its products are worth a try on my Boxster.

Before despatching my kit, Furniture Clinic's Charlotte Oxnard was in touch to ask about the colour of my hood, because as well as providing a number of cleaning solutions, the kit includes a colouring agent - this won't let you apply a lighter colour to your hood, but it does seek to match what you've already got or turn it a shade darker. Charlotte is very knowledgeable about the colours and recommended that I go for a deeper blue than the one I'd picked from the company's online colour palette.

At £75 the kit isn't cheap, but you do get a lot of liquids for your money. In the box when it arrived was a one-litre bottle of Fabric Cleaner and Spotter, a smaller bottle of Mould Remover, a bottle each of the coloured FabriColour and the Penetrating Solution

BRETT FRASER

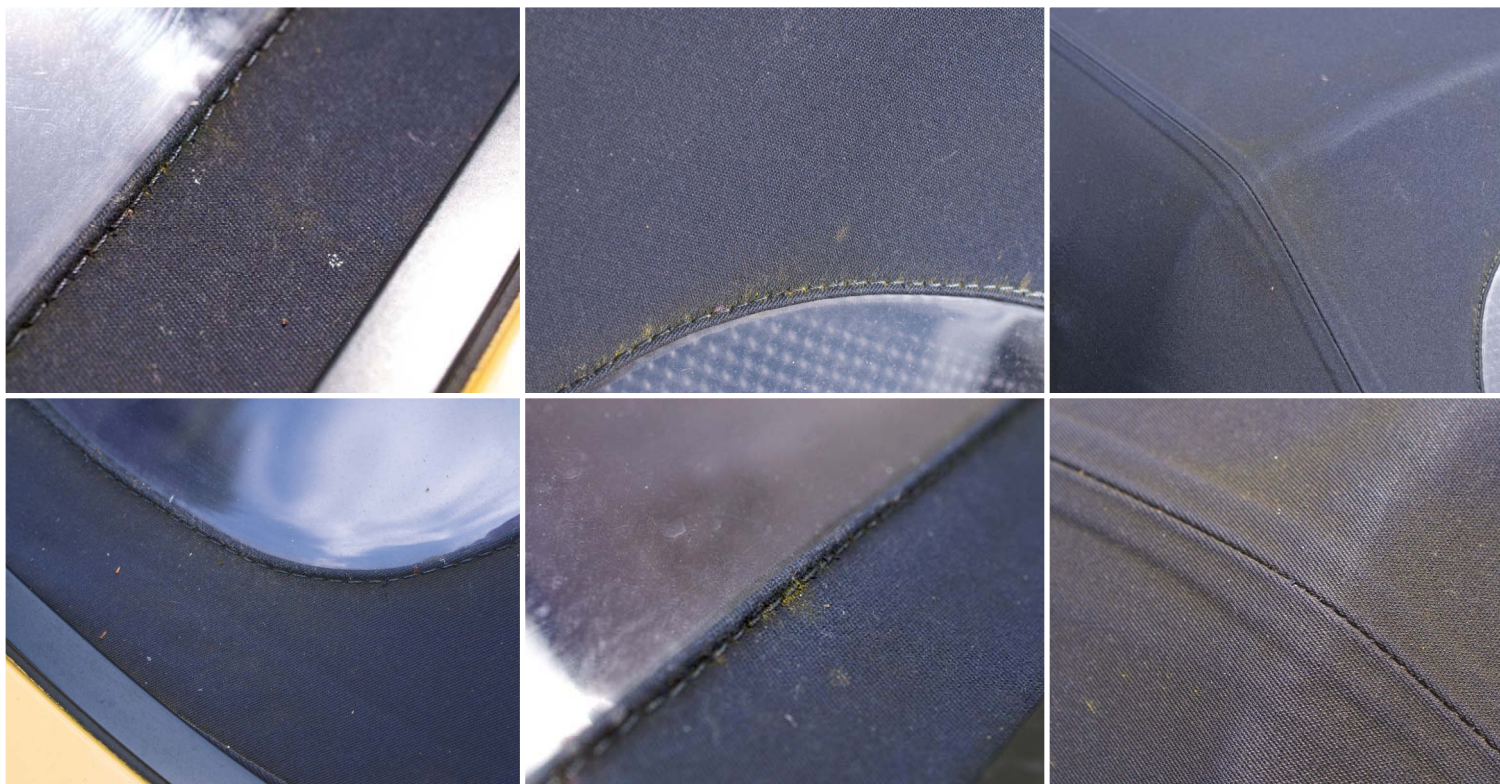
BOXSTER S

Occupation: Freelance motoring journalist / 911&PW Deputy Editor
Home town: Eye, Suffolk
Previous Porsches owned: None
Car: Boxster S 986
Year: 2001
Owned for: Three years
Mods/options: Standard
Contact: brett@brettfraser.co.uk
THIS MONTH IN BRIEF: Well, as you can see I've been giving the hood a jolly good scrub. Looks good now.

you mix with it to get a better 'take' with the hood's fabric, and finally a bottle of Fabric Protector claimed to help the hood look new for longer. In addition to the bottles there was a bundle of lint-free rags, a scrubbing brush, rubber gloves, a small plastic mixing bucket, and an applicator sponge for the FabriColour.

Because I'd used other hood cleaners at the beginning of the year, I'd conned myself into thinking that perhaps the Boxster's roof wasn't really so bad, but closer inspection prior to starting work flagged up lichen as well as green mould; there was general grime, too. Within seconds of spraying on the





cleaning and spotting solution I could see the liquid starting to turn green, and after a little scrubbing with the brush it was as though I'd applied green paint to the roof.

You're supposed to leave the cleaning fluid to soak in for 15 minutes or so, but I must confess to impatience created by anxiety over the sun baking the green goo back into the hood fabric. You remove the mess with the kit's lint-free cloth

(someone's bedsheets by the look of them), and it soon resembled bunting from a St Patrick's Day parade. But as the hood dried it was clear that there was still a lot of dirt trapped in the fabric, especially around the edges and where the fabric is supported by the hood frame. So on went another coat of cleaner. And then another. And still the drying rags were coming up green and grimy.

In truth I could/should

have done a further coat of cleaner. Instead I moved on to the Mould Remover, figuring that what was left on the hood must be mainly mould and therefore ripe for removal. The Mould Remover is a much smaller bottle than the cleaner and is intended to be used on mouldy spots, followed by a quick overall coat to kill off remaining spores: with my hood mouldy all over, it meant careful application to eke out the remover for a couple of full coats. Cue

more green-stained rags.

At this point I let the hood dry out to assess progress. It was much, much cleaner, although someone with more time and patience than me might have made it even more so. And without the dirt to mask the fact, I could now see how faded the fabric had become. Time to don overalls and rubber gloves and mix up the FabriColour dye.

The FabriColour has to be mixed – in a ratio of two to one – with a

Below left: The Furniture Clinic products in full. It's a comprehensive kit and as you can clearly see from the above this hood needs work. See over the page for the step-by-step guide

Below: Brett's Boxster, with hood down, lest we forget what it looks like



OUR CARS



Above: It's a mucky, time consuming business, but the effort is rewarded. As with all these things preparation is key and time spent on cleaning the hood and extracting ingrained grime will be reflected in the end result, with a better surface for the dye to adhere too

CONTACTS

Furniture Clinic
Tel: +44 (0)844 879 3691
www.furnitureclinic.co.uk

Below: Finished! A transformation and a new lease of life for the hood. Colour is uniform and with a coat of fabric protector too, it should last

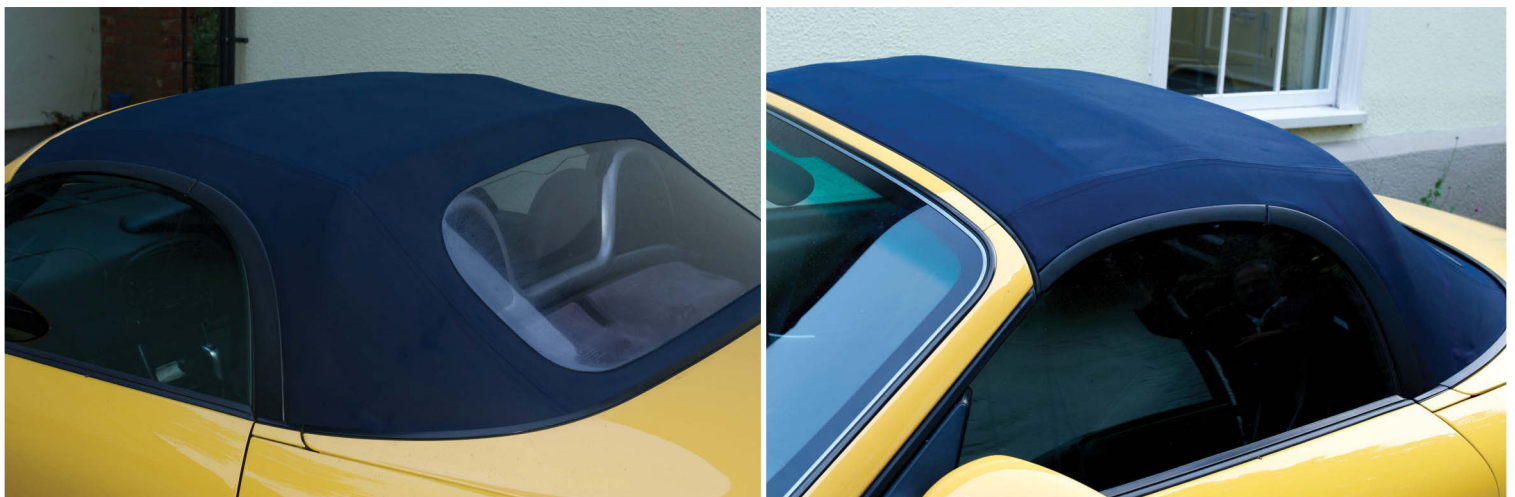
penetrating fluid to help its deeper absorption into the fabric, and then applied using another rag wrapped around the applicator sponge. Initially the blue mix appeared a bit bright and light, yet once it was on the fabric the effect was a proper match for the colour I imagine the hood originally started out with. Because the mix very quickly soaks into the material it takes quite a while to achieve a decent coverage and you really have to work the liquid in with the sponge and

cloth, going with the grain of the fabric where possible. The edges of the hood, where it meets bits of trim and the windscreen rail, were tricky areas that required plenty of time and the presence of a clean piece of rag to wipe off overspill, although when it came to applying a second coat I discovered that a good quality synthetic bristle paintbrush made for a much neater job.

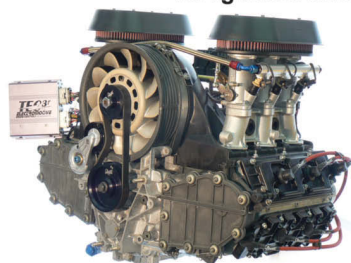
I left the hood overnight to dry and next morning discovered that the dye

had cured much more evenly than I'd expected – not completely patch-free because I was a bit of an oaf with the FabriColour's application, but nevertheless achieving the general appearance of a new, unblemished hood. Quite a result given that at the start of the process it was looking a tad "barn find". All that was left to do was apply a liberal coating of Fabric Protector, that again is best left to dry for 24 hours but is claimed to be pretty efficient after just a couple of hours.

Talking of time, leave plenty of it when restoring your hood: at least three hours, probably more, and on a day free from rain. If your hood is old then the cleaning process alone is going to occupy a goodly chunk of your efforts, especially as once the dirt starts coming off then it becomes addictively rewarding to keep chipping away at it. Furniture Clinic may seem a slightly oddball choice for sourcing car valet products, but it turns out to be a very good one. **PW**



**Complete Performance Solution
for Ignition and Fuel Injection**



- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944 and now for **912 & 356**



Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

**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

www.portiacraft.com EST: 1984

**PORSCHE SERVICING - UNBEATABLE RATES
PORSCHE SALES - UNBEATABLE PRICES**

HERE AT PORTIACRAFT WE BELIEVE THAT A PORSCHE
CAN BE RUN FOR THE SAME COST AS A HOT HATCH

WITH FULLY TRAINED MECHANICS - WE ONLY DO WHAT NEEDS DOING

WE OWN OUR OWN STOCK AND OUR BUILDING
SO OUR OVERHEADS ARE LOWER THAN MOST GARAGES
WE KEEP 25/30 FULLY PREPARED AND WARRANTED
CARS FOR SALE RIGHT ACROSS THE RANGE
NOBODY BEATS US ON PRICE OR SERVICE
TRY US ONCE AND YOU WILL NOT GO ELSEWHERE
PORSCHE ALWAYS WANTED

PHONE: 020 8959 1604 email: sales@portiacraft.com
OR VISIT WWW.PORTIACRAFT.COM

West
London
Porsche
Specialists

Porschembri
independent porsche specialists

t: 020 8577 9520
m: 07956 501 668
e: porschembri@gmail.com

We pride ourselves on clear and transparent pricing, all of our pricing includes VAT

Porsche 997 Servicing Pricing	3.6	3.8	Turbo	GT3	
20,000 mile service	£210.00	£210.00	£210.00	£210.00	
40,000 mile service inc plugs	£450.00	£470.00	£510.00	£510.00	
Porsche 993 Servicing Pricing	C2	C4	C4S	Turbo	RS
12,000 mile service	£270.00	£270.00	£270.00	£330.00	£270.00
24,000 mile service inc plugs	£390.00	£390.00	£390.00	£510.00	£390.00
48,000 mile service inc plugs	£510.00	£510.00	£510.00	£595.00	£595.00
Porsche 996 Servicing Pricing	3.4	3.6	3.6 C4S	Turbo	GT3
12,000 mile service	£200.00	£200.00	£200.00	£225.00	£255.00
24,000 mile service inc plugs	£395.00	£395.00	£395.00	£495.00	£455.00

Other Items

Air con service	£60.00	£60.00	£60.00	£60.00
Complete clutch	£810.00	£950.00	£2000.00	£1275.00

Porsche Fixed Price Servicing Menu. Free collection and delivery within 10 mile radius

www.porschembri.co.uk

**CLASSIC
ADDITIONS**

• Established 1989 •

Innovative range of covers
and accessories

Wind deflectors for convertibles

Official Supplier
ASTON MARTIN



Get a quote online at www.classicadditions.com
or call 01938 561717

SUBSCRIBE & SAVE!

**PAY JUST £4.00* PER ISSUE INSTEAD
OF THE £4.60 NEWSSTAND PRICE**

GUARANTEE YOUR COPY OF 911 & PORSCHE WORLD, DELIVERED DIRECT FROM
THE PRINTER TO YOUR DOOR - BEFORE THE OFFICIAL ON-SALE DATE!**

CALL +44 (0)20 8655 6400

OR SUBSCRIBE ONLINE AT

911PORSCHEWORLD.COM

*BASED ON UK ONE YEAR SUBSCRIPTION
**UK ONLY



Find us on
Facebook

	SIX ISSUES	12 ISSUES
UK	£26.00	£48.00
EUROPE	£36.00	£67.00
REST OF WORLD	£46.00	£85.00

SUBSCRIBE ONLINE:

**WWW.911PORSCHEWORLD.COM
CALL TODAY 020 8655 6400**

**TWG MOTORSPORT
SPECIALISING IN PORSCHE**

Servicing repairs 356-991

Porsche parts new up to 60% off, 915 gearbox rebuilds
from £450 and menu price servicing.

Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1)

Sales & Workshop 01733 332911

www.twgmotorsport.co.uk



Photo: Brett Fraser

The Centre for Porsche

**BODYSHOP
CONVERSIONS
SERVICE CENTRE
ACCIDENT REPAIRS
RESPRAYS
RESTORATION**

**EVERY PART FOR
EVERY PORSCHE**

www.design911.com

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



VISIT OUR NEW SHOWROOMS

What better place to discuss your Porsche needs with knowledgeable people while relaxing in comfortable chairs with a cup of quality coffee?

+44 (0)20 8500 8811

DESIGN 911

Centre for Porsche

RS-911

Porsche Specialist

Mid Wales

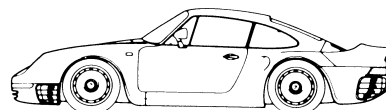
Tel : 01686 440 323

Roselea, Llangurig, Llanidloes, Powys SY18 6QJ

Specialising in all aspects of high quality
Bodywork Restoration, Welding & Fabrication
Work carried out on all models
Insurance work, Early 911's for sale & restoration
Replicas built to order, to any stage at realistic prices
Check out our new web site

www.rs911.com

Email: mark@rs911.com



AUTOSTRASSE

INDEPENDENT PORSCHE ENGINEERS

Do you suffer from these?

Expensive bills

Mediocre workmanship

CALL NOW TO ELIMINATE THESE PROBLEMS

Tel: 01376 562922 Fax: 01376 562916

UNIT 31, PRIORS WAY, COGGESHALL INDUSTRIAL PARK,
COGGESHALL, ESSEX CO6 1TW



STEVE BULL

SPECIALIST CARS

SERVICING & REPAIRS

- New purpose built premises
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche



**Tel 01380
725444**

Mobile 07767 324542

www.stevebullspecialistcars.co.uk

PORSCHE SPECIALIST

An established service in Devizes Wilts

Chris Turner

PORSCHE Specialists



020 8451 6000

www.christurner.com

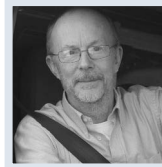
Skype: ctporsche

PORSCHE PROBLEMS?

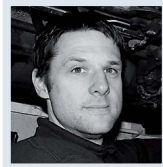
E-MAIL US AT PORSCHEMAN1956@YAHOO.CO.UK,
AND WE'LL PASS THEM ON TO OUR RESIDENT EXPERTS TO ANSWER



Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect – you ask, and our experts answer – but we have recently added more detail (including part numbers and typical costs, and also contact phone numbers and websites where relevant), and not least as many illustrations as we can squeeze in. Please note that all prices quoted were to the best of our knowledge correct – for the UK market – at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

MEET THE TEAM

NAME THAT COLOUR - BUT MAYBE DON'T CHANGE IT

I recently bought a 1972 911T – the model with the mechanical fuel-injection system – which will eventually undergo a full restoration. Unfortunately, it has been repainted a rather unpleasant shade of metallic blue, but I think the original colour was some sort of red that is quite unusual. There is no paint identification plate in the driver's side door aperture. The original paint is showing through beneath the black undercoating in the engine bay. It looks

different from the normal Guards Red or Bahia Red variants, however. Can you tell from the attached picture what colour this actually is? It would be great if you could tell me the proper factory ID code for it, as well.

Mark Moore

Per Schroeder, Stoddard NLA: That looks like the 1972 911T colour code 024, which is called either Rose Red or Fraise – the latter also the French word for strawberry. You can

confirm this by ordering a certificate of authenticity for your Porsche from the importer for your country.

It is, as you say, a very unusual colour, but one that I think looks absolutely stunning when seen in daylight on a freshly restored car. As you are no doubt aware, these rarely seen colours are always a hit on the concours field – if that happens to be your 'thing' – because they stand out well in what so often tends to be an overwhelming crowd of primary hues.



Whether this is a true indication of the Porsche colour Fraise depends on the vagaries of digital imaging and printing, but Per Schroeder believes it to be so – and a good choice for the show field

DON'T SHOOT THE MESSENGER



Northway's pile of scrap pistons – mostly from M97 3.6 motors – tells its own story. Most independents have something similar

At the risk of pouring 105-octane racing fuel on an already heated debate, perhaps I can draw your attention to the accompanying photograph. Shot in the workshop at Northway Porsche in early June, it shows their then current pile of wrecked M96/97 pistons and other water-cooled detritus waiting to be weighed in for scrap, and extrapolated across the whole of the UK's – if not the entire world's – Porsche 'industry' eloquently records the likely scale of the issue over which I have often been taken to task for highlighting within these pages. There must be at least three or even four engine sets there alone – together with a terminally worn intermediate shaft – with two more complete units waiting in the wings to be stripped and upgraded with steel cylinder liners. I rest my case...



The Ultimate
Cooling Solution

Tested and approved by
Porsche Specialists...

Now available from RPM Technik & Hartech Ltd
To find your nearest stockist visit www.evanscoolants.co.uk



A READER'S THOUGHTS ON THE M96 ENGINE SAGA - PRETTY MUCH THE SAME AS OURS, ACTUALLY...

Reading about Ray Adkins' unfortunate experience with his 996 here in *g11 & Porsche World* a few months ago prompted me to add my own thoughts and conclusions on this long-running debate concerning the reliability of the M96 engine.

No one can deny that there have been some monumental problems with these power units, especially some of the early ones, which suffered catastrophic failures that Porsche remedied – or so I believe – by exchanging them under warranty. No one knows just how many engines Porsche exchanged in this way, and perhaps just as alarming is the fact that no one knows what percentage of those exchanged engines went on to have the same problem(s) crop up again, with their unsuspecting owners having to foot the bill because by now they were not covered by the Porsche warranty.

If you trawl through the adds on eBay (and note that I am not suggesting that eBay, or any other auction site, is necessarily the optimum place to buy a Porsche), you will see a pretty much constant stream of 996s for sale that have had either exchanged or rebuilt engines, or else are being sold because the current motor has developed one of the usual faults – smoking from the left-hand exhaust, IMS bearing failures, not to mention RMS leaks, faulty

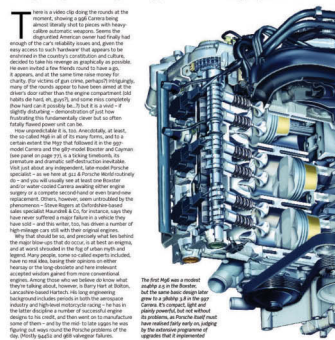
coil packs, leaking radiators, and not least air/oil separators, which at some stage will almost certainly need to be replaced.

But the real problem with buying a 996 is the uncertainty of what exactly causes some of these engines to fail at such comparatively low mileages, while others soldier on without any hint of trouble. Even if you take preventive measures, such as fitting a deeper oil sump, or using waterless coolant, the damage to the engine may have been done long before you obtain the car. So you really are playing a sort of financial Russian roulette in buying a 996. Perhaps an endoscope inspection should be done to ascertain the true condition of the cylinder bores, as well as all the other checks one goes through when contemplating buying one of these cars.

This is why it is imperative, I think, that a magazine like *g11 & Porsche World* keeps its readers informed about these situations. You should not be deterred from buying a 996 – provided you have researched all the pitfalls and budgeted for a contingency plan if the engine does start to have problems. I bought my own 911 Carrera 3.2 with the knowledge that these cars have rust issues, and I have had to replace both wings and one of the so-called kidney bowls at not inconsiderable cost, but that has neither

Survival of the fittest

Porsche's water-cooled flat-sixes have gained a reputation for blowing up at the drop of a hat. But it doesn't have to be that way, suggests Chris Horton. Good maintenance and thoughtful use, combined with some well-chosen modifications, could keep them running reliably and efficiently for many years to come



The M96/M97 controversy - possibly started by this feature in our October 2012 edition; back issues or PDFs available from www.chpltd.com/shop - rumbles on. Interestingly, though, an increasing number of readers now seem to be agreeing that we are informing the debate, not merely fanning the flames

diminished my enthusiasm for the car nor detracted from the pleasure I get when driving it.

So, Chris Horton, please do keep on informing we readers of any developments in any of the models that make up the Porsche family, and let the buyer decide whether he or she wishes to make the purchase or not. Just one last thought, notwithstanding what I have said above, but the prices that 996s typically command EVEN if you then have to rebuild the engine is still phenomenal value in today's market compared to, say, the cost of buying and then running a Ferrari or an Aston Martin.

Philip Andreicuk, Oldbury, West Midlands

M96/M97 ENGINES: PROBLEMS AND SOLUTIONS

Remember when these were the lights we all looked at? The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains.

The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains.

The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains. The M96/M97 engines were once the stars of the show, but now they are the villains.

Chris Horton, g11 & Porsche World:

Thanks for that, Philip.

As you can imagine, I agree with every word you say – and not least your comparison with the likes of Ferraris and Aston Martins, or your diplomatically worded argument about the Carrera 3.2's rust issues. Those can be very costly, indeed, to rectify, and few enthusiasts bemoan that situation because, by and large, the repaired car is worth so much. Whether, in years to come, that will come to apply to the 996 and its kind is impossible to say, but ultimately just about any old Porsche seems to appreciate. It will be great fun finding out what eventually happens to the water-pumpers, anyway.

IS YOUR CHILD SITTING COMFORTABLY - AND SAFELY - IN YOUR PORSCHE?

I hope you may be able to help me. I am a regular reader of your magazine, and have always found it very interesting and informative. Can you recommend, please, a forward-facing car seat that would fit into the rear of the 996 Turbo for a child of nine months and older? I have been searching for ages, but cannot seem to find anything suitable.

Chris Challans

Chris Horton, g11 & Porsche World: One of our Q&A panel made the not entirely frivolous observation that the quickest and easiest way to find a child seat to fit your Porsche – if not necessarily the cheapest – is to buy a Cayenne Turbo instead. 'As far as I am aware,' he e-mailed me, 'Porsche doesn't offer a specific seat for that combination of car and age group, because they simply don't suit each other particularly well.' He did, however, speak to one of his own contacts at Porsche Cars Great Britain, and from there we were directed to a very helpful company in Milton Keynes – In Car Safety Centre, or ICSC for short.

The lady I spoke to there on your behalf herself pointed out that a child as young as yours ought still to be carried in a purpose-made infant carrier (news to

me, but then I have never had kids of my own), but since he or she is obviously growing quickly at this age a child seat will become appropriate soon enough. On that basis she suggested looking at something like the Britax z Way Elite at £220. Either way this is clearly such a massive subject, and with such vital safety considerations, that your best course of action would be first to have a look at ICSC's useful website (www.incarsafetycentre.co.uk); it also features lots of information about the laws and regulations regarding the carrying of children in vehicles) and then to talk to them for more specific advice. The telephone number is 01908 220909.

Chris Challans: Thanks for your help with this, Chris – but I think I have in the meantime managed to answer my own question. During the last couple of weeks I have come across a seat that I think fits the bill perfectly. It's the BeSafe iZi Comfort X3, a Scandinavian-made product, and it seems to have collected some fantastic safety reviews.

It fits perfectly on the back seat of my 996 Turbo, and is a doddle to place the child into. It also looks good, and comes in plenty of different colours, as well

as having many different settings for the child, ranging from upright to more laid back if you want to encourage him or her to go to sleep.

I have been using mine for about a week now, and I have no problems with it. You can read about it – and the company's other products – at www.besafe.com.



CREAKING SUSPENSION IN 996 AND BOXSTER - AND THE 997 AND 987 VARIANTS, TOO

My 996 has developed a loud creaking sound from the front suspension whenever I brake, or go over large undulations on the road surface such as traffic-calming humps – although strangely it doesn't seem so bad over shorter, sharper bumps such as pot-holes. On hot days it even creaks when I get in to and out of the car. Do you have any idea what the problem is, and how

much it might cost to rectify? This is really beginning to get on my nerves now!

Andrew Prideaux

Paul Stacey, Northway

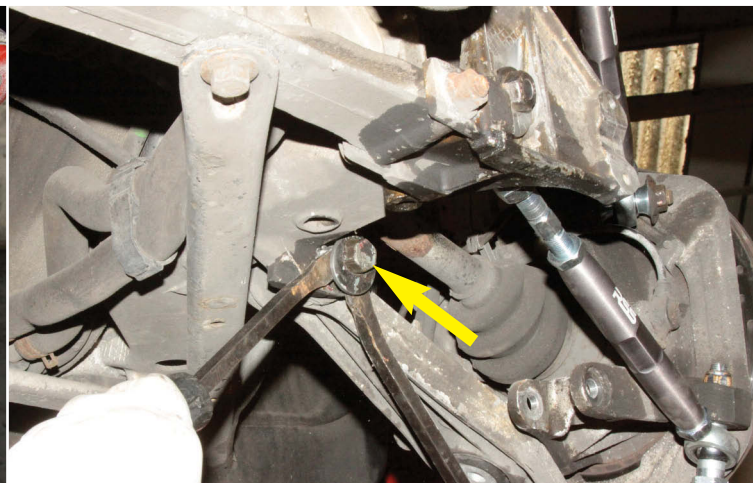
Porsche: The most common source of creaking noises in the Porsche sports-car range, whether it be 986, 996, 987 or 997, is the suspension lower arms – also known, because of their

shape in plan view, as coffin arms.

The ball-joint at the outer end of each arm – one per corner of the car – becomes worn, and although normally this is not dangerous it usually does result in a loud creaking noise such as you describe. The entire suspension arm will require replacing at an approximate cost of £234.67 plus VAT for genuine parts, although after-market items are available,

too. Euro Car Parts, for instance, offers TRW or Meyle items for just under £80 apiece plus VAT.

It generally takes about an hour per corner to change a coffin arm, although those at the rear of the car will also require a four-wheel suspension alignment after replacement, due to the securing bolt at the inner end of each arm also being the adjuster for the wheel's camber setting.



986 and 996 'coffin' arms are so called because, as you can see, that's what they resemble (above, left). It's the ball-joint at outer end that causes that annoying creaking; this one is also being fitted with after-market Polybushes (see the July 2011 edition). Changing rear arm (right) will entail a 'geo' check: pivot bolt (arrowed) adjusts camber

CAYENNE EGR VALVE DRAMAS - AND THE IDEAL SUBJECT OF A FUTURE HOW-TO

I have a 2009 Cayenne Diesel V6. It has done just over 40,000 miles. Recently the CEL, or check engine light, came on, so I took the car to a local garage, which although not a Porsche specialist does have quite a lot of experience of other German cars. Their first thought was that it must have something to do with a partial blockage in the DPF, or the diesel particulate filter (much of my driving is in urban areas, and I'm told that this often causes a problem with these now mandatory devices), and so they attempted to carry out what they called a forced regen(eration), but the diagnostic system they use wouldn't allow them to do so. Do you have any idea what might be wrong, and how I can go about having it fixed?

Peter Robbins

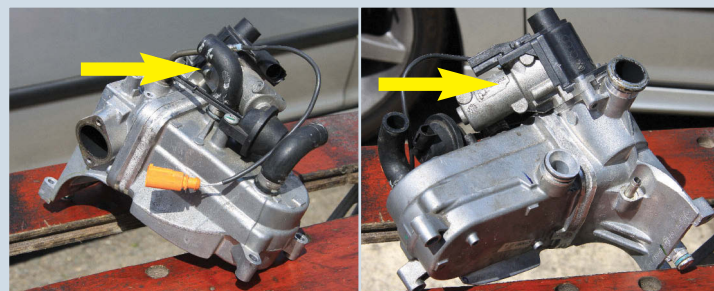
Chris Horton, 911 & Porsche World:

I suspect this is something we are probably going to be hearing quite a lot more about during the coming months and years, as diesel-powered Porsches become both more commonplace and inevitably older, as well. I spoke on your behalf to my learned colleague Robin McKenzie at Bedfordshire-based Auto Umbau (01525 861182; www.classicporsche.repairs.co.uk), who I know has worked on several of these models, and he kindly offered not only his knowledge and practical experience, but also some apparently faulty and thus discarded hardware for me to have a look at and photograph.

(And eventually to take to pieces for further investigation and analysis...)

'We had a car in showing those symptoms a few months ago,' Robin told me. 'We thought it was a DPF fault, of course, and tried the usual trick of giving the vehicle a fast run up the motorway to get it hot enough to clear itself, but that made no difference. We then tried to do a forced regeneration using our Durametric diagnostic kit, but that didn't work, either. Likewise our VAG-COM unit – and eventually I discovered that only the official Porsche tester, which unfortunately we don't yet possess, allows this process to be undertaken. What the fault-code list *did* tell us, though, was that there was a restriction in the flow through the EGR valve – the exhaust-gas recirculation valve – rather than it being anything to do with the DPF.'

Always wanting to do the best job possible, and to fit the best-quality replacement parts, Robin rang his local Porsche Centre (Silverstone). 'Naturally I wanted to find out if it is possible to clean out these units, but my contact in the parts department – and we do buy quite a lot of stuff there – helpfully suggested that not only would we need a brand-new one, but also that fitting a new valve alone almost certainly wouldn't solve the problem. We would need what Porsche calls the heat dissipator to which it is attached, and although you can buy the valve separately – currently



EGR valve alone (arrowed) costs £205.82 plus VAT, but accepted wisdom seems to be that you'll need the entire assembly shown, at £481 plus VAT – and fitting

£205.82 plus VAT – it does routinely come with this dissipator. Essentially, and as its name suggests, that seems to be a device linked to the cooling system, and which I guess slightly reduces the temperature of the exhaust gas before it enters the valve.'

To cut quite a long story short – and as evidenced by the accompanying photographs – Robin bought and subsequently fitted the complete unit (RRP currently £481.06 plus VAT), reporting that although it seems relatively accessible, on the top of the engine block, and back towards the bulkhead, it is not a job for the faint-hearted or the inexperienced. 'I think Porsche allows about four hours' labour, but it took me nearer eight – although I charged the customer only for six. Part of the problem is reaching in over the top of the engine – you end

up almost laying on top of it – but also because you have to disconnect the small-diameter pipes from the exhaust system, and one of the fixing nuts is an absolute swine to reach.'

Did it work? 'Yes!' says Robin, with obvious relief. 'Not surprisingly, my customer wasn't thrilled at the total cost – around £800 all in – and it remains to be seen how long the new assembly might last before it suffers the same fate. But it got the car back on the road both quickly and efficiently, and to Porsche's original standards. Better than than to risk much of the same work in cleaning out the old valve, or replacing that alone, and then finding that you have to repeat the process disappointingly soon afterwards.' Sounds like an ideal 911 & Porsche World how-to story to us; watch this space.

ANOTHER M97 SUFFERER, BUT ALL'S WELL THAT ENDS WELL

I read with interest your comments on Ray Adkins' misfortunes in the July issue of *g11 & Porsche World*. I experienced identical problems with my 2006 997-model 911 Carrera 'S', and am looking forward to its imminent return from our friends in the north – Hartech in Bolton, Greater Manchester, in other words. As I bought this car as a 'keeper' I have gone for the full rebuild, plus new clutch, water pump and so on in order to future-proof it as far as possible.

John Robertshaw

Chris Horton, *g11 & Porsche World*: Thanks for that, John. Naturally I am always sorry to hear of yet another fellow enthusiast suffering these expensive problems, but dare I suggest that, well, it kind of corroborates what I have been saying all along. Great cars – but sometimes that inherent greatness does take a little finding. See also the caption story on page 131 of this Q&A section.

DON'T SPOIL THE SHIP FOR WANT OF A RELAY

My 2003 Boxster's rear spoiler has become jammed in the raised position. Obviously that is better than if it was stuck down, of course, with the risk of the car becoming unstable at high speed, but it now looks rather untidy, and naturally I would like to get it working again if I can.

I have been told by one of my local Porsche independents that the actuating motor is probably faulty, and will cost a total of around £300 to replace (parts, labour and VAT), but I would welcome your experts' opinion before I go down that route. I have checked the fuse, by the way, and even fitted a replacement, but that has made no difference.

David Wakefield

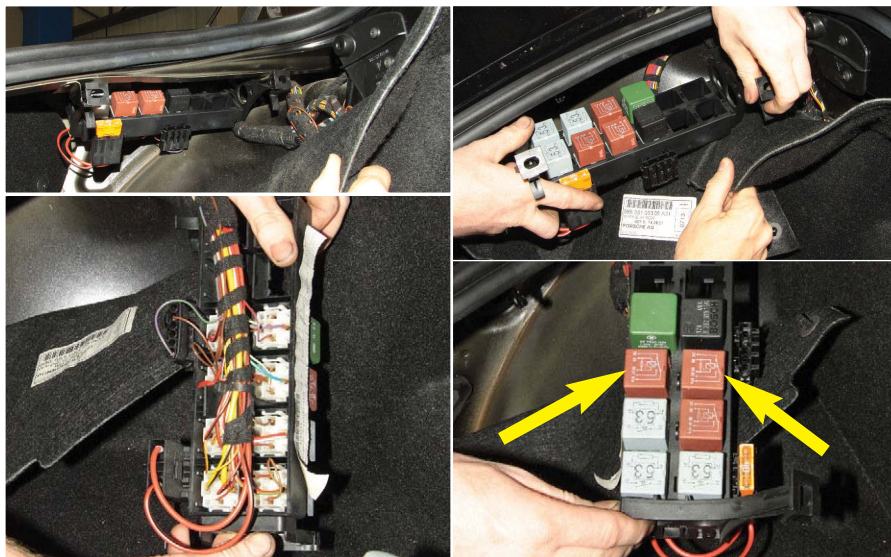
Chris Horton, *g11 & Porsche World*: Your specialist may well be right, of course, but did they check the system's operating relay? In fact, there are two: one to lift the spoiler – or to actuate the motor, anyway – and the other, reasonably enough, to lower it again.

To access them (and several more, for various other functions), open the rear lid. Over in the left-hand front corner of the compartment you will see two go-degree turn-buttons. Undo those, pull the flap of carpet down, and behind it you will find a bank of relays on a plastic frame. Gently pull the entire assembly out from under the side of the rear wing, toward the centre line of the car – the electrical leads are

deliberately long enough to allow this – and you should be able to remove any of the relays by easing it out of its socket.

In the photographs below we have marked with arrows the relevant pair of plainly identical relays, so obviously the simplest thing to do is to transpose them and see what happens. (Ideally, of course, your spoiler will then go down, but not come up again.) Even from Porsche a new relay (part number 996 615 102 00) will cost only £12.67 plus VAT – which is rather cheaper than a brand-new motor. (But even that would cost only £117.44 plus VAT.)

Perhaps you need to find another independent specialist to look after your Porsche...



MORE 996 (AND 986) DOOR DRAMAS



Back in the December 2013 edition of *g11 & Porsche World* you were kind enough to help me with some advice about a faulty driver's door latch in my 996-model 911 Carrera, causing apparently random window opening and interior-light activation. I intended to replace the passenger side latch this summer, but before I could arrange to do that several other possibly related problems occurred!

To begin with the passenger door would not open, either via the interior release or the remote. But that seemingly cured itself, and now the car will not lock with either the remote or via the key. I can lock the driver's side door with the key, but the passenger door remains unlocked. I get a couple of toots of the horn when I try to lock the car with the remote, and also when I lock the driver's door with the key. This appears to be another manifestation of a faulty passenger-side door latch, but naturally I would value your experts' opinion.

Douglas Robin, Scotland

Paul Stacey, Northway Porsche: This is another common failure with these cars' door latches. The double beep is to tell you there is a fault with the alarm system, and a single beep to let you know that something is still open.

It is not difficult to replace the door latch. Once you have removed the door card, carefully peel back the top corner of the waterproofing membrane behind it, and then with the ignition off and the window raised remove the airbag or remove the pressed-steel plate from the top corner to gain access to the latch. Note that if you have the ignition on at any time while the airbag is disconnected then you will later need to have the warning light reset with the appropriate system tester. Typically a new latch mechanism will cost around £130 plus VAT from Porsche.

Something that quite a lot of people forget to do when fitting a new latch, though, is to reconnect the lock mechanism on the driver's side. There is a linkage, with one end shaped like a flat screwdriver blade, from the lock barrel that must be located into the latch (white slot). If you fail to do this, then once you have left the car for more than three days, and the remotes have gone in to 'sleep' mode, you won't be able to get into the car.

If the door won't open from either inside or out then you will struggle to remove the door card and thereby gain access to the latch. This is when you have to be a little more aggressive with the latch!



August 2013 edition (top of page) dished the dirt on 986/996 door-handle dramas. When reassembling mechanism it pays to fit a new one of these tiny link pieces (above): they rust. Either way, don't forget to reconnect it – see the text above

Cherished by you **Insured by us**



- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

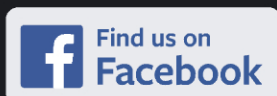
Call our friendly UK team for a quotation

01277 206 911

www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851



Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military





DRIVE A BETTER DEAL
with
Performance Direct

PORSCHE

INSURANCE

Last year thousands of motorists swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

0844 573 3543
www.performance-direct.co.uk

Policy Options Include:

- Multi-car policies
- Classic Cars
- Limited mileage discounts
- Car Club discounts
- Agreed values
- Knowledgeable UK staff
- Open 7 days a week

*Subject to underwriting criteria



PERFORMANCE DIRECT
DIRECT.CO.UK

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.



TIPEC
The all model club for enthusiasts; even if you don't own a Porsche

- Discount schemes
- Valuation service
- Busy online forum
- Technical assistance
- Bi-monthly magazine
- Regional & national events
- Family friendly

One year membership £40
Two year membership £50
0845 602 0052
www.tipec.net



A digital subscription to 911 & Porsche World is the perfect way to treat yourself!

Available via Apple Newsstand, iTunes, Google Play for Android market or www.pocketmags.com
Latest Issue & Back Issues just £2.99 each
Subscribe for one year or six months
Download to your iPad, iPhone, Android device, Mac, PC or Kindle Fire

FREE SAMPLE ISSUE!



Find us on Facebook

Do you live the Classic Life?

Owning a classic car is more than just a hobby, it's a way of life.

We've lived the Classic Life for the past 50 years, making Heritage the right choice for your classic insurance.

At Heritage we believe every classic has a story.

Discover these at www.heritage-quote.co.uk/classiclif

Share your story at social@heritage-quote.co.uk

Our Classic Car Insurance can include:

- ✓ Club member discounts
- ✓ Track Day / Hill Climb Cover*
- ✓ Agreed value
- ✓ European Breakdown Cover
- ✓ Free Valuation Certificate
- ✓ Sprints and Speed Rallies

To receive a quote for your vehicle call us on **0121 248 1234**
or visit us at www.heritage-quote.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority. *T&Cs apply.



“Together we live
the classic life”

PORSCHE CLASSIFIEDS

INCORPORATING TRIED & TESTED

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
CAROLE NASH
The care it deserves
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.

Everything needed to Restore & Maintain an early Porsche.

Please call or see website for more details, price lists & catalogues.

01702 601155

info@karmannkonnektion.com

ROGER BRAY RESTORATION

Milestone Services, London Road, Whimble, Exeter, Devon EX5 2QB



FOR SALE

1965 356C Cabriolet LHD

See the website for full restoration details and pictures.

CLASSIC PARTS FOR PORSCHE

356 • 911 • 912 • 914

www.rogerbrayrestoration.com

T: 01404 822005

F: 01404 822007

parts@rogerbrayrestoration.com

Next issue on sale 4 Sept

911

9 - Apart

Parts specialists for 911

01706 824 053

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953



PETER MORGAN
CONSULTING

INDEPENDENT

Porsche

DRIVER'S CONSULTANCY

PRE-PURCHASE INSPECTIONS
Insurance valuations

www.porscheinspections.com

or call +44 (0)1672 514038

911 (997 GEN 2) CARRERA 3.8S PDK

2009/09, 35,000 miles, immaculate condition, Aqua Blue, Ocean leather, paddle shift, PCM2, Bose, Bluetooth, USB/iOS, heated seats, Xenon LED lights, FOPCSH, tax/MoT April '14, £36,995. Tel: 01789 751207. Email: mailboxjka@gmail.com (Warks). P0914/027



1986 911 CARRERA TARGA, mint inside and out, FPSH, 113K miles, drives like a dream and mechanically and cosmetically perfect, MoT'd, shipping available, £24,950. Tel: 07908 588962. Email: cianan98@aol.com (Londonderry). P0914/026



"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY
Hutton, Essex
www.dsdmotorwerks.co.uk
CALL US ON
07002 911 356
OR
07774 854 418

911 997 GEN 2 CARRERA S, PDK, 3.8, 385bhp, 52,000 miles, FPMDSH, Sport Chrono, Bose, HTD and cooling seats, touch screen nav, N-rated tyres all round, massive spec, Atlas Grey, £37,995. Tel: 07730 683242 (Durham). P0914/011



1970 911T, LHD USA import, numbers matching, very nice condition, polished Fuchs wheels, Porsche Burgundy Red, £35,000. Tel: 07956 453209. Email: koolkustom@hotmail.com (Surrey). P0914/015



911 2.4 S, (1973), chassis 911 230 1003 with HTP FIA (GTS26), engine and gearbox fully overhauled in winter 2014, price on request. Tel: 0039 3491 757220. Email: piercarlocerutti@yahoo.it (Italy). P0914/013

911 3.2 CARRERA TARGA, 1988, black, 6 months' tax and MoT, 150K, black leather seats with red trim, recent bodywork, new exhaust, clutch and gearbox, original '80s Pioneer stereo, £15,000. Tel: 01865 400675. Email: harvey.rodga@hydro-gis.co.uk (Oxon). P0914/028



Porsche available: Should you be seeking a good Porsche for enjoyment or investment please contact us. We have a huge selection of Porsche either in our stock or available to us. Only a fraction of the Porsche we supply reach our website or get advertised. Many are sold to waiting clients who have told us what they are looking for, we can help and advise. Current **highlights** include: (pictured) 964 Turbo II 3.3 RHD a lovely example with 69000 miles, also 993 Speed Yellow, 993 Supercharged Lightweight, 911 Club Sport (rhd), 930 Turbo red, 964 RS v low km, 911 2.4 Coupe, 911 SC Cabrio, 964 Targa, 911 2.7 S Coupe, this is but a selection, always call or email for the latest or should you have a specific requirement ask... we may know of 'your' Porsche. 356-991.

Selling your Porsche?

- Sell direct to us or let us find a new home via our successful Brokerage Service.
- Secure, private, effective, we do the hard work.
- Worldwide reputation, contacts and experience to draw on.
- We travel anywhere for interesting Porsche.

We are seeking all types of Porsche from 356 through to 993, from perfect to projects, right hand and left hand drive, road or competition. Simply call Adrian or Richard for genuine advice on the current market.

We look forward to your call.

Only a fraction of our cars reach our website, so please call or email Richard or Adrian for all the latest news

www.williamscrawford.co.uk

01752 840307

info@williamscrawford.co.uk

07768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation.

www.Porsche911Hire.co.uk

— the affordable way to experience the world's greatest sports cars —

PORSCHE CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com

MOTORFARM

964 Coupe rolling shell, RHD £2500
Mitsubishi Evo 6 Tommi Makinen, 49K miles, FSH, Silver £9950

PARTS

997 C4s Manual 3.8. Complete running car, all parts available
BBS RS 18" wheels & tyres (P.Zero) 8" & 10"
2 x early 911 tool rolls

CARS WANTED, any condition, aborted restorations

T: 01462 815 654 M: 07971 856 755



3.2 CARRERA TARGA SPORT, 1988, 143K, full service and ownership history, excellent condition, black leather, new windscreen, stainless exhaust, everything works, nothing needed, £14,000. Tel: 07824 331935. Email: chris.hatton1949@gmail.com (Surrey). P0914/040

CARRERA TIPTRONIC, silver, black leather interior, owned by me for 7 years, always garaged and in pristine condition, complete history including FPSH, all MoT certificates and bills, recent work includes new radiator, engine/gearbox oil seals and central alarm unit, four new Sport Contacts fitted 4K miles ago, extras include electric sunroof, CD multichanger with Becker sound system and rear wiper, taxed 7/14 MoT 2/15, £10,995. Tel: 07809 281892. Email: denisratt756@gmail.com (Cambridgeshire). P0914/029



993 CARRERA 4 COUPE, 1996, £39,000. Tel: 07970 105495. Email: steve-g@raw50.freemove.co.uk (Surrey). P0914/016



1991 964 COUPE, manual gearbox, new Bilstein suspension with Porsche springs, new suspension bushes, brake discs, and much more, MoT, great car in great condition, 103,000 miles, 18 service stamps and comprehensive document/history file, £26,000. Tel: 07909 923202. Email: garyckemp@aol.com (East Sussex). P0914/010



911 CARRERA 3.2 CABRIOLET, Guards Red with magnolia leather, piped red, full history from new with original service book and manual, superb bodywork after nearly £10,000 spent, interior and mechanics also excellent, £19,995. Tel: 07887 562917. Email: markbrumwell@btopenworld.com (Herts). P0914/038



911 CARRERA 3.2S CABRIOLET, 1987, 132,000 miles, black, full leather seats, a/c, engine partially rebuilt, many parts replaced, full service book with invoices, owned 15 years, £19,500. Tel: 07850 595968. Email: chris@blb.uk.com (Cams). P0914/039

FINLAY GORHAM P O R S C H E

Established 1972

sales | service | aftersales



2007 997 TURBO MANUAL £42,495

Basalt Black metallic with extended Black Leather interior 42,000 miles

Heated Seats	AirCon & Climate Control	Silver Pack	Rear Park Assist
SatNav and Phone Module	PSM and PASIM	Bi Xenon Lights	19" Turbo Alloys



2005 997 C2S TIPTRONIC MANUAL £20,995

Lagoon Silver/Green metallic with Black Leather interior 40,000 miles

6 Speed Manual	Multichanger with Sound Package Plus	AirCon & Climate Control	Litronic Lights
Comfort Seats		Electric Sunroof	19" Carrera S Alloys



2002 996 CARRERA 4 CABRIOLET FACELIFT TIPTRONIC £14,995

Ocean Blue metallic with Beige Leather interior 69,000 miles

Comfort Leather Seats	Onboard Computer	AirCon & Climate Control	Stainless Steel exhaust
Blue Hard Top	SatNav	PSM	18" GT3 Alloys



2008 CARRERA 4S 3.8 MANUAL £34,995

Seal Grey metallic with Kashmir Leather interior 30,000 miles

6 Speed Manual	Heated Comfort Seats	Phone Module	Litronic Lights
2 owners	SatNav and	AirCon & Climate Control	19" Multi-spoke Alloys



2007 996 CAYMAN 3.4 MANUAL £16,495

Arctic Silver metallic with Black Leather interior 74,000 miles

6 speed manual	CDR24 Stereo	AirCon & Climate Control	Home Light
Comfort Leather Seats	SatNav and Phone Module	PSM	Cayman S Alloys



2000 BOXSTER 2.7 MANUAL COUPE £5,495

Ocean Blue metallic with Sand Leather interior 114,000 miles

5 Speed Manual	Comfort Leather Seats	Onboard Computer	AirCon & Climate Control
PAS	CDR22 Stereo	Electric Hood	Boxster Alloys



2007 AUDI A4 3.0 QUATTRO CONVERTIBLE £10,495

Jet Black metallic with Grey Cloth interior 53,000 miles

Comfort Seats	Onboard Computer	AirCon & Climate Control	Rear Park Assist
Multifunction steering wheel	SatNav Module	Electric Hood	Alloy wheels



2001 MASERATI 3200 GT AUTO £11,495

Nero Carbonio metallic with Grigio Scuro Grey Leather interior 84,000 miles

Electric Memory Seats	AirCon & Climate Control	Traction Control	18" GT
Radio/CD	PAS	Logo in headrests	Multispoke Alloys



2006 ASTON MARTIN VANTAGE 4.3 MANUAL £37,495

Meteorite Silver metallic with Phantom Grey Leather interior 22,000 miles

6 speed manual	Climate Control	Premium ICE	Cruise Control
Heated Seats	SatNav and Phone Module	Heated Front screen	19" 7 spoke Alloys



We always consider part exchange - please ask.

All our vehicles have Full service history, MOT and a minimum of 6 months warranty.

Viewing by appointment only | Telephone: 01284 827427 | Mobile: 07831 444100 | www.finlaygorham.com

TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

911 CARRERA 3.2 CABRIOLET ■ 1988/'F' ■ 151,639 MILES ■ £26,995

Whatever may truly be the apogee of the 'classic' 911, the Carrera 3.2 has a pretty robust claim to the title. It was by no means the last air-cooled model, but it was the last 911 to have the torsion-bar suspension that had been among the earlier cars' other defining characteristics, and although not quite as urbanely sophisticated as either the 964 or the 993 that followed, it is modern enough to require no significant mental adjustment on the part of its driver – especially when, as in this car, it has the G50 gearbox instead of the clunky old 915 unit that preceded it. More important still, perhaps, it is also the last 911 that looks like, well, a proper, classic, air-cooled 911 of old.

And few today are as smart as this one, especially with that kind of mileage on the clock (see above). That's partly a result of pure chance, of course, and what must have been five reasonably caring previous owners, but largely because in 2012 the car was snapped up by a canny Adam Caulfield of Long Eaton-based Cavendish Porsche for restoration. (Had it been a coupé he would now be keeping it for himself, he confesses. I can fully appreciate his logic.) Body-wise, that meant two brand-new front wings and one rear wing, together with the associated 'kidney bowls' (see also this month's Q&A pages), and then a top-quality bare-metal respray in the original Marine Blue. The structure was then reassembled with all new seals and exterior trim where necessary (bumper bellows, front 'smile', wing beading, window rubbers etc), and not least a brand-new windscreen (and its rubber seal again) to replace the stone-chipped original. Even the genuine Porsche hood – here power-operated, note – is a relatively recent fitment, albeit some time before Caulfield acquired the car, later benefiting from a new plastic rear window after the original had become damaged in storage.

Mechanically, too, the car has been treated to anything and everything that was deemed necessary. The engine was stripped and rebuilt with new bearing shells, timing chains and tensioners, new piston rings, and not least new valve guides and seals. New, too, are the gear lever and various bushes in its hidden linkage, all the brake pipes and hoses, all four discs and their pads, and two of the four calipers. Heat-exchangers are new stainless-steel SSI units, and likewise the silencer is a (new...) mild-steel unit.

No wonder the underside of the engine both looks and smells so encouragingly fresh. The distinctive Fuchs wheels have been refurbished to a similarly high standard, and although not brand-new all four tyres – Continental ContiPremiumContact 2 – have plenty of tread remaining.

Inside the cabin, also in Marine Blue, Adam fitted an approximately 36-piece carpet set from after-market supplier Southbound – that alone took two days' work – and new rubber seals for the drop glasses, as a result of which the doors need a good, firm slam to shut them when the windows are raised. Very reassuring in the unlikely event that you might need to take the car out in the rain. The leather seats – with full electric adjustment; the first owner ticked some pricey option boxes – are clean and only mildly patinated, and the fascia top similarly smart, although the steering wheel is perhaps a little on the dowdy side. The electric windows go down and up with their usual smooth alacrity, and likewise the central-locking works perfectly (today many such systems don't). There is also the familiar – and not overly inconvenient – Hamilton & Palmer immobiliser of the period and, a little anachronistically, both a Sony CDX-4270 head unit and Reference speakers mounted in the door cards.

The result, while not (yet) to full concours standard, is a classic 911 that I think anyone who doesn't mind the fact that it's a Cabrio – and that will understandably deter a few – would be genuinely delighted to own. There remain several minor niggles to sort out – the leading edge of the engine lid comes perilously close to two of the tonneau cover's studs as you open it, and the engine bay itself could do with a thorough detailing session – but by and large it is ready to go, as confirmed by a 15-mile drive. (And I would happily have gone a lot further if I'd had more time.) Suspension, steering and brakes between them deliver the usual sensation of feeling your way along the road surface with your fingertips, rather than merely travelling over it, and both clutch and gear shift – and the progressive throttle – make heavy traffic a breeze, too. Overall performance is leisurely by the almost implausible standards of the latest Porsches, but by no means lacking, and above all the car feels both strong and reassuring.

This 911 will leave Cavendish with a long MOT and a box file detailing its full and now extensive history, as well as two smart-looking keys, and is, I think, a real beauty. **PW**

CHECKLIST

Background: One of the later Carrera 3.2s with the improved G50 transmission. Five owners all told (not including the current trade vendor), and recently fully restored after spending a number of years in storage. Many new parts fitted during that process, including three of the four wings and the power-operated hood. Also has fully electric seats

Where is it?

Cavendish Porsche is at 7 Gainsborough Close, Long Eaton, Nottinghamshire NG10 1PX; tel: 0115 972 2001; www.cavendishporsche.co.uk

For: Specification (ie G50 rather than 915 gearbox), colour, condition – even price, because if you think it's costly now, just wait until this time next year. Lovely to drive, to be in – even simply to look at. Sounds great, too, thanks to new exhaust

Against: Still some tiny details to be attended to – if you care to, of course. Sony head unit – while undoubtedly good – is an anachronism, too. Mileage is quite high, too – but then if it were significantly less (and bear in mind the car has been fully overhauled) you would be paying commensurately more

Verdict: I am no great fan of 911 Cabrios in any shape or form, and so despite its many obvious qualities I could never be truly tempted by this one. But it is VERY nice, indeed, and proves what can be achieved in the course of a well-planned and sympathetic restoration



Value at a glance

Condition	✓✓✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓
Overall	✓✓✓✓✓
✓ Poor ✓ OK ✓ Fair ✓✓ Very good ✓✓✓ Excellent	

PORSCHE CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com



Independent Classic and Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, four wheel alignment, performance upgrades. Special projects undertaken.

Phone number: 01892 652994
Email: info@octanegarage.co.uk
www.octanegarage.co.uk



53 PLATE 996 CARRERA 4S, immaculate condition wide body 911 in Basalt Black, red interior, top spec, fully loaded, full Porsche service history, Tiptronic gearbox, 76,150 miles, the car is a real head turner and a pleasure to drive, always garaged and dust covered, feel free to call for more info, £18,885. Tel: +44 7825 301243. Email: burgin71@gmail.com (Lincs). P0914/045



911 3.2 SPORT TARGA, 1989, 110K, Targa, appreciating classic 911, service history, stamped book, excellent condition inside and out, refurbished Targa roof, whaletail removed, new alarm, £19,000. Tel: 07779 301935. Email: dave.j.steward@gmail.com (Suffolk). P0914/006



STUNNING 3.2 CARRERA TARGA, 82,000 miles, 1988, white, blue leather with white piping, 3 owners, current owner 18 years, beautiful cherished car, comes with private plate plus original Fuchs and Speedline split rim wheels, £24,995. Tel: 07872 004147. Email: davyrob@aol.com (Flintshire). P0914/043



911 (993) CARRERA, silver, black leather interior, Tiptronic, 128kms, garaged, serviced by Porsche specialists, 4 owners, totally original, sunroof, climate/AC, CD player, €35,000. Tel: 0034 669 511850. Email: drthernan@hotmail.com (Madrid, Spain). P0914/041



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

911virgin.com

We buy and sell Porsches

01895 255222

Loads of used Porsches for sale all with large photos. Always updated, no old stock.

Tips on buying a used Porsche, service and insurance contacts. Around 40 cars in stock from around 1980 onwards.

Cars genuinely bought outright on the spot or sold on your behalf – speak to Henry


THOMAS J. SCHMITZ




964 RS/L, 24K km, like new



964 RS/L, 12K km, like new

WE BUY LHD PORSCHE

964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS, 993 CUP, 993 TURBO, 993 GT 2

WWW.GERMANSPORTSCARS.NET



PORSCHE 911 RSR REPRODUCTION based on 1985 Carrera 3.2 engine, gearbox rebuild, full roll cage, Recaro Pole Position seats, RSR centre fuel tank, 14x15 and 10x15 BBS magnesium wheels, £34,995. Tel: 07974 758272. Email: mark1@hotmail.co.uk (Carmarthenshire). P0914/042



993 CARRERA S TIPTRONIC, 1997, Ocean Blue, Classic Grey interior, 96K miles, Turbo S front spoiler and fixed rear spoiler, 18" Turbo twist alloys, Turbo brakes/big red calipers, FFS, a/c, p/plate not included, FSH, £29,993. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk). P0914/052



996 CARRERA 4 COUPE, 2001 registered, only 33,000 miles, one owner, full service history and garaged, Sport Pack seats, suspension, exhaust etc, recent MoT, £14,500 or realistic offer. Tel: 07836 508714. Email: georgephilips0607@gmail.com. P0914/044

928

9 - Apart

Parts specialists for 928
01706 824 053

1991 RHD 928, 135,000km, Japanese delivery, sunroof, grey on black leather interior, D90 wheels, recent fully serviced, needs nothing, new timing belt, water pump, S/S brake lines etc, £5000. Tel: 81-90-6042-4706. Email: t3japan@gmail.com (Japan). P0914/001

944

9 - Apart

Parts specialists for 944
01706 824 053

 **Classic Car Insurance**
0800 093 2953



944 S2 MODEL CONVERTIBLE, 1991, H-reg, in Grand Prix White over blue hood, blue leather interior, 53K mileage, electric hood, electric windows, electric mirrors, radio/CD player, Turbo alloy wheels, full Porsche documented service history, 19 service stamps, 12 months' MoT, tax for 6 months, £8995. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire). P0914/053

944S2 CABRIOLET and cherished plate '944 GT', 1989, black, 93,000 miles, FSH, in an outstanding condition, owned by myself for the past 15 years and thousands have been spent restoring it to its present condition, £13,500. Tel: 07728 764764. Email: jfthomson@btinternet.com (Fife). P0914/030

TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

CAYENNE 'S' DIESEL (TYPE 958/92A) ■ 2013/13 ■ 17,520 MILES ■ £62,990

It seems barely conceivable today that a little over a decade ago Porsche launched the Cayenne with just two versions of a frankly gas-guzzling petrol engine, when most of us knew that a turbodiesel would offer not only vastly better fuel economy but almost equally scintillating performance, too.

Fortunately the penny eventually dropped and, in 2009 the company used the opportunity of a mid-life makeover for the big 4x4 to unveil a V6 oil-burner. It was, of course, basically the same unit that had shown its worth in the Touareg (and many other VWs and Audis), but immediately proved exactly the above theory. And in 2010 that unit was joined by a 4.2-litre compression-ignition V8 that makes you wonder why anyone in control of their faculties would ever opt for one of the petrol versions – unless, perhaps, to prove that they have so much disposable income that they don't need to concern themselves with running costs. (Power and torque figures of 382bhp and 850Nm, respectively; 0–62mph in 5.7 seconds and a maximum of around 157mph; and typically 35mpg – perhaps as much as 45mpg if driven with care.)

If that makes the current Cayenne 'S' Diesel (or 'diesel', as it is somewhat pedantically badged on the front wings) the most sensible of its kind, then surely the most logical way to buy one is to let someone else take the hit of its initial depreciation. Brand-new at Porsche Centre Chester in March 2013, this 'S' cost around £64,500 – including nearly £9K worth of options – yet today, at Nick Whale Sports Cars Direct in Claverdon, Warwickshire, and essentially still as new, it is up for £62,990. Not a massive saving, concedes the company's Darren Taylor, but such is the huge demand for these models, no longer available in this precise form until a new model comes out later this year, that prices have in the short term risen. 'The nearest equivalent we've seen is at Porsche Centre Portsmouth for £67,000,' he says. 'The only cheaper one around now is up for £60K. And that has more miles and smaller wheels.'

You will not, of course, be the first to luxuriate in this car's black leather seats, or to have your name in the Guarantee & Maintenance book; and those who have – Nick Whale and his wife, actually – have in theory used up a little over 17,000 miles' worth of its powertrain's total life (which could easily stretch to 250,000 miles and beyond). But the only obvious evidence of that is the odometer

reading, and the roughly 1.0mm of tread abraded from the Yokohama tyres – and so which even at that mileage one has to assume must be relatively recent replacements.

Condition, then, is best described as truly outstanding. There are a few very minor scuffs on all four of the door-sill kickplates, but none on the equivalent strip at the rear end of the load space (and whose carpet is protected by a thick rubber overmat). Likewise a perfectionist might note some similar marks on the rear face of the left-hand front seat back, and a couple of minuscule chips on the wraparound front apron, but those apart both the trim and the equally important white paintwork are, well, flawless. Wheels? Unmarked. Calipers and discs likewise. Spotless, actually. Underside: ditto. No traces of hastily washed-off mud, not a hint of corrosion on any fixings or brackets.

Options, as I've suggested, run to a total of nearly £9000 worth. Outside, as it were, there are 20-inch RS Spyder Design wheels, the Panoramic sliding glass roof, and Park Assist (front and rear). Inside, there is PCM with sat-nav, phone and Audio Interface, heated front seats, a three-spoke Sports steering wheel, and not least a full set of floor mats that have kept the carpets beneath in perfect (that word again!) condition. Transmission is the default eight-speed Tiptronic 'S' – with all the additional bells and whistles that give any Cayenne world-class off-road ability – and likewise the chassis incorporates the usual dynamic aids that also give it sports-car levels of grip and stability. The only omission, some might argue, is an electrically operated tailgate, but so well balanced is this manual unit that it is no real hardship. (There is no spare wheel, either, but that's par for the course in most Porsches these days.)

Other 'extras' include a full (and again immaculate) set of manuals, two pristine and fully functioning remote keys, a Tracker system, and not least the original invoice. The car was last serviced this past June at 16,520 miles – its only workshop attention to date – and comes with the remainder of the Porsche warranty to 10th March 2016 (plus, of course, the usual safeguards inherent in buying from a reputable trader). Road tax runs to the end of August, and obviously it won't need MOT-testing until the spring of 2016. All way beyond me, sadly, but if you are in the market for one of these remarkably competent – and quick – machines, then I would say that you ought to be heading for Claverdon pretty soon. Today, in fact. **PW**

CHECKLIST

Background: A low-mileage and so near-pristine example of arguably the most 'sensible' Cayenne. Owned from new in 2013 by the Whale family – Nick Whale was formerly dealer principal of Porsche Centre Solihull, and in the early 2000s featured regularly in 911&PW, thanks to his Historic rallying success in a classic 911. Full service history, and still has half of the Porsche warranty to run. Personalised registration is not included in the deal

Where is it?

Nick Whale Sports Cars Direct Ltd is based in Claverdon, Warwickshire. Full details at www.nickwhale.com, or by calling 01926 840254

For: Not every Porsche enthusiast's cup of tea – and perhaps not an 'enthusiast' Porsche, anyway – but that's about all (and hardly relevant if it is the kind of car you actively seek). Odometer reading apart, it is effectively as new

Against: Not a lot. White might be considered a bit loud by some, but there's no denying either its practicality or its current popularity. And don't be deterred by the fact that it is 'only' a diesel; that V8 pushes it along with implausible ferocity

Verdict: Hardly inexpensive, and likewise not the most fascinating car we have ever featured here. But both of those important qualities are always a matter of perspective, and in many other ways it is quite hard to resist. Well worth a look



Value at a glance

Condition	✓✓✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓✓
Overall	✓✓✓✓✓
✓ Poor ✓ OK ✓ Fair ✓✓ Very good ✓✓✓ Excellent	

PORSCHE CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com



944 LUX, full history, owned for 22 years, 3 owners, outstanding original condition, suit car collection or enthusiast, 74K, just serviced, taxed, MoT, drives perfect, any inspection welcome, £5100. Tel: 07793 874664. Email: philipdell@hotmail.co.uk (London). P0914/046

968

9 - Apart

Parts specialists for 968
01706 824 053



968 COUPE MANUAL, Horizon Blue, cream leather, manual, excellent condition, FSH main dealers and Porsche specialists, original manuals, service books and wallets, MoT to March 2015 (no advisories), 134,000 miles, £7995. Tel: 07887 562917. Email: markbrumwell@btopenworld.com (Herts). P0914/048

BOXSTER

9 - Apart

Parts specialists for Boxster
01706 824 053



2007 BOXSTER 3.4S, impressive ex-Porsche management car with massive specification costing £20,000+, 21,000m, Porsche SH, serviced/MoT to 8/15, RFL/warranty to 5/15, classic insurance eligible. Tel: 07855 861680. Email: lynbrookins@btinternet.com (Lancs). P0914/014



BOXSTER 3.2 S (2005), mint condition, convertible, unmarked alloys, drives beautifully, full Porsche service history, metallic black with black leather, Chrono Sport option, heated seats, a/c, sat nav, electric windows, Bose sound system, 43,300 miles, taxed till October, MoT till October, £14,250. Tel: 07836 564030 or 01423 359690. Email: steve@workhaus.co.uk (N.Yorks). P0914/002

CAYMAN

9 - Apart

Parts specialists for Cayman
01706 824 053

'07 CAYMAN 2.7, 5 speed manual, Guards Red, FSH, 65,000 miles, new clutch and flywheel, new brakes and suspension, must sell, nice condition, call for full details, £13,250. Tel: 01929 761526. Email: chrisp1973@hotmail.co.uk (Dorset). P0914/021

REGISTRATIONS



'P911 FON' for sale £1100, on retention. Tel: 0151 727 4731. P0914/009

GT03 GPT

'GT 03 GPT', available for transfer, perfect plate for your GT3, £800. Tel: 07711 182888. P0914/024

RAE 962S

REGISTRATION No 'RAE 962S', if you've got one, sitting on a Ford Cosworth, interested? Offers. Tel: 07702 014521. Email: tebbymccloud@sky.com. P0914/031

911 MW

911 NUMBER PLATE for sale '911MW', offers over £3000. Tel: 07881 107752. Email: sos.mw@icloud.com. P0914/032



PERFECT REGISTRATION for Porsche 918 Spyder, 'P918 SPY' will complete the appearance of this outstanding model, offers over £7K invited. Tel: 01636 830582. Email: pcuthbert250@btinternet.com. P0914/004

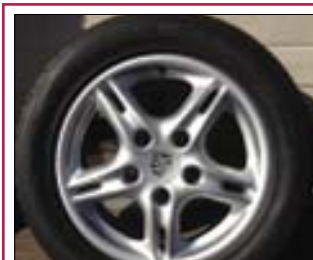


'K 911 DJH' PLATE available for transfer to highest offer, need to sell as car it is on will be sold soon. Email: andimclennan@hotmail.com. P0914/047



'WH05 GTS', all transfer fees have already been paid, the plate is currently on a retention certificate ready to transfer straight on your GTS or GT Spider, £2500. Tel: 020 8202 3588. Email: dean@lafx.co.uk. P0914/022

PARTS



PORSCHE BOXSTER WHEELS and tyres, 205/55 R 16 Bridgestone new fronts, 225/50 R 16 Goodyear 7mm rears, excellent condition, collection from Brighton, £300 ono. Tel: Nick, 07748 275489. Email: nickryan1@hotmail.co.uk (Sussex). P0914/017

986 BOXSTER HARD TOP for sale, Zenith Blue with black headlining and heated rear screen, comes with blue Porsche scripted cover, immaculate, fits 1996/2004 cars, collection only from York, £650 ono. Tel: 07784 918882. Email: deesssgraham@yahoo.co.uk. P0914/005

NEWLY REFURBISHED PORSCHE winter wheels and tyres, 4x genuine Porsche 911 C4S winter wheels and tyres, front 8J x 18 R057 with 235/40 R18 V, rear: 9J x 18 R043 with 255/40 R18 V, tread 5.5mm front, 4.5mm rear, £1250. Tel: 02380 016276. Email: hugomabbott@me.com (Hampshire). P0914/008

PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose By Model >

Classics

911 930

964 993

996 997

928 & GTS

924 944 968

Boxster

Cayman

Cayenne

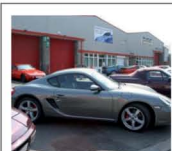
INDEPENDENT SPECIALIST RETAIL CENTRE



EXHAUSTS



ACCESSORIES



CAR SALES



WHEELS



SERVICING



PERFORMANCE



PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com



cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER. *An independent business, est. 1997, that provides a personalised service with labour rates from only £49.99/hr.*

CMS stock 1000s of used parts for all Porsche, from 1984 onwards. These change on a daily basis. Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com
Hortonwood 66, Telford TF1 7GB



SET OF 4 997 19" Turbo forged alloys, inc excellent Michelins, unmarked, polished/two-tone grey finish, offers please, (buyer collects). Tel: David, 07805 184458 (Hampshire). P0914/051

FACTORY HARD TOP for Porsche 997, year 2005 onwards, Arctic Silver, black headlining, with stand, £500. Tel: 07970 105495. Email: steve-g@raw50.freeserve.co.uk (Surrey). P0914/018



997S STANDARD LOBSTER CLAW 19" alloys in really excellent condition, Sport Contact tyres, fronts good rears not, centre caps included, upgrade your 996 or 997, £1075. Tel: 02392 552298. Email: bdjpink@yahoo.co.uk (Hants). P0914/050



PORSCHE 924-928 CLOCK in perfect working condition and ideal for any project, £70, buyer collects, no time wasters please. Tel: 07867 840819 (West Mids). P0914/049

BRIDGESTONE S02 TYRES, hardly used, 7mm tread, sizes 2x 225x45x17 and 2x 255x40x17 N3 rated, £300. Tel: 01923 262960. Email: coadspeed@btinternet.com (Herts). P0914/023

TWO 235/35 ZR 19 Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25). P0914/025

964 C4 ENGINE under tray, very good condition, no cracks or splits, £150. Tel: 07970 203070. Email: jason.swan@aol.co.uk (Herts). P0914/033

MISCELLANEOUS

No car drying - ever !

Filter out all dissolved minerals for **NO** water spots

Refillable filter produces enough pure water to rinse c. 70 cars

No pressure loss, easy to connect

Simply wash 'n' go
- leave car to dry in bright sunshine

Resin refills only £45

- reduce long term costs

4 Star AutoExpress & Evo reviews



'The best car cleaning product I have bought in my entire life. Wish I'd bought one years ago'
J. Longden, Huddersfield.

'Brilliant product and great service from Race Glaze'
T. Blanks, Herts.

'Can't recommend this product enough!'
J. Weaver, Bristol



Race Glaze Ltd, +44 (0)1780 749449, www.raceglaze.co.uk



SAINT-HONORE CERAMIC

chronograph watch, rare model, only worn a few times, bought in Nov 2013 direct from makers in Paris (have invoice) for €700, £399 ono. Tel: 07814 138067. Email: mw.collins@btinternet.com (N.Yorkshire). P0914/020

STUNNING CARRERA GT garment bag in Cognac leather made by Italian luggage specialists Ruspa, this forms part of the dedicated luggage for the ultimate Porsche, it's new and unused, £350. Tel: 07841 464135. Email: dickhutton3@hotmail.com (S.Yorkshire). P0914/034

911 & PORSCHE WORLD magazines, no 1 to 240, all in good condition, some in binders, £195. Tel: 01903 694550. Email: gary911sussex@btinternet.com (W.Sussex). P0914/035



ROLEX DAYTONA, Dec 2012 stainless steel model, comes with all boxes, papers, receipts and warranty card, any inspection welcome, it is absolutely as new, £6995. Tel: 01352 730512. Email: davyrob@aol.com (Flintshire). P0914/007

WANTED

WANTED 911 & PORSCHE WORLD

no.220 July 2012 and no.236 November 2013, and *Classic Porsche* issue no.1 summer 2010. Email: samsonnz@yahoo.co.nz. P0914/003

WANTED 911 996 COUPE, sub 50K, manual, no preferred colour choice, low owner to become treasured keeper, willing to travel. Tel: Paul, 07521 911446. Email: steedsurveys@gmail.com (Eastbourne). P0914/012

WANTED PORSCHE 911 up to 4 years old, if you can no longer afford call, I will take on. Tel: 07794 698322. Email: lporsche997@aol.com (Renfrewshire). P0914/019

WANTED CAYMAN S GEN II, manual, in silver/grey but preferably GT Silver, must be in beautiful condition, private buyer will travel. Tel: 07772 674965 or 01623 883438. Email: philsmith31@yahoo.co.uk (Notts). P0914/036

WANTED: 993 C4S, Carrera 2 or Targa, preferably manual but will consider Tiptronic, private buyer will travel. Tel: 01403 782743. Email: victor@vkjrobinson.freeserve.co.uk (West Sussex). P0914/037

INSPECTION

Probably the largest independent Porsche inspectors in the UK

We provide a bespoke, individual Pre-Purchase Inspection service on any Porsche, nationwide, including Cat C, D and repair inspections. We'll thoroughly check all aspects of the car, inside, outside, underneath and by road test. Avoid lemons, get faults fixed for free and reduce asking prices!

Our fee is £295 inc. VAT and travel

01780 749449

www.carinspections.co.uk

TRADE

BRIAN MILLER MOTORS

SPECIALIST IN PORSCHE AND GERMAN MARQUES

- SERVICE • TUNING • FUEL INJECTION
- ELECTRICS • PRE-PURCHASE INSPECTIONS
- 46 YEARS EXPERIENCE
- OPEN MONDAY TO SATURDAY

0131 443 7806

2 LANARK ROAD EDINBURGH EH14 1TQ

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: www.911porscheworld.com
OR YOU CAN EMAIL: classifieds@chpltd.com

ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 30 WORDS OF TEXT (thereafter it's 30p per word). Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, with remittance if applicable, to: **911&PW Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom.** Don't forget your contact details!
Deadline for inclusion in the October issue is 14th August (November issue deadline 11th September).

Porsche motorInsurance

New & exclusive scheme
at reduced rates
guaranteed!

10%* discount for
**Porsche Club
Members**

With every New Policy
20% off your next service at
AUTO 2000
PORSCHE SPECIALISTS



mayfaironline
insurance & mortgage consultants

www.mayfaironline.co.uk

Tel: 08444 935 713

* Subject to terms & conditions. Calls may be monitored for training purposes.

Performance
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

Mon-Thurs: 9am-7.00pm,

Fri: 9am-5.30pm - Sat: 9am-1pm



PORSCHE INSURANCE WITH BREAKDOWN COVER INCLUDED

HOW'S THAT FOR STARTERS?

- UK & EU breakdown **WORTH OVER £100** - includes Homestart
- Up to **£100,000 LEGAL PROTECTION** if you're in an accident that's not your fault
- **FLEXIBLE PAYMENT OPTIONS** to suit your budget*
- Dedicated claims team available **24/7, 365 DAYS A YEAR** with your own personal claims manager from beginning to end



Insurance Worth Shouting About

0800 093 2953

Performance | Classic | Camper Van | Specialist | Military

Visit us online at cherished.carolenash.com



Opening hours in the UK: Mon-Fri 8am-8pm, Sat 9am-5pm. *Charges may apply.

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.



CAROLE NASH
The care it deserves

27

Porsche

Our policies are formulated to provide great benefits as standard. We offer **agreed values** (for vehicles over 5 years old). **Limited mileage discounts**; the less you use your car, the less you pay. **Multi-vehicle policies**; we can insure additional cars at an extra discount. **Free club arranged track days**; all other track days are on a referable basis. There is also UK roadside and assistance **breakdown cover included** as standard on all our policies. With an added **discount for being a member of The Independent Porsche Enthusiasts Club (TIPEC) or Porsche Club GB.**

www.classiclineinsurance.co.uk

01455 639 000



fig 1. 1972 Porsche Carrera 2.7 RS

classicline*
INSURANCE

Scientifically proven.

Authorised and regulated by the Financial Conduct Authority.



TECHART'S MIGHTY 991 TURBO DRIVEN

Turning the heat up on the Turbo in its 40th year

PLUS: Our cars, You and yours, How to, Q&A, Tried and tested and loads of Porsches for sale

OCTOBER ISSUE OF 911&PW ON SALE: SEPT 4

ADVERT INDEX			
CLIENT	Page		
gxx Parts	6	Elite Garages	21
Aase Sales	70	Elite Motor Tune	62
Addspeed Performance	54	Engine Builders Supply	31
Akrapovic / Design 911	47	Fabspeed	55
Augment Automotive	32	Fast Lane	61
Auto Detailing Studio	24	FVD	1FC
Auto Umbau Porsche	125	Gantspeed Engineering	107
Autostrasse	130	GT-Racing	54
Bilstein UK	19	Guard Transmission	119
Brands Hatch Festival Of Porsche	103	H&R Suspension (Euro Car Parts)	29
Braunton Garage	32	Hartech Automotive	48
Brey-Krause Manufacturing	6	Hendon Way Motors	83
Cargraphic	IBC	Hexagon Modern Classics	13
Carole Nash Insurance	145	Hillcrest Specialist Cars	129
Cavendish Porsche	78	HP Motorsport	125
Chris Turner	130	Jasmine Porschalink	48
Classic & Sports Finance	115	Jaz Siat Porsche	82
Classic Additions	129	JMG Porsche	125
Classicline Insurance	145	JZM	16
Clewett Engineering	129	K&N Filters	16
Club Autosport	82	KW Automotive	37
Demon Tweaks	87	LA Dismantler	38
Design 911	39, 130	LN Engineering/Fast Forward	62
Douglas Valley Breakers	106	Mayfair Performance Insurance	144
Dove House Motor Company	99	Nine Excellence	119
E-Porsch	106	Ninemeister	38
EBC Brakes	87	Northway	62
Eibach UK	23	Norton Insurance	136
Elephant Racing	49	Numeric Racing	103
		Ohlins (Design 911)	11
		Paragon GB	79
		Parts Heaven	28
		Patrick Motorsports	125
		Paul Stephens	113
		Performance Direct Insurance	136
		PMO	115
		Porsche Cars GB (Aftersales)	7
		Porsche Club GB	109
		Porsche Torque	120
		Porschembri Coachbuilders	129
		Porscheshop	17
		Porscheshop (Euro Cup GT)	109
		Portiacraft	129
		Prepfab	91
		Promax	120
		Ramus Porscha	28
		Rennline	77
		Restoration Design	71
		RGA	78
		RH Classic Insurance	135
		RPM Specialist Cars	54
		RPM Technik	95
		RS 911	130
		RSJ Sportscars	24
		S-Car-Go Racing	95
		Scart Sport Exhausts	32
		South Coast Classic Car Storage	120
		Specialised Covers	82
		Specialist Cars of Malton	70, 113
		Sports and Classic	119
		Sportwagen Eckert	69
		Steve Bull Specialist Cars	130
		Stoddard Parts	33
		Tech 9 (TechArt UK)	OBC
		The Wheel Restorer	115
		Tipec	136
		TuneRS Motorsport	63
		TWG Motorsport	129
		Twinspark Racing & Engineering	120
		Van Zweeden	25
		Yorkshire Classic Porsche	106
		Zims Autotechnik	120
		CLASSIFIEDS	
		Brian Miller Motors	
		Car Inspections	
		CMS Porsche	
		DSD Motorwerks	
		Finlay Gorham	
		Karmann Konnection	
		Motorfarm	
		Octane Garage	
		Peter Morgan Media	
		Porsche 911 hire.co.uk	
		Prestige & Performance Cars	
		Race Glaze	
		Roger Bray Restoration	
		TJS Sportscars	
		Williams Crawford	



PORSCHE
CARRERA
CUP

Carrera Cup 2014
Le Mans Winners



- // TUNING
- // SERVICING
- // MOTORSPORT
- // STYLING
- // SALES
- // RESTORATION

THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

With 30 years experience, **Parr** is the UK's leading Porsche specialist. Preparing Porsches for track use at all levels from club racing all the way through to international championships such as the **Porsche Supercup** and the **Le Mans 24 hour**, racing is as much a part of our DNA as our passion for all things Porsche.

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



+44 (0) 1293 537 911 // PARR-UK.COM

+49 63 41 968 911-0 // CARGRAPHICTS.COM





The new Aerokit I.

TECHART for your Porsche Panamera model.



Carbon fibre made TECHART Aero Engine Lid.



TECHART Side Skirts with Ambient Light.



TECHART Roof Spoiler and Rear Wing.

TECHART individualisation for the Panamera models is breathtakingly sporty and uncompromising in both, its elegant appearance and its inner values. Made of quality materials such as Polyurethane RIM and carbon fibre, it was designed for trouble free fitting and long life individual driving pleasure.

A remarkable 100 horsepower boost for the Panamera Turbo is also part of the versatile TECHART programme. And TECHART sport exhaust systems provide an unbeatable audible performance – whenever you're in the mood.

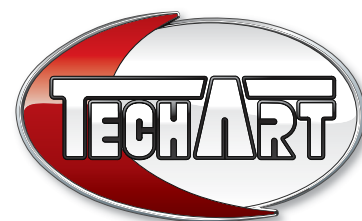
Visit www.techart.de/panamera to learn more or contact us in order to experience genuine TECHART individualisation options for your Porsche model.



TECH9
ENGINEERING EXCELLENCE

TECHART in the United Kingdom:

Tech 9 Motorsport Ltd
Hale Garage, Hale Road, Hale, Liverpool L24 5RB
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>



www.techart.de