

911 & Porsche

World

964 LONDON RULES

CAPITAL CITY BOYS
AND THE NEW WAVE
OF HOT-ROD
PORSCHE 964S



October 2014 No.247 £4.60
US\$9.99 CANADA \$12.99



www.911.porscheworld.com

PLUS:

- RARE 964 RS N-GT
- 3.7-LITRE CAYMAN
- US 911 ROAD TRIP
- TECHART 991 TURBO
- 996 GT3 RS BUYERS' GUIDE
- 4-CYLINDER ARCHIVE
- 997 HOW-TO
- OUR CARS

fvd
BROMBACHER®

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

30 years

Porsche® Tuning

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



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

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

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, David Sutherland, Johnny Tipler, Peter Tognola

Studio manager Peter Simpson

Art Editor Joel Mitchell

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

Production Liam Wilson
liam.wilson@chpltd.com

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

Administration Allie Burns, Sandra Househam

Accounts Bev Brown

Subscriptions Debi Stuart debi.stuart@chpltd.com

Website www.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

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



“Well of course you’re going to say that Porsches are good, you’re paid to say that.” It’s a line I hear time and time again from folk when they discover what I do for a living. The other variation is: “OK, so

Porsches? Are they really any good, or are you obliged to say that?” There are various ways of answering this. One is to say that I owned Porsches way before working on *g11&PW* magazine was on my radar. The second is to point out the fact that when most motoring journalists get round to buying ‘something for the weekend’ it more than likely will be a

“Porsches? Are they really any good, or are you obliged to say that?”

Porsche. And that’s significant because of the breadth of machinery that they get to drive. When putting money where mouth is, and taking all factors into account, Porsche wins the hard-earned, and journos aren’t easily parted from that.

I mention this because Porsche Cars GB recently held a bit of a get together at the Silverstone Driving Centre for Porsche driving members of the media. All your regular *g11&PW* and *Classic Porsche* correspondents were there parading everything from a humble *924* to a Porsche tractor. No one made us buy these, and the job doesn’t mandate it. We do it because we love them, and above all because, yes, they really are good.

Steve Bennett

FEATURES

YOU AND YOURS

Meet Tim Royds and his Boxster Spyder

36

TECHART 991 TURBO S

The 991 Turbo goes under the knife at TechArt, plus it gets more power too

42

MODIFIED 964S GET LONDON EFFECT

London 964 owners' get the hot-rod bug

52

THE RAREST 964 RS OF ALL

Could be. After all, when was the last time you came across the road race N-GT version?

66

CARRERA 3.2 NEW ENGLAND ROAD TRIP

Tipler's dream drive. It's a tough life

76

SVP MODIFIED CAYMAN CHALLENGES 911

Well, with 3.7-litres and 370bhp it does

86

ARCHIVE: PORSCHE'S 4-CYLINDER FORAYS

Part 2 as Keith Seume continues to look at Porsche's four-cylinder engines

94

SPECIALISTS: PARAGON

We catch up with one of the leading players in the Porsche sales game

102

HOW TO: 997 VACUUM PUMP REFURB

You didn't even know it had one!

108



CONTENTS 10.14



66



20



114

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!

118

REGULARS

PORSCHE NEWS 08
All the latest Porsche news...

PORSCHE PRODUCTS 20
...and all the latest must-have Porsche bits and bobs

USUAL SUSPECTS 28
Keith Seume on what you don't see when we put together a feature

PORSCHE LETTERS 32
A packed sack of opinion!

PORSCHE PROJECTS 114
Keith's 912 hot rod continues its glacial rebuild, plus Pete's Targa 3.4 project

CLASSIFIEDS/T&T/BUYERS' GUIDE 133
Porsches, parts and plenty more for sale

www.BKauto.com

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

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

DRIVING CLASSICS INTO THE FUTURE

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

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

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

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



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
/teewkesbury

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

MILLION DOLLAR 911



Pic: Mathieu Heurtault



Pic credits: Mathieu Heurtault

The Pebble Beach classic car auctions in mid August underlined the almost unbelievable surge in early 911 values that has been evident of late, with a 1974 911 Carrera 3.0 RS (main photo), one of 56 built, cracking the million dollar threshold, and regular 911s from the 1960s and early 1970s selling for over \$400,000. More recent 911s are becoming seriously expensive too, with a 1988 959 Komfort (the higher spec version of the twin-turbo, four-wheel supercar) making \$1,485,000 (about

£892,000), and a 1989 911 Speedster hammered down for \$308,000 (£185,000).

With the Pebble Beach Concours d'Elegance, held in Monterey in California, incorporating arguably the year's most significant premium classic car auctions, it usually falls to two auction houses, RM Auctions and Gooding & Company, to compete for the very best cars – and this year, as far as Porsche were concerned, the latter came up trumps. Besides handling the above mentioned Carrera 3.0 RS and 959, it

presented a 1968 911T/R – an early factory supplied competition spec 911 – which made \$440,000 (£264,700), a pre-production 911 from 1965 (one of 254 built) that fetched \$407,000 (£244,470), and a 1973 911 2.4 S, with leather Recaro seats and electric sunroof, which sold for \$330,000 (£198,200).

However RM's catalogue did contain noteworthy entries, such as the 1965 "matching numbers" 911 2.0 which sold for \$308,000 (£185,000) and a 1972 911 S 2.4 Targa in brown that made \$242,000 (£145,360). It was surely a sign of the times that the cheapest 911 the two auctioneers had between them was Gooding's 1968 911 2.0 L, a relative snip at \$104,500 (£62,770).

The 911 Carrera 3.0 RS sold by Gooding was a car bought new in Paris specifically for motorsport, its owner competing in hill climb events in France. The successor to the 1973 2.7 RS, except built in far fewer numbers, power was raised 10bhp to around 230bhp, while larger wheels and wheel arches were fitted, along with brakes based on those on the 917



Pic: Brian Henniker



Pic: Mathieu Heurtault



Pic: RM Auctions



Pic: Glenn Zanotti



Pic: Pawel Litwinski



Pic: RM Auctions

racer. After passing through a number of owners, it was fully restored 10 years ago.

By contrast, Gooding's 959 Komfort is barely even run in, having covered just 8800km from new. It was purchased new by privateer racer Heinz Schiller of Geneva, and stayed in his collection until 2004.

Bonhams was also in on

the act, selling a 911 Carrera 2.7 RS for \$935,000 (£562,500), but aside from the 911 frenzy, 356s were also being snapped up by bidders. Several of the delectable 1950s Speedster went for between \$280,000 (£168,185) and \$440,000 (£264,300). However, the biggest price among these pre-911 generation cars was not achieved by

a Speedster, but by the 1963 356 Carrera 2, the fastest 356 road car built, thanks to its 2.0-litre, four cam engine. Kept from new until the late 1990s by the first owner, it went under the hammer at \$517,000 (£310,500).

Race cars offered for sale included a 1974 911 RSR Carrera 3.0 from Bonhams with a Daytona and Sebring provenance,

which made \$1.1m (£661,761), and a

1986 962 IMSA GTP, offered by RM, which was bid up to \$575,000 (£346,100) but did not reach its reserve.

Following the RM sale in London on 8th September, the next big flexing of premium classic car prices will be at the Scottsdale Actions in Arizona in mid January.



Pic: Darin Schnabel



CAYENNE'S MAJOR FACELIFT

Four years after the second generation, 958 model Cayenne was introduced, Porsche has given its popular SUV – over 300,000 of which have been sold since 2010, making it the top selling Porsche – an extensive facelift, including a key new engine. The range goes on sale in the UK from 11th October, priced from £49,902, for the Cayenne Diesel, up to £93,763 for the Cayenne Turbo.

The previous entry-level Cayenne V6 with its VW-derived engine – a model Porsche listed but didn't really want to sell, relegating it to special order status – has been dropped, and the least expensive petrol model, at least initially, is the Cayenne S at £60,218. As happened with the Panamera, the Cayenne has down-sized in engine

capacity, the non-turbo 4.8-litre V8 in the old Cayenne S replaced by a new 3.6-litre bi-turbo V6, which was developed entirely by Porsche, the carmaker stresses.

This produces 414bhp, 20bhp more than the 4.8, and 406lb ft torque, 37lb ft more, shaving a tenth of a second off the 0-62mph time, which is now 5.4 seconds, while top speed is one mph higher at a surely academic 161mph. The Cayenne S's NEDC combined fuel consumption is between 28.8 and 29.7mpg (around two mpg better than before), and CO2 emissions are 223-229g/km – allowing models with the lower figure to escape the most punitive road tax bracket, although they will still attract a first year rate of £635.

For the first time, the

Cayenne is available in plug-in hybrid form (a first generation hybrid was previously offered), the Cayenne S E-Hybrid using Porsche's already familiar 3.0-litre supercharged petrol V6 producing 328bhp and boosted to 410bhp by the electric motor, the combination making a total of 435lb ft torque available. Priced at £61,474, it is the first plug-in hybrid in the premium SUV market and its performance and economy are impressive: 0-62mph in 5.9 seconds and a maximum of 151mph – but also 83mpg economy and a mere 79g/km of CO2, meaning zero road tax.

Until we see a Turbo S, the Turbo is the flagship model, its twin-turbo, 4.8-litre V8 producing 513bhp and 553lb ft torque, and never mind the £1090 road tax its 261-267g/km

draws. Although to be fair its market is not really Europe. The Cayenne Diesel, with its 3.0-litre turbodiesel has been made more economical, and the 4.2-litre V8 Cayenne S Diesel – priced identically to the Cayenne S E-Hybrid – delivers a stump pulling 627lb ft to complement its 380bhp.

Porsche describes the latest Cayenne as a new generation model. However, despite its new nose, bonnet and front wheel arches, and revised front and rear trim, it is still the same 958-series model underneath. Inside, there is a new multi-function steering wheel based on the design of that in the g18 Spyder, paddleshifts now standard on all five models. The rear seat has been redesigned, and seat ventilation is now optional.



OUR TAKE

DRIVEN OUT

If diesels decline due to environmental pressure, Porsche's contempt for them in the past could prove to have been visionary, David Sutherland thinks

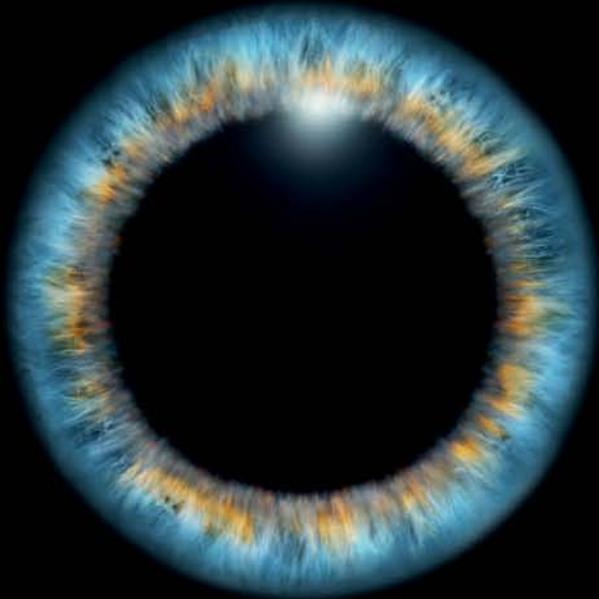
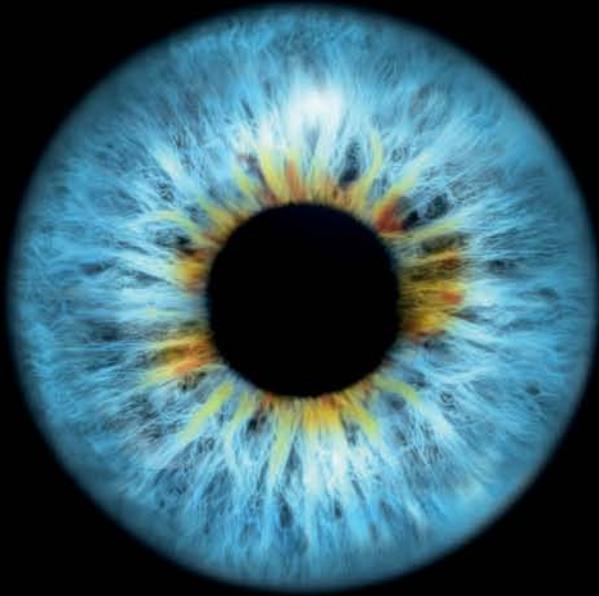
Porsche had to be dragged kicking and screaming into the diesel world, resisting it until the reluctant launch of the Cayenne Diesel in 2009, which used a 3.0-litre Audi turbodiesel engine. Prior to that, Porsche had insisted that diesels had no place at Zuffenhausen, former CEO Wendelin Wiedeking openly mocking their inability to rev much beyond 5000rpm, the point at which the fun began in a petrol-engined Porsche, he pointed out.

Ironic, then, that five years later easily the most common Porsche engine is a diesel, be it in the Cayenne – which has an 85 per cent diesel take up – or the Panamera or newly launched Macan. It was a beneficial move, even if Porsche didn't like making it.

But Porsche might, if you like, have the last laugh because after decades of increasing popularity, the diesel may soon have had its day. While diesels, with their more efficient burning give better economy than petrol engines and thus produce less CO2 – the gas believed to contribute to global warming – they are now being blamed for increased pollution in cities. The sooty particulates are the main issue, and London Mayor Boris Johnson recently helped kick start what could become a widespread anti-diesel sentiment by announcing that in six years time London's Congestion Charge on diesels will be more than double the present rate.

Perhaps Porsche engineers danced with joy at this. Certainly they have their work cut out to bring the carmaker's range of above average capacity petrol engines down to the required emissions level, while at the same time preserving the Porsche performance promise. But if diesel goes west, once again the shrill, intoxicating scream of a Porsche engine as it heads towards 8000rpm will become the norm, replacing the dull drone of the sparkless combustion system Rudolf Diesel brought us over a century ago.





ENGINEERED
TO EXCITE

P ZERO™



POWER IS NOTHING WITHOUT CONTROL

TECHNOLOGY
DESIGNED WITH
THE BEST CAR
MAKERS TO
ENHANCE THE
PERFORMANCE
OF YOUR CAR.

JZM GOES TO THE GULF

On of the UK's best established independent Porsche specialists is opening a new branch. Not in another town or another county – but over 4000 miles away, in the United Arab Emirates, where it hopes to exploit what it describes as an under-supplied demand for Porsche servicing and engineering. The country presently has two Porsche Centres, one based in Abu Dhabi, and one in Al Ain, 110 miles away, between them covering the region's seven emirate zones with six sites.

'While researching opportunities, we established a friendship

with entrepreneurs in the United Arab Emirates,' says Jonas Zambakides, managing director of Kings Langley-based JZM Porsche. 'Months of planning and development later, JZM Gulf is set to open for business.' JZM staff have been out to Abu Dhabi to meet local counterparts and size up the nature of the challenge.

'JZM Porsche and the UAE is a perfect match on many levels, the majority of the population is expatriate,' he continues. 'Despite a history of Porsche enjoyment here in Abu Dhabi, a Porsche specific independent service centre has never

found a foothold. We hope JZM Gulf will change all that.'

Fellow JZM director Steve McHale, adds: 'They're car nuts but they don't have any Porsche specialists. Out there, if you want your car set up for a track day, or anything else unusual for it, there's no one to do it.'

Working from an all-new, 10,000 sq ft facility, set close to European brands including Audi, JZM Gulf offers the same Porsche servicing, tuning and chassis set up, and engine and transmission rebuild services as it does in the UK. 'Whether that's a Porsche Boxster service, tuning a 911 GT3,

or adding paint protection to a local Cayenne or Panamera, all who come to JZM Gulf can count on our complete support,' says Zambakides, who has split his recent work life between the two countries, and who will be partially based in the UAE.

There is likely to be a difference in the type of cars that come through the door, as Cayennes and Panameras – petrol, not diesel – are more prevalent there. Because of the extreme heat, all work takes place inside the air conditioned building. The address is JZM Gulf, Mussafah Industrial M14, Abu Dhabi, UAE.



PORSCHE BUYS KYALAMI F1 TRACK

When a motor racing circuit hits financial trouble and is put up for sale, it can, depending on its location, be an attractive proposition for property developers, and that looked like being the fate of the Kyalami track in South Africa, the former F1 venue that has struggled for some time and was reportedly mired in a legal dispute. However, in a surprise move, Porsche stepped in and bought the 2.7-mile track in the suburbs of Johannesburg, saving it from the bulldozers.

The carmaker is quoted as saying that Kyalami 'will be preserved as a

race track', and there is already speculation that it could become a Porsche Experience Centre, like the one at Silverstone.

Auctioned on 24th July, the circuit – or Lot 25 as it was itemised in the sale – was offered with a reserve price of 200 million Rand (about £11.2m), and was bid up to 205m Rand. The winning bid was reportedly placed by phone by Toby Venter, boss of Porsche South Africa, who could not attend in person due to his attending the Macan launch.

Those of a certain age

will recall that Kyalami, which opened as a racing circuit in 1961, hosted grands prix from 1967 (pictured is Jody Scheckter winning his home grand prix in 1975 in a Tyrrell 007) until it was dropped from the F1 calendar after 1985, following a sports boycott

of the apartheid regime in South Africa.

Formula One returned to Kyalami in 1992 and 1993 following the release from prison of Nelson Mandela, but the circuit went bankrupt soon after, Frenchman Alain Prost being the last winner there, in 1993.



CATCHING UP WITH

TIM SUGDEN



The professional race driver who is also commercial manager at Strakka Racing gives us the benefit of his thoughts, distilled over nearly 40 years in motorsport

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

I'm 50 and live in Leeds, but tend to be travelling for most of the year.

What was your big break?

Getting selected for the BMW junior team in 1990 and was a huge breakthrough.

Summarise your career

After a successful single-seater career, I switched to the BTCC in 1990 and was a factory driver for BMW, Toyota and Opel. In 1997 I started racing a GT2 Porsche, winning the British GT championship, with a second championship in a McLaren the year after. That year I also got fourth overall at Le Mans. In 2003 and 2004 I drove Porsches in Europe and the US and in 2005 I was in the factory Porsche, earning the coveted Porsche Cup for most successful driver in Porsche Motorsport that year. I also won Carrera Cup Asia in 2007.

Are you a petrolhead?

Absolutely, all my time is spent around cars.

What was your first car?

A Mini van.

What was the first Porsche you ever drove?

A brand new 964 911 Carrera. It was my sponsor's road car and he let me have a go when I was racing in Formula Ford.

Which Porsche past or present do you like best?

The 997 GT3.

What car do you drive daily?

A BMW.

What gets you out of bed in the morning?

The thought that this day is the day I need to start preparing for when my life will begin. The next thought is that at 50, it probably has!

What has been the biggest challenge of your working career?

I now race a BriSCA Formula 2 stock car and starting from red grade (the star grade) is the hardest thing I have ever done. The highest graded drivers start at the back and getting to the front in a short oval race is so difficult. There is no warm up lap and races last only a few minutes so you have to be on it from the word go.



1994 PORSCHE 993 CARRERA 2 COUPE

Rare and desirable speed yellow with full black leather interior - absolutely stunning! Upgrades include RS front and rear spoilers and Speedline alloys with black centres. Only 21,100 miles with full service history - drives as good as it looks!



2008 PORSCHE 997 TURBO - RHD
23,000 miles with FSH. - Extensive features including Sport chrono package - 911 (turbo) - a modern classic in the making.



1989 PORSCHE 911 SPEEDSTER - RHD
Only 9000 miles - the car is in as new condition and drives as if it had just left the factory. A true opportunity for the collector.



1989 PORSCHE 930 TURBO LE - RHD
Has covered only 29,100 miles and has full service history. 1 of only 50 right hand drive cars made. Immaculate.



1989 PORSCHE 930 TURBO G50 - RHD
Excellent Condition throughout. Many extras and upgrades - great value. 71,700 miles.



1989 PORSCHE 911 3.2 - LHD
Only 49,350 miles with FSH. Option of air-conditioning. One of the best examples of we have come across for some time.



1987 PORSCHE 911 SUPERSPORT CABRIOLET - RHD
Original factory wide body example comes with full service history. Full black leather with electric soft top. 60,000 miles.



1997 PORSCHE 993 TURBO - LHD
Only 28,200 Miles. LHD. Completely original. The last air-cooled Porsche Turbo model - a really exciting car to drive.



1988 PORSCHE 930 TARGA TURBO - RHD
One owner car with only 10,200 miles - Solid Guards Red with Beige Full leather interior. Absolutely stunning condition.



1962 PORSCHE 356B SUPER T6 CABRIOLET - LHD
Desirable 'Twin Grill' model with period chrome luggage rack
Exquisite example in Jet black with Tan Leather interior.

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

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

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

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151 | Mob: +44(0)7522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

TECH9'S WINNING WAY

A g11 entered by Liverpool-based Tech9 has won the Tour Britannia event for the third year running, the hat trick due to the car's '100 per cent reliability'. The classic motorsport event, which threads its way on UK roads to three race events and 14 special stages, is run over two days and competition is intense.

Driver and Tech9 proprietor Phil Hindley, along with co-driver Andy Bull, took victory by just 13 seconds over rally experts Steve Perez and Paul Spooner

in a Ford Escort Mk2, Hindley commenting that the Porsche's performance was 'testament to the crew at Tech 9, and the fastidious attention to detail in the preparation of the immaculate 1979 g11 SCR 3.0. The g11 bears the "SCR" title due to it being a Ruf-converted car that was rebuilt as a lightweight g11SC, the final specification that keeps it eligible for pre-1981 historic rallies. Besides many lightweight parts, it features Öhlins suspension, for which

Tech9 is a UK supplier.

The car, which has been unchanged in its specification in three years, and which has also taken two one-day Mini Britannia wins, may or may not be

campaigned in 2015. 'The car is presently up for sale,' says Hindley. 'I want to sell it, but if it doesn't sell I may enter it next year.' For more information, call Tech9 on 0151 425 5911.



NEW PARTS FOR TRANSAXLE CARS

For many years the four-cylinder, water-cooled models, starting with the 1976 2.0-litre 924 and ending at the 3.0-litre 968 of 1995, were the forgotten Porsches, with too little value for restoration to be viable, and often allowed to rot away – but rising prices of early g11s appear to have stirred demand for them and made these front-engined "transaxle" cars worthy of a second look, many collectors seem to

have concluded. Now Porsche has recognised that view, offering new engines for them, stripped of most components to give owners the option of re-using as much of the original componentry as possible during a rebuild.

Porsche Classic, the carmaker's division that both rebuilds old Porsches and remanufactures parts for them, can supply the aluminium crankcases for the

924S 2.5-litre, the 944 2.7- and 3.0-litre, and the 968 3.0-litre. These come with threaded cylinder head bolts and a differential housing, leaving other items such as the water and oil pumps and the various oil seals to be sourced separately, which obviously keeps the cost down. The crankshaft for a 924S, for example, is £1654 plus VAT, and £331 more for a 968.

'Thanks to the crankcase, owners of

classic front-engine models can therefore now ensure that the price of any repairs remains within a range which corresponds to the vehicle's value,' says Porsche Classic. Where possible, the parts are sourced from the original suppliers, or if that is not possible, are 'based on original documentation, technical drawings and detailed descriptions, a comprehensive store of samples and the expertise of our staff.'

The inventory of parts for older Porsches is approximately 52,000, and not all are large items. It is possible, for example, to purchase an electrical relay for a 944 Turbo's water pump and turbocharger (£107 plus VAT), or a rubber sleeve for suspending the oil cooler on a 928 (£1.57).

For further information and prices, go to the Porsche Classic page on www.porsche.co.uk



EVENTS

THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

September 3-5

Salon Prive

Syon House, London
Style meets concours at Syon House. The place to be seen
www.salonprive.com

September 5-7

The Concours of Elegance

Hampton Court, Surrey
Following two years at St James's Palace, Windsor, the equally impressive Hampton Court will this year host the concours event of the season
www.concoursforelegance.co.uk

September 7

Porsche Classics at the Castle

Castle Heddingham, Essex
Well established Porsche classic event in agreeable surroundings. Star of the show rumoured to be Keith Seume's project g12. Oh, and the 1970 Le Mans winning g17 and Richard Attwood
www.classicsatthecastle.com

September 19-21

Porsche Club GB National Show

Brands Hatch, Kent
The big Porsche Club event of the year, with the added bonus of racing from all the top Porsche Club series, plus the BRSCC Boxsters and 924s
www.porscheclubgb.com

Sport

September 6

Porsche Club Championship

Rounds 10/11
Oulton Park, Cheshire
www.porscheclubmotorsport.co.uk

September 6-7

Porsche Carrera Cup/BTCC

Rounds 15/16
Rockingham, Northants
www.porsche.com

August 9-10

BRSCC Porsche Championship

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

September 11-13

Isle of Man Historic Rally

MSA Historic Rally Championship
Round 7
Isle of Man
www.hrcr.co.uk

September 21

Porsche Club Championship, Porsche Speed Championship, BRSCC Porsche Championship

Brands Hatch, Kent
A great gathering of Porsche race series in support of the Porsche Club GB National Show
www.porscheclubmotorsport.co.uk,
www.porscherracingdrivers.co.uk

September 27-28

Porsche Carrera Cup/BTCC

Rounds 17/18
Rockingham, Northants
www.porsche.com

PORSCHE STILL A MONEY MACHINE

Everything on the Porsche AG balance sheet pointed in the right direction in the first half of 2014, with profits, profit margins, revenue, sales and even the size of the work force increased. The carmaker posted a profit of €1.4bn (about £1.1bn – some £6m per day), up eight per cent and with a profit margin of 17 per cent – if not the highest in the car industry then certainly close to it.

Porsche nonetheless reported that it had to watch the euros if this level of profitability was to be sustained, due to the high cost of

implementing “Strategy 2018” – its ambitious growth programme – and reducing CO2 levels to the EU’s required level. “This is the only way to sustainably achieve a return on sales of at least 15 per cent,” it said.

However, Porsche is now not the only German car manufacturer revealing impressive numbers. Over the same period BMW made a profit of €4.8m (£3.8m), although despite selling over 10 times as many cars as Porsche its operating margin was lower than Porsche’s, at 11.1 per cent.



DRIVE TIME AT R&D CENTRE

Porsche has given more details of planned upgrades to its development centre at Weissach, revealing the huge increase in technical work on new hybrid drive systems that will be undertaken at the top

security site. Within two years, some 600 of Porsche’s best brains will relocate there, a major benefit of this being that all development functions are in one place, with the departments interlinked. ‘Tiresome trips to

externally leased testing facilities will be a thing of the past,’ the carmaker says.

Development of internal combustion and hybrid drive systems will be stepped up considerably, with 18

test benches installed. Even the design of the new building will play its part, the ‘intelligent architecture designed to promote interdisciplinary interaction between colleagues,’ Porsche explains.

Porsche is also using the building to maximise its green credentials. Two floors of the seven-storey building are to be below ground level in order to integrate it with the landscape as much as possible, while the 250,000 cubic metres of rubble dug out to create the foundations will be crushed on site and re-used as backfill at a later date, and every tree removed when the site was cleared will be replaced with another elsewhere. Even most of the rain water returns to the earth in its original state, flowing through an aquifer area built specially for this purpose – the building has no zinc gutters, which would affect the water’s natural state.



NEWS IN BRIEF

Oxfordshire-based Porsche specialist Autofarm has recently sold a two-owners-from-new g11 Carrera 2.7 RS that it has serviced and maintained for 31 years. ‘Strong demand meant the car sold for over £500,000 before the Porsche specialist had the opportunity to market it publicly,’ Autofarm said.

With Porsche back in the top level of Le Mans racing on what looks like a long term basis, it plans to establish a Porsche Experience Centre at the French circuit. Porsche builds three petrol and one diesel Macan, but customers want the oil burner, says UK-based Automotive Industry Data. It calculates that since going on sale earlier this year, 70 per cent have been diesels, and that over the same period the diesel take up among Cayenne customers is 85 per cent.

For the 10th year in a row new car buyers in the US have rated Porsche as the most appealing brand in the JD Power “APEAL” survey (Automotive Performance, Execution and Layout). And in the Compact Premium Sporty Car category, the Boxster and Cayman were first and second.

Parts specialist Euro Car Parts has opened seven new branches so far in 2014, bringing its network total to 162 locations. The stores are in Cheltenham (Gloucestershire), Barnstaple (Devon), Rochdale (Greater Manchester), Weston-super-Mare (Somerset), Darlington (Durham), Mansfield (Derbyshire) and Gravesend (Kent).



RHD 997 GT3 RS 4.0L – We are delighted to offer this very special and rare RHD 997 GT3 RS 4.0L. This vehicle is supplied with a fantastic factory options list and looks truly stunning in the special order colour, Mexico Blue. This RS has flown through our inspection process and we are happy to report that the ECU data shows no signs of over revs in any of the six ranges.

JZM PORSCHEs ARE SPECIAL

...take a look at our showroom www.jzmporsche.com

If your car's in JZM condition, sell it to us or through us!

Call Russ today to talk about your Porsche and how we can sell it, fast! Or visit www.jzmporsche.com/sell-your-porsche



Winners 2008, 2009, 2010, 2011 & 2012



996 GT3 RS – This RS is supplied in superb order throughout and benefits from a fully documented official Porsche service history including past MOTs, relevant service invoices and a copy of the original sales invoice when new. Truly stunning.



Turbo S PDK – This Turbo S has been sourced directly from Porsche Cars AG. The first 750 miles were its maiden voyage back from Germany as we decided to drive the car back rather than trailer it. All in all a super vehicle, like new and splendid in Guards Red!



997 GT3 Club Sport – We don't get to see that many Speed Yellow GT3s and it's easy to forget just how good they look! 997 GT3s are increasingly more difficult to source, hence we are very proud to offer this GT3 Club Sport with fantastic factory options list. Bound to be snapped up in no time.



964 Carrera 2 – This 964 Carrera 2 is no stranger to the team at JZM as we have previously sold this vehicle and we are delighted to have secured it for showroom stock a second time round. The paint work on this Carrera is in superb condition and you can tell this Porsche has been looked after.



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



ESTD 1997



You might not *need* finance, but think about the possibilities...

Visit our website to find out why classic car finance is the **smart route to classic car ownership.**

Tel: 0845 026 4242 www.classicandsportsfinance.com



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT

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



eibach.com

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

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

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@wyemedia.co.uk or John on 07749 503007 E: john@basistraining.co.uk

www.autodetailingstudio.co.uk



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



TechArt sheds weight

Porsche specialist TechArt is offering a new lightweight centre-lock wheel for the 991-series 911 Turbo, Turbo S and GT3. The 20-inch diameter, twin-spoke rim is forged, a more expensive process than casting, but which gives greater structural strength, thus allowing less metal to be used. This in turn reduces weight and thus the suspension's unsprung weight, which improves handling.

The Formula IV Race Forged Centerlock Wheel with its super slim spokes is 1kg lighter than the Porsche factory 911 Turbo S centre-lock item, and the five-spoke design is said to improve airflow to the brakes. Finished in titanium grey or with a polished outside surface, it can be ordered in a nine-inch width

with ET46 offset (suitable for the 911 Turbo, Turbo S and GT3), 12-inch with an ET47 (911 GT3) or ET58 offset (911 Turbo and Turbo S).

The recommended tyres (245/35 R20 front and 305/30 R20 rear) are Continental's ContiSportContact 5P and ContiForceContact, and Michelin's Pilot Super Sport and Pilot Sport Cup 2. The price for the nine-inch rims is £1749 per wheel including VAT, and £100 more for the 12-inch. You can get further information either direct from TechArt (www.techart.de), or from the UK importer, Techg in Liverpool, which is offering *g11&PW* readers a 10 per cent discount on a set of four, on 0151 4255 911 or at www.techg.ms



More power in a flash

Was achieving an extra 20bhp and 13lb ft torque at the crank on a 996-series 911 Carrera ever easier than this? Simply plug in a cable to the Porsche's on-board diagnostic port, download the ECU data to a laptop, email the file to the secure server of a company in the US, which then modifies the settings and quickly returns the file, which you then upload via the same port. The ECU stays in situ, so the car can be driven in the meantime.

That's the service that Connecticut-based programming specialist Softronic provides for pre-2004 996 Carreras, in the form of a flash drive cable. There are various maps available to take account of differing engine specifications in different countries, and also different fuel octanes, and, equally crucially, the system is guaranteed not to trigger any MOT-failing dashboard warning lights.

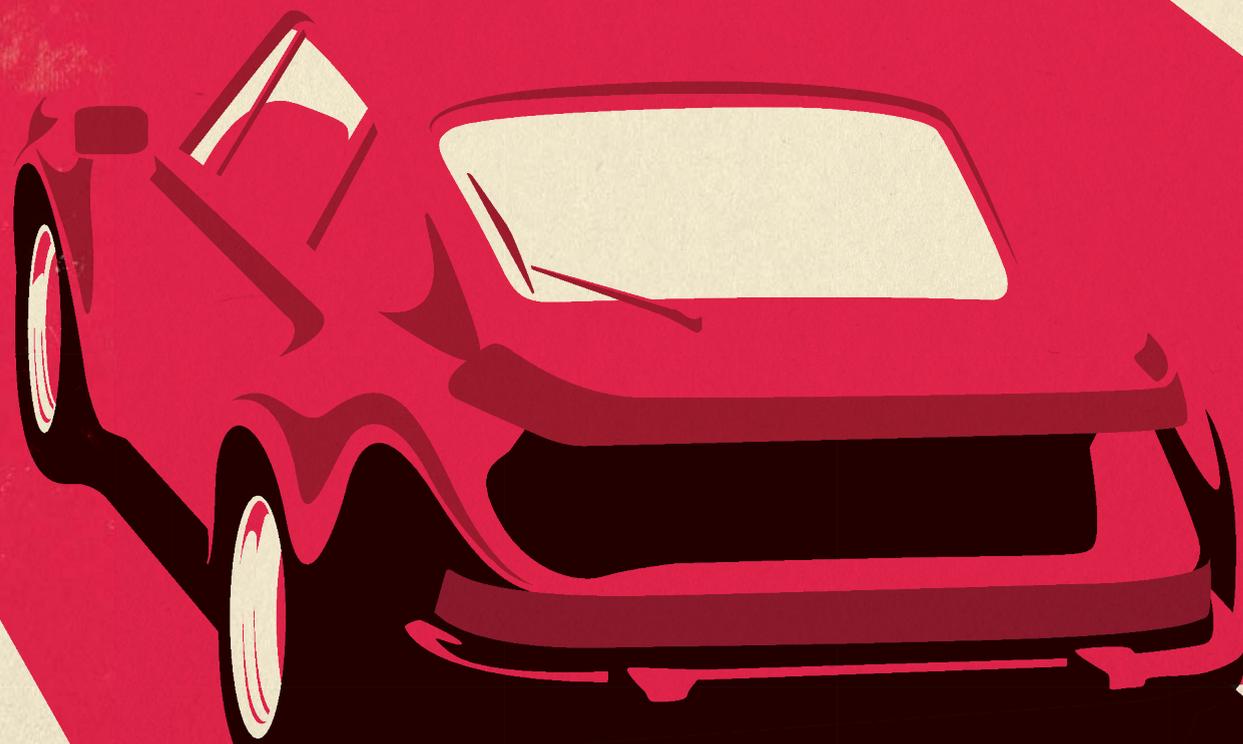
The process at the user end is simple, Softronic says, with instructions provided, and the remap is easily reversed because the original file is included with the modified one. The Performance Software (part number REMAP804) costs £755, having been reduced from £795, and is available in the UK from Porsche parts specialist Design911 in Essex, on 020 8500 8811 or at www.design911.co.uk

Spring into action

German suspension specialist KW Automotive has launched its new range of ST suspension for both of the Cayman generations, the 987 and 981. Direct replacement kits, the springs lower the car by 30mm if it's a 987 and by 20mm if a 981. The lowered springs give the mid-engined Porsche a more aggressive stance, and if you want it to look all the more so, KW offers a wheel spacer kit.

Having a chrome-silicon construction for maximum durability, and featuring an epoxide coating to fend off corrosion from winter road salt, the price is £299 including VAT (part number 28271008 for the 987 Cayman/S and 28271011 for the 981 Cayman/S). For more information, call KW Automotive UK on 0870 990 7536 or visit www.kwautomotive.co.uk





MAY THE **FUCHS** BE WITH YOU

IN STOCK NOW

997 GT3 GEN 2 997 C2 GEN 2 CAYENNE DIESEL 996 TURBO S MAN 996 TURBO TP 996 C4S TP 993 C2 CAB
993 C2 MAN BOXSTER 2.7 TP CAYMAN S MAN

RACE & TRACK CARS AVAILABLE TO RENT AND BUY



TEL 0113 2340 911
WWW.STRASSE.CO.UK

STRASSE
BRIDGE RD, HOLBECK,
LEEDS LS11 9UG

ILLUSTRATION: RICHARD CORVILL WWW.TURN-KEY.CO
ALL RIGHTS RESERVED ©COPYRIGHT 2014



The Tyre Bay

We look at the new Bridgestone tyre that passed the tough test for Porsche original equipment approval

Established in 1931 and now the world's largest tyre manufacturer, Bridgestone has introduced a new Porsche original equipment (OE) ultra high performance tyre. Following on from the Bridgestone RE050, a very common and popular fitment on many 997-series 911 variants, the tyre maker's new S001 has gained N rating and Porsche approval for the current shape 981 Boxster and Cayman in 20-inch diameter 235/35 ZR20 (front) and 265/35 ZR20 (rear) fitment.

The Bridgestone Potenza S001's key features include an advanced asymmetric tread pattern for outstanding sports performance in wet and dry conditions, super slant grooves for rapid evacuation of water and high traction on wet surfaces, and high-grip shoulder blocks for optimum road holding and high braking force and maximum cornering grip. A lightweight construction with spirally wrapped nylon cord helps maintain performance but reduces rolling resistance, thus improving fuel economy.

The S001 was greatly influenced by Bridgestone's experience in Formula 1. Its suitability for high performance cars is borne out by it being OE not just on Porsches, but on the Aston Martin Rapide, Ferrari 458 Italia and Audi RS5 too, and it redefines the limits of power and control in a performance tyre. Developed and tested in motorsport's toughest arena, the Bridgestone Potenza S001 lets you unleash the full potential of your high performance car.



Macan goes retro

There are plenty of factory options available for customers ordering new Macans, but Porsche is to make some of these items available for existing cars, supplied through the carmaker's Porsche Tequipment accessories division. A Sport Design package will be available ex-works for retro-fitting as from December 2014, comprising a bodykit (nose and tail body panels, side sills, "side blades", and roof spoiler with a painted rear edge), a sports exhaust system with noise switch, bi-xenon headlamps incorporating the

Porsche Dynamic Light System, and dark coloured LED rear lights.

Additionally, Sport Classic 21-inch diameter wheels, based on the 911's traditional and well recognised Fuchs design will be forthcoming along with some interior accessories, such as the "Lime Oaked" interior package, consisting of overlays for the instrument panels and door trims. A full list will appear in due course on www.porsche.com, under the "Tequipment accessory finder."



Sitting comfortably

According to gproducts, which specialises in performance parts for Porsches, when a racing seat and multi-point harness are fitted to a Boxster or 911, it become very difficult for a tall driver to achieve a comfortable driving position. This is because if the driver's legs are the right distance from the pedals, the steering wheel is too far away.

The normal solution is to fit a dished steering wheel to reduce this distance, but what if you want to retain the factory airbag? The firm, based in Finland, has devised an extender for the Porsche airbag wheel, suitable for Boxsters, 993- and 996-series 911s. Priced at €429 (about £340), it is said to be easy to install, and, due to its finish, barely noticeable once in place. However, when fitting, disconnect the battery and keep it disconnected for at least 30 minutes before removing an airbag module, the company warns. More information can be seen at www.gproducts.com



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



SEPTEMBER OFFERS

PORSCHE CAYENNE

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

PORSCHE 997

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

PORSCHE CAYMAN BOXSTER

2055ZR17 Goodyear F1A N0 £120.95
23550ZR17 Goodyear F1A N0 £156.95

PORSCHE 991

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

PORSCHE 996

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

Prices include valve balance, casing disposal and VAT.

Elite Garages

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

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



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

Call 0845 680153

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



Cooper Bros: Newmains, Carluke, Cumbernauld

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



Kenway Tyres: Aberdeen, Dundee

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



Porsches get clocked

Porsche has become renowned for its engineering efficiency in recent years – for example two decades ago it took one platform and one engine, and made both the Boxster and the 996-series 911 out of them, and then later the Cayman. So we shouldn't be astonished to learn that when Porsche Design, the carmaker's accessories division, decided to make a wall clock it didn't waste money sourcing new materials, but instead found some spare 20-inch 911 Turbo wheels to use as the face.

Part of Porsche Design's "Masterpieces Collection", it takes the outer rim of a genuine Turbo wheel, and has aluminium hands which save yet more money by being painted in Porsche's existing "Indian Red" bodywork colour. A Porsche crest is mounted in the centre of the quartz powered clock, and rotates with the minute hand. You don't get a sweep second hand, and the clock makers didn't even feel they could design its own mounting hook, because that's a copy of a Porsche valve cap. The price is €1500 (about £1200). More details at Porsche Centres, or at www.porsche.com/shop

Good navigation

Many Porsches are equipped with satellite navigation, but if yours doesn't have the Porsche Communications Management system, or indeed pre-dates its availability, then your smartphone will show you the way home. But there is still a place for dedicated, free-standing navigator units, which arguably do the job better than both. One product that presents a particularly compelling argument in this respect is the recently launched Essential Series from industry leader Garmin, keenly priced at £89-£159.

The displays are bigger than Garmin's previous units, five-inch on the nüvi 55/66, while the nüvi 65/66 (the 65 is pictured) has the firm's first six-inch screen, and functions are kept simple to operate. One very useful feature is Lane Assist, which provides close up views of major junctions to help you take the right slot at a complex intersection. The units come pre-loaded with European maps, and others, such as a map of the USA, are available to download at extra cost. As you can imagine, our description can only scratch the surface of what they do, and there is much more information at www.garmin.com. We have one piece of crucial advice if you are driving in France, though: using a navigator with a camera detector is illegal and attracts a hefty fine, so before travelling check that a navigator's French map does not have speed cameras marked.



Keeping your cool

The original oil cooler on a Porsche 356 or a 912 might still be working, but its cooling will be far from optimal compared to more modern coolers. So if it looks like it needs renewing, it makes sense to replace it with a modern spec, retro look item, such as that from classic Porsche part specialist, NLA Authentic Parts, based in Reno, Nevada in the US. The NLA-107-041-00 Aluminum Oil Cooler is claimed to be half the weight of the original cooler (which was steel), yet offers 20 per cent more surface area.

It thus 'could prevent a cracked engine case,' its maker suggests. It fits every 1948-65 356 and all 1965-69 912s, and as a direct replacement is an 'easy weekend upgrade', NLA adds. The price is \$510, though obviously you need to allow for shipping and

UK duty and VAT. More details can be found at www.nlaparts.com



Water treatment

Even if there is no actual leak, the deteriorated rubber seals on most older cars are going to let in a certain amount of moisture, especially if it's a convertible, which creates an unpleasant damp, musty odour. Perhaps if you've never owned a new car you thought that's how all cars smelt! JF Stanley & Co, based in Hamburg in Germany (given the company name, you will not be surprised to learn that proprietor Jos Stanley is English), claims to have a solution to dampness, the PermaPack, which contains a natural and environmentally friendly desiccant (a drying agent) that will draw the interior's moisture. It comes in two sizes: the 18cm PermaPack, designed for the car's interior and which will absorb up to 600ml, and the 6cm item, for the boot, holding 200ml. Prices are £68 and £40.

You find out when it has absorbed its full capacity by weighing it. And once full, the units, made from marine quality stainless steel, can simply be baked in the oven, and re-used, and will 'last for years and years', according to Stanley. They lie loose in the cabin – under the seat is a good place – and in the boot.



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





RSJ SPORTS CARS

Specialising in Porsche Cars



911 (997) Turbo "Gen2" (10 - 2010)
Basalt black with black leather, PDK
Sat Nav, 27,000 miles..... **£70,000**



911 (997) Turbo 3.6 (07 - 2007)
Basalt black with black leather,
Sat Nav, 34,000 miles..... **£46,000**



911 (997) "2S" 3.8 PDK (09 - 2010)
Basalt black with black leather,
Sat Nav, 48,000 miles..... **£45,000**



911 (997) "2S" "Gen 2" (09 - 2009)
Red with black leather, PDK
Sat Nav, 35,000 miles..... **£45,000**



911 (997) "4S" "Gen2" (09 - 2009)
Basalt black with black leather, PDK
Sat Nav, 41,000 miles..... **£45,000**



911 (997) Turbo 3.6 tip (07 - 2007)
Silver with black leather, Sat Nav
41,000 miles..... **£45,000**



911 (997) Turbo 3.6 tip (06 - 2007)
Silver with black leather,
Sat Nav, 41,000 miles..... **£45,000**



911 (997) Turbo 3.6 tip (06 - 2007)
Silver with ocean blue leather,
Sat Nav, 40,000 miles..... **£44,000**



911 (997) "2S" 3.8 (08 - 2008)
Basalt black with black leather,
Sat Nav, 35,000 miles..... **£36,000**



911 (997) "4S" 3.8 cab (06 - 2006)
Silver with black leather,
38,000 miles..... **£34,000**



911 (997) "4S" 3.8 (06 - 2006)
Silver with ocean blue leather, Sat
Nav, 34,000 miles..... **£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Basalt black with black leather,
Sat Nav, 46,000 miles..... **£33,000**



911 (997) "4S" 3.8 (06 - 2006)
Atlas grey with black leather,
Sat Nav, 30,000 miles..... **£33,000**



911 (997) "2S" 3.8 (07 - 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) "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**

**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)



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



JASMINE PORSCHALINK UK



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



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

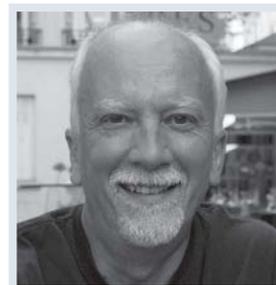
UNIT 5 | BRACKEN IND EST | 185 FOREST RD | HAINAULT | ESSEX IG6 3HX

PPCGB.com
PERFORMANCE CAR PARTS

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

USUAL SUSPECTS

EVER WONDERED WHAT IT'S LIKE TO BE PART OF A PHOTOSHOOT FOR A MAGAZINE? WELL WONDER NO MORE, AS KEITH SEUME SPILLS THE BEANS ON WHAT IT TAKES TO BECOME A COVER STAR (OR, MAYBE, A BANK ROBBER...)



KEITH SEUME
Classic Porsche

LIGHTS! CAMERA! UMBRELLAS!



Spending half your life up a ladder seems to be the norm as far as car photographers are concerned. But then how else are you going to get a shot like the front cover of this issue?

feature. If there were, they kept their weapons concealed at all times. No, seriously, what a great bunch they were – patient, too.

You see, one of the big problems about photoshoots where several privately-owned cars are involved is that most people have little idea of how long it can take. I've been on shoots where after half an hour the owner is already looking at his watch and asking if it's going to take much longer. When you break it to them that it can take three, four, five hours – or more – you'll usually see a look of desperation descend across their visage.

Arranging a photoshoot can be a major exercise in its own right. If you have just one car, life can be pretty easy, especially if the car belongs to a dealer. In that case, more often than not, they will just throw you the keys and tell you to have fun – and please bring it back in one piece. But many shoots involve several cars, and that's where things frequently start to get complicated.

I learnt long ago that the best way to bring a group of cars together is to involve the owners themselves in making some of the arrangements. This is specially true where a club is concerned. When Editor Bennett asked (ordered) me to do a story on the LgO, as the

964 group is generally known, my first point of contact was Ivan McCutcheon, who'd originally told me of the group's existence. He did some ringing round and then put me in touch with Frank Pereire, the group's frontman, and that set the ball rolling.

We wanted six to eight cars (any more than that can become a bit of a handful unless, like last month's cover shot, they are all supplied by one source), preferably in a range of colours. Now that last point can be difficult where more modern Porsches are concerned – yes, you got it: the majority seem to be silver or black.

Fortunately, 964s were born in an era when I suspect hallucinatory substances were filtered into the air-conditioning unit at Porsche: black, silver and red made way for magenta, peppermint and pastels. Heaven knows what Ferry Porsche made of it all...

After just a couple of days, Frank (whose own car is, er, black) had a list of willing candidates prepared to take a day out of work.

In the meantime, I'd called Antony Fraser to check if he could make a couple of dates the following week (time was tight, due to magazine schedules) and got the 'all OK' from him, so it was then a case of choosing a suitable venue. The obvious choice was the old Longcross proving grounds – known by most in the business simply as 'Chobham'. It's easily accessible, being just off the M3/A30 in Surrey, and has plenty of space for group shots and car-to-car action photography.

July 2014 marked 37 years since I first fell into the world of motoring journalism. That was back in the days when we bashed out stories on ancient typewriters, used bottles of Tippex correcting fluid (can you still buy that?) to cover up our mistakes and took pages of notes in our ring-bound reporter's notebooks – in my case, largely indecipherable notes...

Over the last (almost) four decades, I've been on hundreds of photo shoots with some of the best (and some of the most temperamental) photographers in the business. I've also met some real characters among the owners of the cars we were there to feature. I mean, *real* characters. One of them, from back in the 1970s, ended up in prison for armed robbery, another was done for fraud. Yes, the East End of London 40 years ago was an interesting place...

I am quite sure there were no future armed robbers among the members of the London 964 Owners who came along to the photoshoot for this month's cover and major

Photo shoots bring out the different characters in owners: some like to clean and preen, others like to stand and chat. Some just want to go home early – but not the London 964 Owners!



Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porschephiles. 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



BRETT FRASER



It takes a lot of thought getting the right photo, as Antony Fraser (left) proves... Sometimes, though, it all gets too much and he has to have a little lie down...



up car owners who are all mates and naturally want to stand around and chat has been compared to 'herding cats'. It can be an impossible task. Then, once you've managed to attract everyone's attention, you now have the task of trying to get each car into position.

With Antony looking through the viewfinder, he'll give orders as to where he wants each car placed. From ground level this can look pretty random but, when viewed from on high (ie, up a stepladder), it all starts to make sense. The problem, though, is it's not always easy communicating the photographer's wishes to the owner behind the wheel.

'Left full lock and back a couple of feet' frequently translates itself into 'Hard right and forwards'. 'Left!' becomes 'the other left' (ie, right) and 'a couple of feet' can turn into a couple of yards in no time at all. Such shenanigans can further be complicated by the one car which has a flat battery and needs to be pushed into place.

There were no such problems at this shoot (well, maybe a couple of 'other lefts') and pretty soon the cover image was in the can – or maybe that should be 'on the memory card' these days – followed soon after by the photos for the opening spread of the feature. Things were looking good, with the sun shining and skies a delicate shade of blue.

And then we heard it: the not so distant roll of thunder, followed soon after by the not so sunny drops of rain. This soon turned into the deluge I referred to earlier, coinciding with the exact moment when Antony expressed his wish to do the all-important moving shots.

Car-to-car work is a little disconcerting if you've never done it before. Asking owners to drive side by side, no more than 18 inches apart, while paying attention to the commands of the photographer (who's generally leaning out of the back of the camera car) can be nerve-fraying – I tell owners to think like the Red Arrows: watch the car to your right, and let the car to your left watch you. I've never witnessed two cars touch, but I'm sure it's happened on somebody's photoshoot.

After a few hours, the shoot was all over and it was time to adjourn to the pub for a bite to eat. The London 964 Owners were some of the most accommodating people I've worked with. And do you know what? I don't think there was a bank robber amongst them...

The first time I ever used Chobham was in July 1977 for a 'road test' of one of the first Golf GTIs in the UK. Back then, the place was still owned by the military and in use as a test facility for all kinds of armoured vehicles. It was commonplace to go flying round the track (part of which is banked and, in the 1970s, free of any speed restrictions) only to come upon a tank trundling along at 40mph, shedding chunks of rubber from its tracks.

Today Chobham is used by motoring publications for photography, and manufacturers and dealers for corporate driving events – and the film/TV industry. In fact, watch old episodes of *The Sweeney* and you'll be amazed at just how often car chases were filmed here. But I digress...

So we had a group of cars, a photographer and a location. What could possibly go wrong? Well, as it turned out, nothing. Unless you count a rain shower of truly biblical proportions that coincided with Antony's request to do some action photos. Poor Ant, he looked like a North Sea trawlerman wrapped up in oilskins as he poked his soggy Nikon from behind the trackside shrubbery. But he's a tough fellow and it took more than a few drops of rain (ha!) to dampen his spirits.

Prior to this, we'd spent time posing and shooting the cover image. Now trying to round

And just when you think everything's going to plan, it pours with rain. If there's one thing you can rely on about British weather it's that you can't rely on it...





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



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist

DEVON
EX33 2JP



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

call now 0121 55 77 911

www.ramusporsche.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

EVERY PORSCHE. EVERY PART.

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

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

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

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



www.EBSRacing.com

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



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

Get advice from our expert sales staff.



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



4068 South McCarran Boulevard Unit B Reno, Nevada 89502



*Good for up to \$100 discount.



100% MADE IN

GERMANY

Premium Quality Suspension Components

Nürburgring tested, Autobahn approved.



Components for more than 19,000 different models



trak+



roll bars



springs



cup kits



coil overs

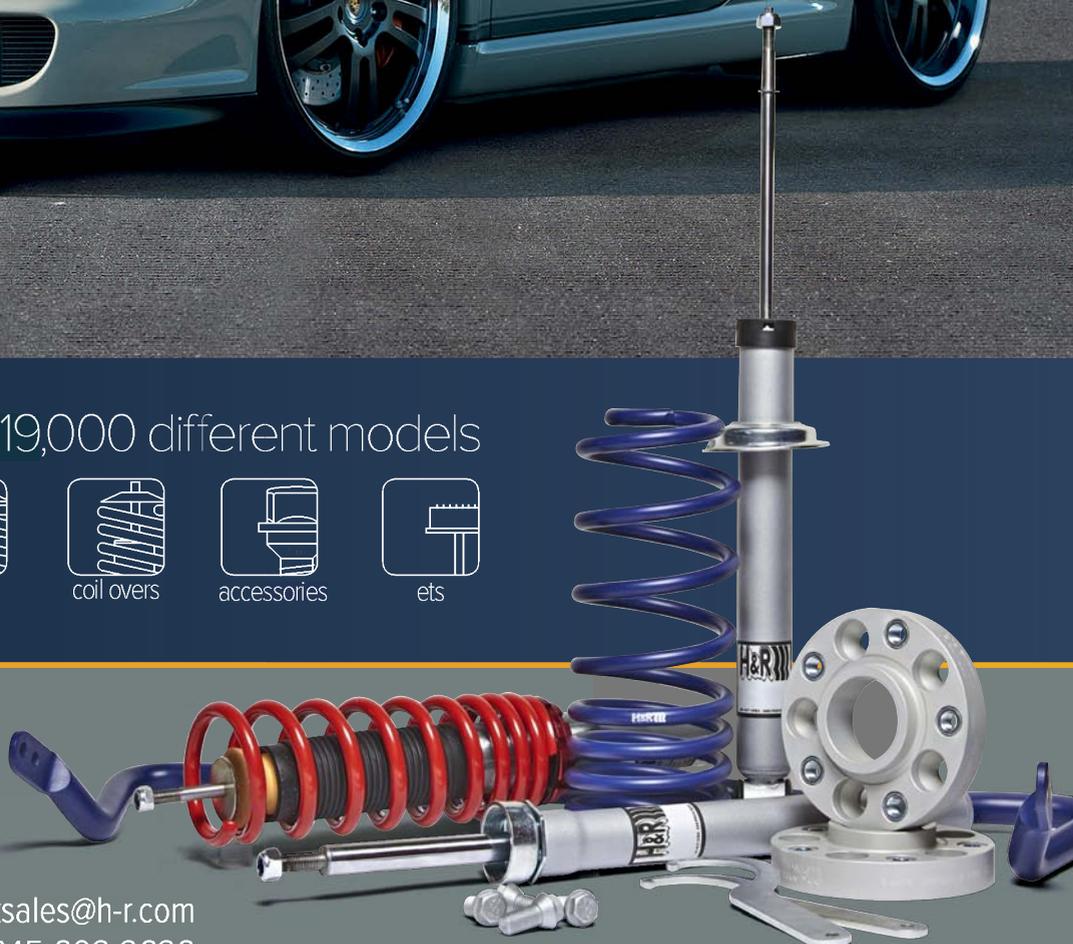


accessories



ets

H&R



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

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

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



5 minute install



save money



reusable



more power



OVER 45 YEARS OF EXPERIENCE
MILLION MILE LIMITED WARRANTY

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



K&N
THE WORLD'S BEST AIR FILTER

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....

EVANS
AUTHORISED
AGENTS

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

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

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

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

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



OUR NEW SHOWROOM IS NOW OPEN

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

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

Cavendish Porsche Ltd

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

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

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

SPYDER MAN

As Porsche obsessed kid, Tim Royds drew Porsches, had posters of them on his wall and even had a Scalextric 911. Then he grew up and bought a real one!

Words and photography: Brett Fraser

Tim Royds' enthusiasm for his 987 Boxster Spyder radiates from his very being and fills the space around him – he adores this car, loves owning it, loves driving it. But in common with so many of us, he confesses that when it came to initial thoughts of Porsche ownership, he'd been eyeing up a 911.

'As a kid I loved the 911 – I drew Martini-striped Turbo pictures, had posters of one on the wall, even had a Martini-liveried Scalextric car which, of course, was the best around our track... The 911 was simply this iconic car during my childhood and as a consequence I always wanted to own a Porsche.

'Many years ago in the late 1980s, while I was still working for someone else, I bought a shop, and the plan was that when I made my first £10,000 from it

'It was the wife's fault,' Tim explains. 'We were driving through our local town of Diss when she pointed out a red Boxster to me. She knew I still hankered after a Porsche and had spotted that the price tag was £5995, which back then was quite special, even for a 2.5. So, of course, I turned around... It was a 1996 P-reg example that appeared OK, and pretty much immediately it was a done job and somehow I managed to find the money for it.

'Given that it came from a side-street car lot, you may not be surprised to hear that it had a few foibles. Chief amongst those was the fact that the hood kept trying to fall off! It was all to do with the mechanism's knuckles popping, which the dealer had promised to sort out... Oh, and there was also a problem with the driver's side electric window.

“The Porsche brain-worm was simply waiting for the right climatic conditions to reawaken”

I would buy a Porsche. A sensible person might have thought "I'll re-invest the profit in more stock," but I've always thought you're a long time dead...'

For a variety of reasons Tim's plan didn't go according to plan: the £10K never happened and so neither did the Porsche. Family, business and life in general pushed the notion of ownership to the back of his mind, while motorbikes, a "proper" Mini Cooper S and, to a lesser extent, a Lexus IS200, took care of a need for wheeled entertainment. And yet, although the Porsche brain-worm may have been coerced into hibernation, it was simply waiting for the right climatic conditions to reawaken.

'All the same, I did enjoy that car and took it on a memorable trip through the Lake District. I had it about 18 months before deciding that I fancied upgrading to a facelifted 986 3.2S which again I'd seen locally. Because of the 2.5's hood issues I didn't think I'd be able to trade it in anywhere, and yet Humphrey Vargas did the deal against the 3.2S: ironically the 2.5 was soon punted on to the small garage I'd bought it from a year and a half earlier.

'The 3.2S, a black one, had no problems at all. Well, nothing of any consequence. I kept the car for three and a half years and during that time had a major service done at a local garage, GM Autotech in

Right: Tim Royds and his Boxster Spyder, something of a rare beast and a seriously focussed drivers' machine. Tim describes it as a 'posh Lotus Elise,' which is a description that we rather like





Harleston. While it was in I asked the guys to fit braided brake lines to see if it made any difference, but if I'm being really honest, I can't say that I felt very much!

'When I thought about selling the car a minor service was due, so for the sake of the service record I booked it into the main Porsche dealer in Colchester. It was a great deal: for £295 they came to my house in Suffolk to collect the car and left me with a 981 S complete with all the bells and whistles and PDK. I've got to confess that initially the loaner felt amazing with its amazing acceleration etc, yet when I got back into my 11-year-old car I smiled, because the newer version actually felt a bit sterile.

'One of the things Colchester wasn't able to sort out was the Boxster's stereo. The previous owner had stuck in

something with blue flashing lights, but I wanted the original-spec item reinstalled. So the car went off to Porsche Cambridge which had more experience in such matters. Of course they rigged it up to a diagnostic machine to see if there was anything else they could charge me for, but what they were able to tell me was that my car was fitted with an aftermarket exhaust – I didn't know...

'While the exhaust generally made a cracking sound, there were certain times when it became ear-splittingly boomy. And then, just as I was thinking of selling the car, that particular problem was solved – while stationary in some traffic near Stonehenge, someone ran into the back of me. The rear bumper absorbed the low-speed impact as it was designed to do, but the exhaust system wasn't so

accommodating... It was replaced by an excellent Janspeed stainless system that had no disturbing sections in its repertoire.'

With the aim of raising capital for a new Porsche in mind, Tim stuck the 3.2S on to the Autotrader website. 'I had a budget for a newer Porsche in my head,' Tim confides, 'and knew that I'd never achieve it by trading in my current car. But after six weeks on Autotrader the only bloke who came to see it – and loved it – couldn't get the money to buy it. Then out of the blue some friends of a friend told me they were looking for a Boxster: they bought mine simply after seeing some detailed photographs I sent them.'

'Another friend of mine, Steve, who owns an Audi TT, decided that we should both drive to Le Mans this year in new, to us, Porsches – I'd already been down there three times in the black car. In the back of my mind I'd been mulling over a 996, but somehow the thought of a car that had the same dashboard as my 986

'Until I bought the Spyder I never "did" forums, and quickly discovered why. There's a huge amount of snobbery surrounding the car, and mine was being criticised for having 37,500 miles on it. The wicked side of me promptly decided to wind up those critics by telling them I was taking the Spyder to Le Mans and putting another 1200 miles under its tyres.'

'From the moment I first drove it I realised it was different gravy to my previous car. It's 80kg lighter, 10bhp more powerful, 20mm lower, and its carbon-shelled sports seats, despite their seemingly minimalist padding, are supremely comfortable, as even my wife will attest. It's an absolute dream to drive fast, like a posh Lotus Elise, with real poise and go-kart immediacy in its responses. It's quite stunning dynamically.'

'On the Le Mans trip, brilliantly organised by Wildside and encompassing many miles of really engaging French back-roads, my Boxster Spyder attracted lots

CONTACTS

g11 Virgin
Not for the first time, g11 Virgin get a whole-hearted recommendation from a happy 'You and yours' buyer as suppliers of Tim's Boxster Spyder
www.g11virgin.com

Roy Humphrey Vargas
Not specifically a Porsche specialist, Roy Humphrey Vargas in East Anglia have no shortage of high-end machines and supplied Tim's second Boxster
www.royhumphreyvargas.com

“Until I bought the Spyder I never “did” forums, and quickly discovered why”

Boxster was putting me off.

'Then Steve rang me to insist that I had a look at g11 Virgin's website where there was this Boxster Spyder. I was out on a job in Cambridge with my son Soren at the time, and in our work clothes we jumped in the van and went down to the edge of London: Tom and Dan at g11 Virgin were great and didn't make any judgements about us, as they seem to be accustomed to dealing with customers from all walks of life.'

'I never even drove the Spyder prior to agreeing to buy it – I spent 45 minutes talking to Tom before even clapping eyes on the car. I can't recommend g11 Virgin enough, because the Spyder was seven grand more than my budget, but they gave me two months to get the money together.'

From the outset of his ownership Tim was determined to drive his Spyder whenever he could, but soon discovered that some frowned upon the idea...

more lustful looks than the Ferrari 458 Spider of my friend Matt... And my car has a certain rarity value: supposedly only 230 were imported to the UK, but currently there are only 190 left.'

Not that rarity has any influence over Tim's intentions for his Spyder. 'I try to go out in the Porsche whenever I can. I'm trying to persuade Wildside's Nick Duncan to do a trip to the Nürburgring for some fun driving, but I'm also contemplating a journey to the bottom of Spain for a holiday. When you've got a car as tremendous as this, why on earth wouldn't you drive it?'

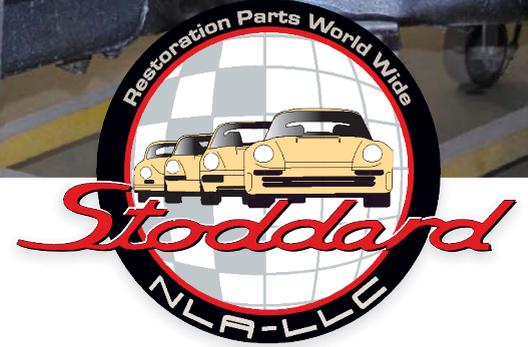
Tim confesses that a g11 is always in his dreams, yet he's also a staunch advocate of the mid-engined Boxster. 'The uninformed are forever saying that the Boxster is the poor man's Porsche – my retort to them is that they should come and really drive a Boxster, especially a Spyder.' **PW**

Below left: There's something of the Carrera GT to the Boxster Spyder from the rear. Something to do with those cowlings. Despite being something of a fine weather car (the hood is something of an afterthought really), Tim's car has notched up an impressive 37,000+ miles





CPR Classic Fallbrook, CA.



Authentic. Always.

Since 1957, we have committed to stocking more Porsche Classic parts than anyone outside of Zuffenhausen. Our exclusive sheet metal repair panels will build a strong foundation for your vintage 356, 911 or 912 - and the 18,000 unique part numbers we have in our warehouse will help you finish it to the highest standard. Whether you need rubber, trim, glass or mechanical components, our Porsche experts can get your restoration completed with authentic parts - in stock and shipping worldwide daily.

Stoddard NLA-LLC stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414



Frame Jig
For 911 and 912 suspension pan replacement
Duplicated from original tools
T52-863



Ignition Wire Set
Fits all 1968-1973 911 cars with 90 degree connectors
Made in USA
SIC-609-061-00



Caliper Restoration
Available for 356, 911/912
Correct plating, new rubber components, as new appearance and performance
NLA-531-965-10-SET



Tinted Windshield
Fits 356BT6-356C coupe (all glass available)
NLA-541-101-11



Floor Pan Parts
Fits all 911/912, 1965-73
We have all required panels from front suspension pan to rear floor, including all required mounts.



Door Handle
Fits all 911/912 1965-68
Polished stainless steel includes lock seal
SIC-531-061-10



Door Handle Seals
Fits all 911/912 1968-69
From new tooling as original
SIC-531-061-10



H4 Headlamp
Porsche Classic Part
Fits 911/912 1968-89
European H4 with chrome rim,
911-631-112-00

Addspeed Performance Cars Ltd

Quality Service at Affordable Prices



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

SPECIAL OFFER!

**Complimentary
Pre-Winter Check Over***

Quote Ref: OCT14

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

01403 255616

www.addspeed.co.uk

Foundry Close, Horsham, West Sussex, RH13 5TX

NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

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



*Repairing and servicing of Porsches
for over 20 years*

USED PORSCHE IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

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

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

AKRAPOVIČ

CAR EXHAUST SYSTEMS



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

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

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

DESIGN 911
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

ART FOR ART'S SAKE

TechArt's 991 Turbo S earns its stripes on the Black Forest's hilly bends, narrowly missing a speeding citation along the way

Words: Johnny Tipler
Photography: Antony Fraser





Speed traps. There's an inherent risk with our job, maybe more so than regular Porsche ownership: that of getting caught going over the limit. Because we all want to know how quick these cars are, and we have to pick our moments. Stretches of autobahn with no speed limit, for instance, would be just the ticket for our TechArt 911 Turbo S with its 190mph+ potential. But that doesn't reveal the car's dynamics on a switchback B-road. A dragster is fast in a straight line, but that tells us little about its chassis. So when my snapper buddy and I depart TechArt's Leonberg premises in the arable Flacht district near Stuttgart, and make off for the winding hill roads a few clicks away, by coincidence, a stone's throw from Weissach, I let him get maybe half-a-mile ahead in the snappermobile so I can get a decent run down the valley. No sooner have I floored it than I spot a blue van half hidden in a roadside copse two-thirds the way down the hill. Thank god for these mind-blowingly efficient brakes: the enormous speed already attained is annulled in a few yards. But a

couple of blue clad figures hasten to leap into the van and, horror of horrors, the blue lights began flashing. Pumping adrenaline turns to vinegar, and I slink towards them, tail between my legs. You can't hide a sparkling white Porsche, and to halt completely will arouse more attention, though the assumption is that my charge has already been clocked. Trying to look completely normal, I tool past at about 20mph, and they come out after me with their blue lights flashing, and I think, 'oh yeah, well this is it, this is the reckoning,' but no! They overtake me and carry on going! Nee-naw, nee-naw... The paddywagon speeds off down the hill, overtaking Mr Fraser and disappears from sight. I catch my colleague up and we proceed gingerly through the village, and there are the cops, having apprehended a truck. Around the next turn a shattered motorcycle tells a tale. Poor sod; there, but for the grace of god...

So, after all that, what can I tell you? It is one heck of a car, this Turbo S. We've driven their offerings before, of course, and whilst it's not a major innovation, this one doesn't disappoint either. TechArt is a prime mover



amongst the select coterie of aftermarket planets that orbit the Zuffenhausen solar system, and introduced its latest take on the 911 Turbo at the 2014 Geneva Salon. The spec includes technical, aerodynamic and cosmetic evolutions, most obvious of which is the aerodynamic kit, made from lightweight carbon and polyurethane RIM composite, comprising the front spoiler that smartens up the aerodynamics at the front apron, various ducts, and the rear wing. The front splitter extends fully at the press of a button when going at under 60mph (120kph), or it'll emerge automatically when the car hits 60mph in any case, retracting automatically at 45mph (80kph). Matching the front end aero, the rear spoiler improves overall

competition references they connote, that does take you to a different standpoint, visually. White car, blue stripes equals traditional American racing colours. And that makes me mindful of American racing cars, from Cunningham to GT40, Corvette to Panoz, which is no bad thing, and might also indicate the market that TechArt has its sights set on with this model. In any case, stripes are an image lifter. The artwork makeover is enhanced further by the Turbo S graphics on the sides, while the rear-view mirrors match the blue of the metallic detailing in the car. Tastefully done, if you like your Turbo to stand out even more than normal. I suppose that's another reason why passing Weissach traffic is more than curious. Personally, I would have

“The spec includes technical, aerodynamic and cosmetic evolutions”

airflow, which TechArt claims 'improves driving dynamics and stability' as well as echoing the curvature of the 991 coupé roofline. Likewise, the 'aero wings' that are integral with the front air inlets, and the vents in the front apron aid streamlining and contribute to the firm's trademark visual characteristics and aggressive design cues. These include the headlamp bezels, side-skirts and diffuser trim, framing the stainless steel, dual-oval tailpipes.

Whilst the silhouette of the Turbo S is pure macho white tornado, the actual appearance of the car is dominated by the TechArt striping, and with all the

carried that blue stripe right over the top of the car, but for some reason it stops on the roof and finishes halfway up the bonnet. The lowered suspension also accentuates the length of the car, and maybe that is also to do with the positioning of the Turbo S graphics along the bottom of the door. It seems too curtailed, and maybe it should run right around the entire lower quarters, because, as it is, it runs in front of and behind the front wheel arch, but the rear wheel arch is neglected, while the main detail in that panel is the trademark air intake for the intercooler. Cosmetics, eh!

Looking at the front of the car, it's obvious there are

White is still very much the 'in' colour at the moment and makes a great canvas for TechArt's styling overview. Blue striping blends nicely, while stance is just right





some areas where the aerodynamics have had an influence on the shape of the front splitter, but generally it's a relatively boxy, rectangular affair, and there's no front-projecting splitter which one might have expected. The side-skirts, or sills, have a slight knife-edge projecting along their centre lines. Around the rear there's a little diffuser underneath the back panel where the exhausts protrude. The aerofoil wing is purposeful, matter-of-fact, rather than swoopy Art Nouveau; it's not elegant, it's workmanlike. And yet the whole thing integrates very well into a coherent package.

The luminous TechArt aluminium door-sill guards welcome you aboard the salubrious saloon, while the

on the centre console, and the needlework in the leather on the dash and on the chairs, plus the matching blue of the panels around the PDK shift lever.

Beneath the front bonnet it's the same layout as a regular 991, providing exactly the same luggage stowing capability, but open the engine lid and, like all modern Porsches, that too is a manifestation of plastic covers so you won't see much in the way of a driveline. It's tempting to try and lift the spoiler, but the engine lid is in an even smaller panel that just lifts up to access the fluids, like a Boxster.

Its enormous 21in wheels are slightly dished to set the rim out a little bit more, and they're fitted with Michelin Pilot Sports, 245/35 ZR up front and 305/30

Interior features blue detailing, as does Tipler's hat! Below right: TechArt Turbo S looks the part on the move and is just that bit more aggressive looking than the standard Turbo

“The TechArt power-kit raises power from 560bhp to 620bhp”

ergonomically-shaped tri-spoked multifunctional sports steering wheel with its designer paddle shifters entices. It's flattish across the bottom to give space between rim and thighs. Your feet ease onto the aluminium pedals and adjacent footrest. There's a coordinated design theme running through the upholstery trim, with decorative threads in contrasting colour stitching the leather panels together. TechArt's interior styling packages also include elements of coloured carbon fibre, while the dashboard instruments are also refined versions, presenting legible dials, bezels and the leather-wrapped Sport Chrono clock. It's all in the detailing of the sewing and the carbon-fibre

ZR on the back. Oodles of grip there, then, which is reassuring considering the prodigious power on tap. From the stance of the car it's obvious that its suspension is lowered by 3cm, as it's quite squat. The suspension is fundamentally original, but the springs are replaced by TechArt's sport springs, fitted front and rear when the 'Noselift' system is installed. Speed bumps and potholes are easily negotiated by raising the front of the car, activated by another console button that operates the suspension hydraulics, lifting it by 6cm, operable with no delay at 50kph, and it lowers itself automatically in around seven seconds.

All the trimming and mechanical enhancements are

CAYMAN WENT

We covered the TechArt Cayman relatively recently, but I wanted to find out how it compared with the standard car we drove in last month's "Your First Porsche" feature, and, indeed, how it would stack up against the warp-factor Turbo. No question, the Cayman is more of a realistic everyday car than the Turbo, easier to relate to on account of its compactness, ease of control, mid-engined chassis flowing better into the corners, smoother in and out. The handling balance is spot-on, and whilst it doesn't have the punch of the turbo it is malleable and its performance sprightly. Accelerating hard, it really takes off, whizzing straight round to 6000rpm with no messing. In this mode it screams its head off, but actually I don't feel the impetus matches the noise; it's not projecting me like it sounds as if it should be doing. However, when posing in Sport Plus setting it certainly makes a racket in town, and it's worth remembering at traffic lights that Sport Plus only works in manual, using the paddle-shifters. The Cayman's been facelifted in similar fashion to the Turbo, with a new TechArt family front panel and carbon splitter across most of the front. It too has the gunmetal grey 21in wheels, shod with almost zero sidewall Michelin SuperSport 265/30 ZR 21 on the back and 245/30 ZR 21 on the front. Detailing includes orange brake calipers and a similar hue around the extremity of the rims, while at the back of the car below the rear panel carbon diffusers frame the exhaust in a semi-circle. The most prominent external feature is the rear wing with its cantilevered supports emerging from the TechArt-badged rear Gurney flap. The interior features lovely orange stitching and orange rev counter, and it's an enticing package indeed. Possibly one in which one's licence would be more likely to remain unscathed than in the Turbo.

carried out in-house at TechArt's multi-level premises in dedicated craft workshops, which is as amazing as it is laudable. No farming-out of functions here. Hanging hides and multifarious leather-bound wheel-rims speak of hands-on endeavour, while techies toil beneath ramps in the garage. It's quieter in the design studio, where renderings for future design themes are on show. The white riot theme is carried over into the Cayman that we also drive (see sidebar), but the quartet of demonstrators on display in the rotunda showroom at street level are, if anything, more hardcore poseurs, bejewelled bling-babes each one: 991 Cab, Macan, Cayenne, Boxster and, praise-be, the wild, swamp-green 997 GT2.

As we know, the Turbo is stonkingly fast, by any standards. Beaver away in their subterranean workshops in the bowels of the main building, these guys have made it quicker still. The TechArt power-kit raises power output from 560bhp to 620bhp, boosting torque by 130Nm to 830Nm (612lb ft.), and on full boost to 880Nm (649lb ft.). All dispensed by the touch

of a button: the power-kit springs into life when the standard Sport button on the centre console is pressed. For maximum aural treats, the Sport exhaust system with 'sound muffler kit' dispenses beefy baritone boom-'n'-blare.

Well, let's give it a try. Our test car is but six days old, and that's a rare thing as far as I'm concerned! Even Porsche GB press cars have usually seen a few thousand miles. Immediately I'm impressed by the car's sheer ability. Like a jet fighter pilot, it endows me with an awesome feeling of confidence by its downright competence. Okay, so the controls are broadly standard Porsche equipment with PDK shift, but the experience it delivers is perceptibly on another level. I ease on the accelerator and it rushes forward, the immediate sensation being that it's immensely fast. Then comes my 'close shave' with the rallentando rozzers. Progress is inescapably slow – for a few kilometres. And so the converse is that you can trickle along, in PDK automatic, and it does all the work for you. You know that you're the boss of enormous latent





power, sizzling away in anticipation of re-launch.

Soon enough, my confidence is rekindled, and the urge to surge takes control again. At first it's just seamless, linear acceleration. But when the turbos enter the fray there's a positive lunge, signalled by the exhaust note changing to a deep boom. I've got it in Sport Plus, using the PDK paddle shifts, and there's a lovely bubble on the overrun. And just as it's tempting to play tunes going up and down the gears – bah, bah, bah – it is also irresistible to floor it just for the hell of it, but as we found, there's quite a formidable police presence in the Weissach hinterland, so maximum prudence is required. It's a Porsche fest around these backroads, where every other car is a Porsche of some

these tree-lined lanes. Easing the power on and off to get the nose to dip in and out, and the steering is very direct, the turn-in is pin-point acute and the balance of the steering is just right, to the extent that the thick padded wheel invites some twirling, given a broader set of curves.

Having blasted the byways I calm down a bit, settling back for a more objective review of the white wazzer. I've got the sunroof open now. It's no bigger than a normal one, but you can have three different configurations of aperture by pressing different buttons: with just the back cranked up, wide open, or a combination of the two. I'm looking for trouble in the rear-view mirror and I'm distracted by the spoiler,

The Turbo forms the bulk of TechArt's work these days in terms of tuning. The Turbo is still tweakable, whereas the normally aspirated cars have little to give up power wise

“There is one last chance for a burn up in the blanco blazer”

sort, and I lose count of the Boxsters and 991s that glide by during our static photo session, though the 918 and Carrera GT grab my attention. A big 'wow!' moment. It's a car spotter's paradise, this, such is the volume of exciting cars at large. They all look curiously at our candy-striped TechArt Turbo, and some frown, and I construe that it could be seen as a bit of an interloper, though in town it's a regular head-turner as old and young pay tacit homage. I activate noise-boosting Sport Plus to further fuel their interest.

Out in the sticks, it's extremely lively and poised. Around these helter-skelter corkscrew turns it's a pussycat, driven sensibly, but I know that there's a bottomless pit of porking grunt lurking to catch out the overzealous right foot. It's a big car, relatively, on

with its neat blue and grey detailing.

There's one last chance for a burn-up in the blanco blazer; a few, too-short miles of smooth asphalt, winding up and down through the fringes of the Black Forest, and I go for it. Heart in mouth, hoping not to find a tractor around the next bend, though a swift overtake or two is feasible when the dotted white line's in my favour. The Turbo plunges into dips and hurtles skywards to crests, and I'm totally gripped with the concentration and the thrill. There's no apparent limit to the available performance. Job done, I cool it and we slink back to TechArt's Leonberg HQ, relying on the console sat-nav for directions. All in all, the TechArt Turbo S is visually striking, an extremely competent and very exciting car. Bring on the stripes! **PW**

CONTACT:
Brittany Ferries:
www.brittany-ferries.co.uk

TechArt Automobildesign GmbH,
Roentgenstrasse 47,
71229 Leonberg (Hoefingen),
Germany
Tel: +49 (0)7152/9339-0,
Email: info@techart.de
www.techart.de/en.html



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.

TIRED OF BLOWING HOSES? GET THESE...



NEW 993 TURBO HOSE KITS

S•CAR•GO
R A C I N G

SCARGORACING.COM
415.485.6026
info@scargaracing.com

RICK'S IN HEAVEN.
He can find anything he needs from our endless inventory of **NEW, USED, or REBUILT** parts at www.partsheaven.com.

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

Porsche® enthusiasts like Rick 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.

**PARTSHEAVEN**

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



DOVE HOUSE MOTOR COMPANY

"the difference is our commitment to exceptional service"

Porsche & Prestige Sports Specialists



Porsche 911 (1997) 3.6 Turbo Coupe
2006/56, 3.6 Turbo Coupe Tiptronic, Automatic, 480bhp, Dark Olive, Black Leather, PCM - Sat Nav, Sports Chrono Pack, BOSE Sound System, Heated Seats, 19" Turbo Alloys with Porsche Crests, Mileage 55000, **£39,900**



Porsche 911 (1997) 3.8 Carrera S Coupe
2008/08, Cobalt Blue, 355bhp, Manual, Black Leather, PCM - Sat Nav with Phone, Sport Chrono Pack Plus, Switchable Sports Exhaust, BOSE Surround Sound System, Cruise Control, Park Distance Control, Mileage 37200 **£34,495**



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, **£31,990**



Porsche 911 (1997) 3.8 Carrera 4S Convertible
2006/06, Slate Grey, Manual, 355bhp, Black Soft Ruffled Leather, PCM - Sat Nav with Phone, Sport Chrono Pack Plus, PASM, PSM, BOSE Surround Sound System, Tyre Pressure Monitoring System, Mileage 56700 **£31,900**



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 Boxster (1987) 2.9 Gen II
2011/11, 2.9 Gen II, Platinum Silver, 255bhp, Black Leather, Heated Seats, Sports Seats, Bluetooth Phone Prep, Sound Pack Plus, Universal Audio Interface, Park Distance Control, Sports Tailpipes, 18" Boxster S II Alloys with Coloured Crests, Mileage 39200 **£25,900**



Porsche Cayman 2.7
2008/57, Arctic Silver, Manual, 245bhp, Black Leather, BOSE Sound System, Sports Seats, Park Distance Control, Aluminium Handbrake and Gearlever, Leather Centre Console, 19" Turbo Alloys with Crests, PSM, On-Board Computer, Climate Control Mileage 39420, **£18,900**



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 **£18,900**

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





BAND OF BROTHERS

Hanging out with a mixed bunch of fun-loving nuts drawn together by a common love affair with Porsche's first 'modern' 911: the London 964 Owners. Their motto 'Go cars, not show cars' tells its own tale

Words: Keith Seume Photos: Antony Fraser



Generally speaking, the very mention of the words 'car club' is enough to make sane people shudder. Too often, it brings to mind the image of a bunch of nerds waxing lyrical over spigot bearings on their 1947 Lumsdon Super Six, or a group of bores comparing the price tags of their new Astons or Fezzas. Yawns all round, then.

The word 'club' also hints at some kind of organisation: a committee, definitely, annual subs, probably. Sadly it also suggests politics, disagreements,

arguments, disillusionment, a slow decline in membership and, eventually, a slide into oblivion. An all too common tale – but it needn't be this way, as this group of Porsche fans proves.

'The 964 generation of 911s brought us together,' says Frank Pereire, one of the more public faces of the London 964 Owners group, or L9O as it's referred to. 'As many Porsche enthusiasts will know, the 964 was regarded as the underdog (I'm sure a few PCGB members still think it is!). It was a 911 that suffered terrible and, for the most part, unjust press.'

And he's right. Ask many bar-room experts about the 964 and they'll give you the impression it's the red-headed stepchild of the family. They'll happily tell you about self-destructing dual-mass flywheels – and oil leaks that make the *Exxon Valdiz* look like the *Rainbow Warrior*.

'Throw in the ingredient that the 964 was born into a recession and you've got the recipe for an unloved 911,' says Frank. 'The result is that they were once cheap, unloved and frequently racked up high mileages.'

Of course, these arguments

against the 964 don't really hold water any more, if they ever did at all. Yes, the dual-mass flywheels were prone to failure but there's probably only a handful of cars left on the road with the original flywheel still *in situ* as most have long been fitted with the trouble-free upgraded version.

As for oil leaks, well let's face it, all older 911s with a high mileage mark their spot. Yes, the 964 may have been a little worse than others, but the problem was that it had a plastic undertray in which oil would gather, giving the

Tony Clinch (left) and Tom Martin prove there's more to life than silver, silver and more silver. Guards Red and Rubystone brighten up the dampest of days



impression that things were far worse than they really were. Other ancient 911s simply dumped their oil mist over the cars behind...

As a consequence of this bad press, for the longest time 964s were frowned upon by enthusiasts. They fell into the category of the 'cheap Porsche', the one you bought if a) you didn't know any better or b) you had Champagne tastes but a Prosecco budget. That meant many were snapped up as run-arounds, logging up high mileages in the process – and mechanically neglected. That, of course, led to

one thing: depressed values.

But in this case, 'depressed' has a positive connotation, as Frank explains: 'This meant that 964s tended to attract a certain type of enthusiast. With high mileages being the norm, people felt they could modify 964s without worrying about them losing value. So much so that now the market suggests that modified 964s are commanding a premium – for the most part it's a market where values are led by condition and the quality of modifications, rather than mileage or originality.'

This certainly seems to be born

out by others who belong to the seemingly disparate bunch who have come to join us at the photo session. The owners come from all walks of life, from a skilled windscreen installer to an IT specialist, graphic designer to the owner of a bodyshop.

Ages vary but most are in their 30s and 40s, with Tony Clinch, owner of the red car you see here, the elder statesman of the group at a youthful 57. All come from the London area, but again precise locations vary from Buckinghamshire in the north, to Surrey and Hampshire in the south, via all points east and west.

For many of the crew, the 964 is their first taste of Porsche ownership. Jack Pegoraro, for example, set out a few years ago to buy a 911, ideally a mid-'70s 2.7, but found they were out of his reach. 'While looking for a Porsche, I came across a few Mercedes 107 SLs and saw they were incredibly cheap. Tragically, as it turns out, I then convinced myself that an SL might be a viable option...'

It will come as no surprise that he was ultimately disappointed: 'After two years, having got the car in good shape, I started actually driving it and realised it





was just awful, way too dull for me. It was like driving around in a magnolia marshmallow.

I started looking at air-cooled 911s again, both Carrera 3.2s and 964s, but eventually settled on the latter as the more complete package, which still retained the 911 silhouette.

'My budget was, however, at the bottom end of the scale so when I found my car, a Carrera 4, advertised as a "Cat C" write off, I saw it as a way to get a solid car

owner of Lemass Automotive, a body and paintshop based in Stoke Poges, feels 'they are a timeless design that mixes the old with the new. They have the original silhouette but as they are actually 85 per cent more advanced than the previous 911, the Carrera 3.2, to me they are the ultimate 911 in every way. The 993 may be the last air-cooled Porsche, but the 964 is the last model that has the original-style headlights, and

It seems that this combination of old-school styling and more modern underpinnings acted as something of a magnet for most L90 guys. Mark Taylor is the windscreen specialist we referred to earlier. His business, Specialised Windscreens, has something of a reputation in Porsche circles as being the place to go if you have a problem with your 911's glazing.

Through his contacts, he's able to supply heated rear screens

looks, with the promise of not too many rust problems, as well as the feedback you get when driving a 964. It's just a great looking classic shape 911 with not too much modern stuff to spoil the fun!

Mark's Baltic Blue C2 was originally owned by Tony Clinch and has had a lot of work done to it over the years, in every area. 'After finding the car,' says Mark, 'the plus points were that the body was in great shape having

"The combination of old-school styling and modern underpinnings acted as a magnet for the L90 guys"

for a good price.' As it turned out, it wasn't a 'Cat C' but a 'Cat D', meaning that the damage had been purely cosmetic but, because of the low values of 964s, the car was written off by the insurer. The previous owner's loss was Jack's gain.

The fact the 964's side profile reflects that of earlier 911s is not lost on other members of the group. Tom Martin, 31-year-old

that's what I like.

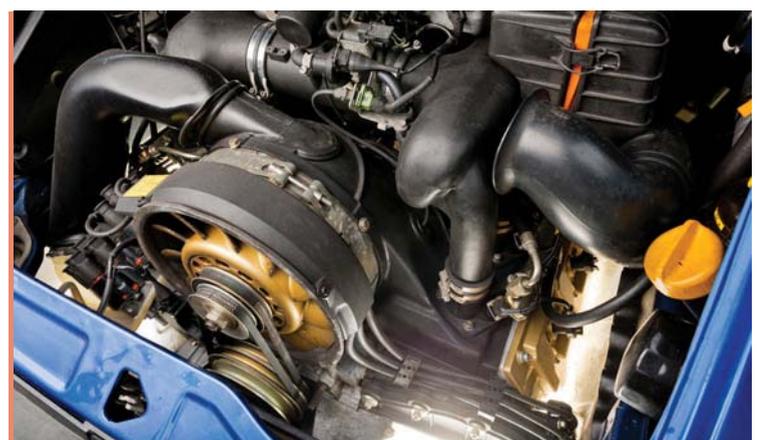
'They are also brilliant to drive thanks to the coil-over suspension, ABS, power steering and even today they offer great performance, with a top speed of over 160mph, sub-six-second 0-60mph and great mid-range. They sound brilliant, the deep growl that turns into a roar is better than the 3.2 or any of the later cars.'

with 'invisible' elements, which are far more efficient – and discreet – than the factory item. In fact, such is his reputation that he's now supplying glass to Singer in the USA for use on their bespoke 911s. So what drew him to the 964 – and the L90?

'I'm an old Volkswagen fan, and about four years ago I decided to buy myself a 40th birthday present. I liked the old-school

had around £8000 spent on it at a Porsche approved bodyshop a few years previously. It had had a repaint and two new front wings, and various mechanical things done to it, but the engine needed a top-end rebuild. I decided to go

Engine mods are generally restricted to rechips, but Frank Pereira (second left) went for 3.8-litre conversion and Motec ECU



Frank Pereire's 'Black Betty' is heavily-modified, with extensive mods aimed at serious use. Talat Asghar's wide-body conversion looks menacing...



for it anyway as I had a plan...'

The plan included the installation of a later 993 engine and ECU that he happened to have sitting in his workshop ready to shoehorn into his VW camper. The Volkswagen was forced to take a back seat, leaving the way clear for the 964 to benefit from the engine transplant. And that was just the beginning, for the engine now sports 964 RS silencers and de-cat pipe, while the ECU has been remapped by EcuTek in Uxbridge.

Making an already quick car go faster is all well and good but there's little point in doing so unless you can get it to go round corners, too. Much of the conversation between owners revolves around suspension modifications and set-up. Paul

Wallace bought his Marine Blue C2 back in 2008 to use as his daily driver but, like so many other cars in the group, it's progressively turned into something more special, more of a weekend plaything.

'At the time limited funds allowed me the choice of a 996, a high-mileage 993 that was a bit rough around the edges, or a decent 964. I didn't fancy the Kettle (*the quaint term for the water-cooled 996! - KS*) and I figured a cheap 993 could end up costing me more in the long term. When I found my car, it was love at first sight, and the fact that my wife liked the colour helped seal the deal!' laughs Paul.

'My intention was to keep the car relatively standard but, having said that, I have already

fitted a G-Pipe and Dansk cat-bypass. The tired 20+ year old suspension has recently been upgraded with H&R Green springs and Bilstein HD shocks, plus polyurethane front and rear wishbone bushes.

'I have also fitted RS engine mounts, a K&N filter element in a drilled air-box and a Steve Wong chip. Most of the modifications were carried out to improve the driving quality rather than outright performance.'

Mark Taylor again: 'I fitted all new suspension, using a Bilstein and H&R set-up, with every bush replaced with Powerflex urethane. When the car was all back together after its rebuild, I had a full geometry set-up carried out at Center Gravity, getting the corner weights

balanced and the ride height set to what I call "RS +10", ie 10mm higher than the 964 RS setting. I wanted the car to ride and handle as best it could, even though they do look cool in the weeds!'

'Number 27' is the enigmatic name Jack Pegoraro has given his 964 - it's a reference to the atomic number for cobalt (it is Cobalt Blue, after all!). He's followed the tried and tested 'Bilstein plus H&R' route, too, with Green springs and B6 shocks, along with a strut brace and RS engine mounts. He's also added H&R adjustable anti-roll bars, currently only at the rear, with a

Who cares about the rain? Jack Pegoraro (left) and Paul Wallace are happy to prove that the L90 cars are, indeed, built for go not show...



BEST SOLUTIONS FOR EVERY DEMAND



V1 coilover



V2 coilover



V3 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



standard 964 bar at the front, to help with his C4's inherent understeer. 'Number 27' has also been set up with aggressive geo for the same reason.

He's pretty happy with the set-up but feels it could be improved, especially as the car sees quite a bit of track action: 'It's a good combination, but not really good enough for the track.'

'Ideally I would like something adjustable so the car doesn't lose its road manners too much. I think an air set up might be the way to go, but I need to look at weights, and so on.'

Ah, yes, weight – or rather, weight loss. That, you see, is a particular fetish of Jack's, to the extent that others chuckle behind his back at his seemingly encyclopedic knowledge of the weight of various innocuous components. He's been known to arrive at pub nights muttering about how much weight he's managed to save on his 964 but, as he agrees when we chat, weight is free horsepower. Colin Chapman would have been proud.

'The last time I weighed my car,' says Jack, 'it came in at 1302kg with a quarter of a tank of petrol. Porsche claimed 1475kg for the C4 (with a full tank) so it's doing pretty well – but I would like to do more.' The list of parts he's removed (sorry, 'deleted'...) includes things like the spare wheel and compressor, gas struts for the front and rear lids, the boot carpet and stock washer reservoir, the radio and speakers, rear seats, rear blower, engine undertray and the rear wiper.

To further save weight, he's also added a carbon-fibre bonnet, cat-bypass, lightweight RS-style

door cards and carpet, and a lightened flywheel. And you can expect that heavy motorised spoiler and engine lid to make way for a lightweight glassfibre ducktail sometime soon, too.

Clearly (and unsurprisingly) the factory-produced 964 RS stands as something of an inspiration for many, with several L90 cars featuring near clones of the RS interior treatment. Recaro SPG seats, plain door cards, webbing straps in place of door handles, plus lightweight carpet sets and rear seat deletes are common fare, as are Momo steering wheels – usually the 'Model 7', with its mildly-dished spokes and yellow position marker at the top, rather than the Prototipo favoured by the early outlaw crowd. Full harnesses and rear roll-over bars are popular, too, hinting at the serious trackday work many of the cars see.

If you're thinking that these guys are all about function over form, you'd be only half right. Yes, the most important thing is that any modifications must earn their right to be a part of the car, but those mods need to look good, too. Take a look at the photos: do you see any L90 car that doesn't look mouth-watering? No way, and it's commendable that beauty consistently proves to be far more than skin-deep. And we like that – like that a lot. As that motto says, the L90 is all about 'Go cars, not show cars'...

There's no denying these are good-looking Porsches, not some hastily hacked around specials you see at many trackdays – these are a million miles from the £1500 eBay BMWs that make up the numbers at many such



If they're not driving, they're chatting, usually about the next road trip or trackday. Informal pub meets and group drives are what Lgo is all about



“Full harnesses and roll-over bars are popular, too, hinting at the serious trackday work many cars see...”

events. Lgo is fortunate to have Porsche-trained Tom Martin among its members. He's been in business for six years now and always has Porsches in for paint and bodywork.

'We currently have four 964s in for paintwork (including Ivan McCutcheon's unique Royal Purple example), and have become known as a bit of a 964 specialist,' says Tom.

'Word of mouth seems to bring a constant stream of customers our way. We're happy to work on any performance or classic cars,

but we are happiest when working on Porsches, no matter what year or model.'

Tom's own car, resplendent in Rubystone, is packed full of neat details, many of which would be lost on anyone other than a diehard 964 aficionado. He spent ages looking for the right car to replace his last 964, and eventually tracked this one down. It was Guards Red, which wasn't his first choice, but the bodywork was pretty solid. However, it still needed a fair amount of attention and proved to be the

perfect base for what he refers to as 'Project Rubystone'.

'I drove it around for just over two months before taking it off the road and starting a full bare-metal repaint in Rubystone, which is a colour I've loved since I first worked on an RS when I was just 18. I also made a few tasteful modifications along the way,' he says, in a masterpiece of understatement.

His idea of a 'few modifications' shows the divide between an experienced body man and mere mortals. Less is definitely

more, in Tom's eyes, so the mods include a 'smooth front bumper with plate recess removed and the tow eye moved to the grille - I've made a number plate holder that screws into the tow eye.'

He continues: 'I also removed the side repeaters from the front wings - this is legal and still passes the MOT, by the way - and then added a 993 front

Far page, from top left: Paul Wallace; Tom Martin; Jack Pegoraro; Tony Clinch; Talat Asghar; Frank Pereire and Mark Taylor





The most radical-looking car in the group is Talat Asghar's 3.8 RS-inspired wide-body, resplendent in Signal Green. Every car, though, is built to be a driver, rain or shine

scuttle panel to move the wipers closer together.' It's a small touch that you don't notice until it's pointed out to you, and then you wonder why every 964 doesn't look like this. There are 993 'Cup' door mirrors, along with 993 door handles with the chrome centres refinished in matt black, too.

Tom shortened the rear number plate recess to fit the five-digit number plate and then installed 993 rear quarter glass and rubbers for a cleaner look. As a final subtle detail, Project Rubystone has a custom heated Pilkington wiperless rear screen, supplied by Mark Taylor.

A major part of the way these cars look is the choice of wheels, with the choice generally evenly balanced between factory 'Cups', genuine original BBS split-rims

and more modern Cargraphic wheels. Tom's car wears its original BBS E28 Rennsport three-piece wheels (with magnesium centres) with pride. They were new old stock and specially built to the specs of the car, 8.5J x 18 at the front and 10Js at the back, shod with Continental tyres.

Tony Clinch, on the other hand, prefers to roll his Guards Red 964 on 18in Cargraphics. This is the second 964 he's owned – his first is now in the hands of Mark Taylor – and began life as a two-owner car (the first only keeping the 964 for three months) needing quite a lot of work. He spent two years getting it looking the way it does now and three years later he still sees it as work in progress.

It runs KW suspension and

benefits from numerous deletions, substitutions and performance upgrades (Steve Wong chip, for example) to create the RS-influenced hot-rod it is today. And who can argue against that combination of Guards Red and gold split-rims? Gorgeous is the word that comes to mind.

But the two other cars at the shoot which we haven't mentioned yet march to a slightly different tune – in more ways than one. First up, let's take a look at Talat Asghar's Signal Green wide-body 3.8 RS look-alike. It's by far the most eye-popping car here today, that vibrant green really coming to life in the sunshine.

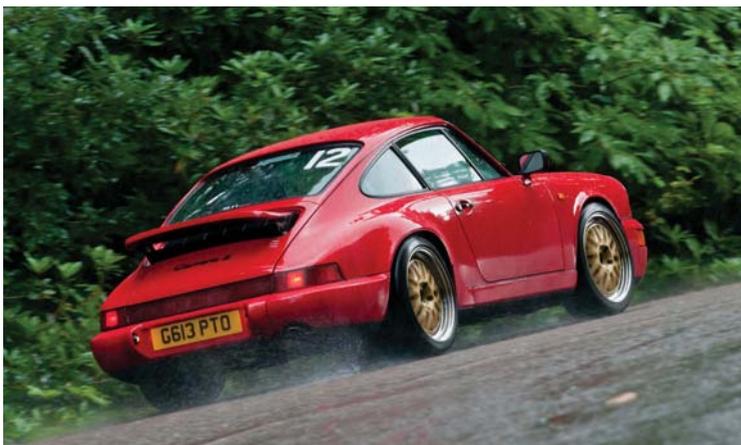
It started life as a Slate Grey narrow-bodied Carrera 4, with the

highly-desirable bonus of being a factory non-sunroof model. 'I looked to convert it into a 964 3.8 RS type look-a-like,' says 42-year-old IT consultant Talat.

'I wouldn't say it's a replica since it lacks the 3.8 engine, but the modifications I've carried out include the wide-body conversion and repaint, along with converting it from four-wheel-drive Carrera 4 spec to two-wheel-drive C2.'

That may sound like a pretty radical thing to do, but it makes sense as it's generally believed that the Carrera 2 is more fun to drive, more involving than the Carrera 4. The problem is that there are too few non-sunroof Carrera 2s to go round...

He's then gone on to uprate the suspension with KW



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!

Clubsport coil-overs, factory RS-spec anti-roll bars and polybushes all round.

It's a pretty uncompromising conversion, Talat having also forsaken the ease of power-steering in favour of fitting an RS manual rack, and then fitted polycarbonate windows to the side and rear, and dumped the air-con, both to save weight.

The interior is now more race car than street car, with its RS-styled interior by Southbound, rear seat delete and a Heigo half

include swapping these for the wide-body arms and having the wheels rebuilt to suit. Talat would also like to have the Recaros retrimmed in leather but, apart from his wish that 'it wouldn't stall so much with the lightweight flywheel' he's pretty happy – and who can blame him?

Frank Pereire, the man who first kicked L90 into life, has owned his black g64 for eight years. Christened 'Black Betty', it's possibly the best-known car in the group, recently playing a

It sounds wonderful through its Fabspeed exhaust system – and yes, it does spit flames at the track...

Helping it to go round corners are KW V3 adjustable dampers/coil-overs, aided by H&R anti-roll bars and Powerflex bushes. *Black Betty* is brought to a halt by 993 Turbo II calipers at the front, aided by stock C4s at the back, on cross-drilled discs squeezed by EBC Yellow and Hawk Blue pads. Wheels are BBS GT2s with Toyo R888s or RH

will soon be spending more.

'This includes the clutch controller (£1600!), a defective fan controller (£70 secondhand), bonnet seal (£95), re-Connolising the seats (£65, doing it myself), a full service, various other bits and a full geo (£1100), Cup 1 alloy wheels (£1100 secondhand!) and new Bilstein sport dampers (£950 and fitted by me).

'A large chunk of that cost is down to the engine. The g64 is infamous for needing top-end rebuilds and, unsurprisingly, after

“I refuse to believe it can't do everything, so I've tailored it to my warped sense of perfection...”

roll-cage. Talat has slightly mixed feelings about the interior, as it now means that the g64 is now very much a two-seater.

But then it does get to see plenty of action, 'Mainly track days,' says Talat. 'The build was completed earlier this year and so far I've taken it to Anglesey, Oulton Park and Castle Combe, and I intend to do three more track days this year. I love the looks, the driving experience and the fact that I can drive to the track, have a day driving around the circuit and be able to drive home again without any issues.'

The green machine runs on a set of RH Alurad three-piece wheels, the rears having been rebuilt with a hefty outset as the car still retains the narrow-body rear trailing arms. Future plans

The devil's in the detail. Julian Reap was responsible for the new gauge faces on Frank Pereire's Black Betty. BBS wheels are a popular choice

starring role in a short film directed by Frank (it's worth checking out on YouTube – visit <http://youtu.be/fzUCdnp61fo>). It's also one of the most heavily modified cars in L90.

'I refuse to believe it can't do everything,' says Frank, 'so I've tailored it to my warped sense of perfection. It's a race car for the road which is equally at home spitting flames on the track or battling gradients in the Alps.'

With its Aston Martin Onyx Black paintwork (by Tom Martin at Lemass), Pereire's g64 is a stunning-looking car that gets driven hard and fast. The upgrades the 32-year-old advertising exec have made could fill a book.

Redtek was chosen to carry out the engine work, which includes independent throttle bodies, ported heads, high-lift cams, 993 RS 3.8-litre cylinders and pistons, Pauter Machine con-rods and a Motec M84 ECU.

Speedlines with Yokohama ADO8s according to use, both sets running 225/40x18 and 265/35x18 sections.

So, enough of all this love; what do the London g64 Owners collectively dislike about g64s? Hello? Anyone there? How about you Frank? 'The only thing I can think is the premium on Porsche parts prices and the cost of refuelling! And I'm not too impressed by the mushy bit behind the wheel: the car's fine – I'm the problematic one!'

Most others in the group simply shake their heads and shuffle their feet. 'Nothing much to criticise,' they say. 'We love these cars – they're such fun, so responsive and perfect all-rounders.' Only Jack Pegoraro is a little more outspoken in this regard: 'The cost of maintenance is perhaps the only thing that leaves a sour taste. In the three years that I've owned my car I've managed to spend £13,280, and

one year of ownership, my car started smoking and using too much oil, so that was the next priority. The car went to engine experts Redtek – while it was there I went for a few improvements, including a change to Cup cams and replacing the tinware with lightweight glassfibre as part of the car's diet.'

Outweighing the negative financial aspects of owning and modifying an older Porsche, are the pleasures to be gained from driving them, and sharing the experiences with other like-minded people. Jack continues: 'I love almost everything about this car; what a contrast to my old Mercedes SL! There's nothing quite like an air-cooled g11: the car is so small, it feels like it's hewn out of granite, and the view from the driver's seat is really unique.'

We'll leave the final words to Frank, the incredibly enthusiastic frontman for the group: 'When



you modify a 911 and you're working on a budget (which used to be why you bought a 964: because they were cheap) you need a bunch of like-minded nutters on your side to share your highs and lows.

'Due to its history, the 964 is a car that induces camaraderie – that is really what brought us together. Most of the L9O 964s are modified and driven often, and hard, so you'll mostly find us blasting down B-roads once a month, smoking tyres on the track, making pilgrimages to Spa-Francorchamps and, soon, touring the Alps. That's not to say we don't sometimes attend more show-orientated events, but really we're a group of drivers who happen to adore 964s.

'The London 964 Owners is just that, an owners' group, not a club. There are no club politics, no membership fees, no strictly organised fun, no committees – we're just a bunch of 964-obsessed friends. The simple rule is that if you like 964s, then join in. But that doesn't mean to say we're exclusive – while you'll mostly see 964s at our pub meetings, often we'll be joined by other 911 generations.'

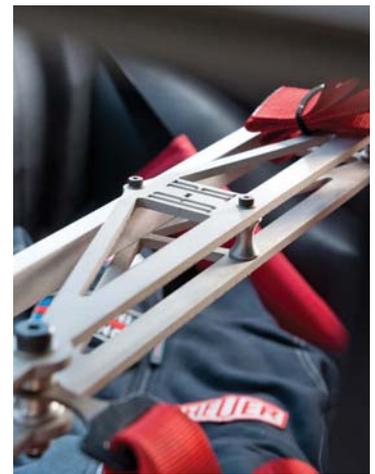
To keep track of the L9O's activities – and their cars – check their input on the 964 forum of the Rennlist.com website, or good old Facebook. **PW**

Thanks:

Our thanks to Frank and Ivan for helping get the cars together on the day, and thanks to all the members of the L9O who braved a downpour of truly biblical proportions midway through the photoshoot!



They're a colourful bunch, the L9O crew. Signal Green and Rubystone were enough to bring a smile to snapper Fraser's face...



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.

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



Your Porsche.

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



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

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.



BLUE RONDO

There are few track toys as swift and efficient as the 964 RS, but the Weissach-built N-GT evolution takes matters a step further. We get tuned-in and turned-on with the prototype

Words: Johnny Tipler
Photography: Antony Fraser



964 RS N-GT DISCOVERED

Every so often a rare beast bubbles up that we know very little about, and the 964 RS N-GT is just that. It's basically a sleek, narrow-body RS with even more kit left out, substituted by pure racing tackle. The suffix implies that it's a 964 RS that's been homologated for the FIA GT circuit racing class and Group N series of production-based touring cars for racing and rallying. So it's a stripped-out RS? Even less equals even more!

That's fine for starters, but it's the nitty-gritty that makes this turking Blue Rondo even more of a fascinating case. It emerged from Jürgen Barth's skunkworks, AKA Weissach's Customer Racing Department, on June 6th 1990. As we know, Porsche habitually creates a road-going model, and then its motorsport division gets to grips with it, cutting weight and refining the mechanical parts for racing. Hence Cup cars and the N-GT. Essentially a '91 model-year 964, this one was whipped off the

production line and handed over to Jürgen for him to create a short run of homologated race cars, catalogued under Porsche's Moo3 option, which specifies a raft of competition-oriented additions and subtractions from the standard spec, which we'll itemise in a minute.

After Jürgen and his illustrious colleague Roland Kussmaul had waved their magic wands, these 260bhp N-GTs saw action in the BPR Global GT endurance race series that replaced the World Sportscar Championship in 1994, which accounts for the large 91-litre fuel tank they're fitted with. Along with Patrick Peter (of Peter Auto fame) and Stéphane Ratel, Jürgen was the founder of the BPR Endurance series, their surname initials forming BPR, which turned into the FIA GT Championship in 1997. Along with the 964 GT2, rivals included McLaren F1, Ferrari F40, Callaway Corvette and Lotus Esprit. So this N-GT played a fundamental role in establishing the bedrock of the front-line international endurance series of the mid-'90s.



In November 1991 the car was handed over to former Porsche race star Ulli Richter to tempt him back into racing, and he kept it until 1993 when he returned to the tracks again, enjoying considerable success in a private 964 RSR and with Stadler Racing's 993 RSR in FIA GT2, till he got killed at the 'Ring in 2001 in a Manthey 996 GT3RS.

All part of the legend. But we need more provenance on the N-GT. The car's most recent owners, Des Sturdee and Paul Ward, did some digging, and Porsche GB as well as Steve Kevlin from PCGB did some of the groundwork for them. An email from Jürgen to Steve substantiates that it's 'a special car of the special edition Carrera 2 NGT.' Correspondence from Porsche GB confirms that the car's chassis number, WPOZZZ96ZMS400701 (engine number 62M01542), is the prototype for the N-GT series, further nailed down by the Z-option 12281 designation, cited in the original build sheet as a 'special series specifications prototype 964 Carrera 2 N-GT build description prototype'.

All 290 N-GTs were delivered in 1992 – every one a left-hooker, and all sold in Germany. From 1990 to 1993, as a comparison, 297 964s were syphoned off for the Carrera Cup (see sidebar), and that's essentially what the N-GT is, a road-going Carrera Cup car. A Club Sport, if you will. Overall 964 RS production was a rarefied 2,282 cars,

so it's pretty exclusive territory we're exploring here. Des and Paul told me they'd heard recently that there could be just two other 964 N-GT prototypes in public ownership.

In the first place, this car was a development hack, but so far as we know, it was never raced, even by Richter, although he was an aficionado of the Nordschleife, so it must have had a hard life in those formative years. After it had served its purpose in the pre-production programme as the N-GT prototype it was converted by the factory to RS Lightweight specification and then did its time as the RS 'Basic' Lightweight prototype, verified in the 1994 Fahrzeugbrief (Log Book). The final transition in its rich and varied career occurred earlier this year when Porsche specialists Paul McLean of GT Classics and Tony Littlejohn of GT Motorsport turned it back into its more austere N-GT specification.

How about that special inventory then: what differentiates an N-GT





Left: Under blue skies, North Yorkshire moors make for a stunning test track, although 964 N GT's suspension is perhaps a little too stiff.

Above: Welded in cage adds to rigidity

from an RS? Get shot of all in-cabin niceties for a start. You can have a glorious colour though: it's painted one of the more standout 964 hues, Maritime Blue. The features specific to the N-GT include an aluminium bonnet, genuine 7.5J x 17in and 9J x 17in SM magnesium alloy Cup wheels (recently refurbished) with correct centres, rolled wheel-arch edges, an all-encompassing Matter roll-cage that's welded-in, not merely where the down-tubes meet the floorpan and rear inner arches, but along the A- and B-

aggressive, and that's also partly down to 12mm spacers that push the Cup rims right out into the extremities of the rear wheelarches. Front fog-light niches have been turned into brake cooling ducts, and beneath the front lid lives a strut-brace, drilled for lightness, and a Varta battery. The list goes on, so keep up! There's a front tow hook, thinner 3mm window glass, ribbon door-pulls, manually adjustable Cup door mirrors, manual wind-up windows, battery cut-off switch, and a piddly

“Forget about underseal and sound proofing, it's going to be noisy as hell”

In their Cups

If the N-GT is the Club Sport incarnation of the 964 RS, it's also the (slightly) more sober sister of the Carrera Cup car. Introduced in 1990, the 964 Cup cars were built at Weissach and sold to private customers to run in the eponymous race series in Germany, and subsequently in dedicated series worldwide. From 1986 the Carrera Cup was the curtain-raiser at F1 Grands Prix, opening the door to international and national Carrera Cup and Super Cup series. The 944 Turbo was the weapon of choice till the 964 came out in '89. Fifty 964 Cup cars were built in 1990, 120 in '91, 112 in '92, and 15 in '93, then superseded by the 993. Output from the 3.6-litre M64/03 flat-six was 265bhp (195kW) at 6,100rpm, red-lined at 6,800rpm. The blower fan was dropped and an aluminium induction chamber was replaced by a plastic version, saving 1.2kg in the bid to eliminate extraneous items in the quest for lightness. The five-speed G50 gearbox came with shortened ratios for 3rd, 4th and 5th gears, plus limited-slip diff. Suspension featured harder, shorter springs, adjustable dampers and anti-roll bars, with ride-height set 55mm lower than standard. The original aluminium roll-cage was replaced in 1992 with a welded-in steel cage and, all told, the spec of the N-GT was pretty similar to the Cup car.

posts too, rendering the bodyshell 50% stiffer than standard. The chassis is also seam-welded, so structural and torsional rigidity is maximised, certainly by 1994 standards. The flat-six is secured by solid engine mounts, and there's an M220 limited slip differential, and no undertray, in order to save weight and improve heat dissipation. Braking is by ventilated discs, Pagid pads and black Turbo calipers, and there's an ABS cut-out normally only found in Carrera Cup cars, intended to be deployed in the event of emergency braking or whilst going backwards. The Cup alloys are shod with Michelin Pilot Sport Cups, 255/40 ZR17 on the back wheels and 205/50 ZR17 on the front. Its suspension is lowered by 55mm to give a 100mm ride height, so the stance is suitably

1-litre washer bottle.

What it doesn't have, predictably, is a full complement of the creature comforts packing a regular 964. There's no sunroof, rear seats are absent, hi-fi is deleted, no rear wiper, a lack of air conditioning and that goddam monstrosity of a pump lurking in the engine bay, no power-assisted steering; inside, the carpet, headlining and A- and B-pillar trim are missing, as are tiny items like headlight washers, central-locking, air-bag, interior lights, even sun-visors don't get a look-in. Forget about underseal and soundproofing, it's going to be noisy as hell. Oddly, to my mind at any rate, the hefty electrically retractable rear spoiler is retained, when a plastic ducktail lid would be so much lighter. Why fiddle around with





smaller washer bottles when a big whack of weight like the engine lid can come off in one go? In the event, the wing only managed to emerge halfway out of its housing on our test run. So where does that leave us on the weigh-in? At 1,120kg, there's a weight reduction of 230kg, compared with the stock 964 C2 that tips the scales at 1,350kg.

Since the car came to England in 1994, a whole lot of love has been lavished on it. Big money has been spent. In 2005 the engine was given a top- and bottom-end rebuild at Colin Belton's Ninemeister, with all new bearings, cam-

Eibach springs, seals, spacers, washers, covers, bellows and stops and wheel bearings were all replaced. In 2007, a Motec engine management system was added to the fresh engine, lifting it to a lusty 330bhp at a banshee 6,050rpm, matched by 410Nm of torque at 4,900rpm. Other work carried out in recent years includes clutch, heater fans, starter motor, distributors and leads. Then, in 2008, it was given a full glass-out repaint by Ninemeister, costing £16,383. Since the engine rebuild it's only done 8,000km, and the current odometer reading is 82,000kms. Good as new. And it is available, on sale with John and

Engine has undergone a full rebuild with Ninemeister yielding a healthy 305bhp. Further work saw a Motec engine management system fitted taking power to 330bhp

“Since the car came to the UK, a whole lot of love has been lavished on it”

chains, valves, carriers, racing valve springs and retainers, cam-followers, valve guides, pistons, rings, ARP rod bolts and clutch. Got to be £20 grand's worth. On the gm dyno at the time, the engine registered a robust 305bhp at 6,160rpm and 385Nm torque at 4,775rpm. In 2006, the rest of the running gear was overhauled or renewed: discs, pads, sensors and springs, Bilstein shock absorbers,

Mark at Specialist Cars of Malton, whose convivial company we enjoy yet again when we pitch up for a photoshoot and test drive.

What to make of such a car on the road? More R than S, I suspect. I ease between the scaffold poles doubling as rollover protection and squirm into the tight-fitting Nomex-clad Recaro seat. Ahead of me is the Sparco

Right: On the road the N-GT sits just right. Wheels and tyres sit almost flush with the arches thanks to 12mm spacers bringing the track out



964 RS N-GT DISCOVERED

Lighten up

Another even rarer manifestation of the 964 to emerge from the Barth oeuvre is the 964 C4 Lightweight or Leichtbau. Created at Weissach under the direction of Jürgen Barth, 22 cars were built between 1990 and '91, incorporating spares left over from the '84-'86 Paris-Dakar 959 and Le Mans 953 programmes, and aimed at the US Club Sport market. The limited-slip differential is regulated by two hydraulic wheels the size of biscuits on the dash so the driver could fine-tune the car's oversteering or understeering characteristics. The Leichtbau is basically a 964 Carrera Cup car with AWD and short gear ratios from the all-wheel-drive 953. There never was a dedicated race series for them like the Carrera Cup, so they remain an enigma.

steering wheel, deeply dished and pointing back at me, so although the chair is perhaps a little further away from the pedals than I would prefer, the wheel is nicely within range. The dashboard contains the main gauges, but there's no radio space, no air bags, and the air vents either side of the dash are missing, as are the fog lights and the rear de-mister switches on the centre console. The interior of the cabin is dominated by the shapely Recaro chairs with the Porsche crest, which are very comfortable, but the Matter roll-cage is the prominent internal feature, with a cross-brace just behind the chairs, and the frame coming right down the side of the 'A' posts, and then there's a diagonal across the roof, so it's here for keeps really. I survey the curves of the down-tubes, both front pipes following the contours of the inside of the dashboard. They are also welded against the front and rear door shut panels and, glancing over my right shoulder, it's like I'm in the presence of a gargantuan blue octopus, though viewed objectively, what with the diagonal door bars and the four-point TRS four-point harnesses (valid till 2019) and fire extinguisher, I'm actually in a pretty safe place. On the floor there's an aluminium plate that looks like it would be more at home in a rally car, and it's entirely bereft of carpet. There are signs of previous welding that suggest the roll cage was fitted in a slightly different orientation, maybe an earlier aluminium one, with bars along the sills. The RS door-cards, wind-up windows and RS canvas door-pulls add to

the economy spec, and there's an ignition cut-off wire in the bottom left-hand corner of the dashboard, with a switch on the outside of the car, and it's also got an OHP cut-off next to the passenger seat.

I fire up the flat-six. Instant cacophony. The noise inside the cabin when the car is at a standstill is like an old-fashioned washing machine drum rumbling around. That's the thrashing valvegear and transmission whine, of course, and it's probably how every car sounds but it's prominent because of the lack of noise insulation. I slot the G50 into 1st and ease off the clutch; praise be, it's a normal one, not the sintered job the Cup cars had. It revs freely, the tach needle darting round to 5,000rpm, accompanied by very sharp acceleration. It's an uncompromising ride, and not surprisingly I'm feeling all the bumps and, because there is no interior trim, I'm hearing all the mechanical noises from the engine – and they are really something – not to mention the glorious bark of the exhaust blasting through the Cup pipe that dispenses with the main silencer.

On the way to the magnificent Yorkshire Moors I pull into the petrol station at Kirkbymoorside to fuel up with 98-octane, and discover that the petrol flap lever has been replaced with a wire loop, thanks to the intrusion of the rollcage down-tube. Not an austerity measure, just needs must.

The more I get accustomed to the N-GT chassis the more I enjoy it – and don't forget I drive a lowered 964





with similar Bilsteins and Eibach suspension every day, so it is very much my kind of ride. It's nice and solid, and I'm feeling all the slight bumps and undulations on the A-road, though realistically this is too firm a setting for regular road use, but undoubtedly good and hard for a trackday. If ever there was a car that needed to be on some smooth road, this was it. The low profile tyres and firm RS coil-over suspension make it want to dart this way and that, so a light touch on the wheel is needed as it feels its way. Coming across Blakey Ridge, which is very

Acceleration is sharp from the get-go, taking off swiftly in every gear, and at 5,000-6,000rpm it's driving furiously and still accelerating brutally. It's so well sorted that I can maintain the desired pace through the curves because of its fabulous handling. As for turn-in, well, I'm just thinking it around the corners, eyeing as far ahead up the road as possible, like the proverbial motorcyclist, looking into the distance where I want to go, and the car simply goes there. It's so responsive that driving it becomes second nature.

CONTACT:

With thanks to Des Sturdee and Paul Ward, and Ralph Paprzycki for translating documentation.

John Hawkins or Mark Mullen,
Specialist Cars of Malton,
York Road,
Malton,
North Yorkshire YO17 6AX
Web: www.specialistcarsltd.co.uk
Email: john@specialistcarsltd.co.uk
Tel: 01653 697722

“There’s a little bit of tram-lining from the front tyres, but the speed is there”

bumpy indeed, it develops into quite a wrestling match, good fun though, but I know it will really come into its own on a flatter surface. On the main drag it really gets up and goes, and there's a little bit of tram-lining from the front tyres, but the speed is all there and I can carry that velocity through the corners, where it's really nice to be hugged in this Recaro seat and strapped in with the full harness.

Here's the thing: moorland roads are great because there's not so much traffic, but they are bumpy. So, find a stretch of smooth asphalt, preferably the Nordschleife, and the azure blazer is the perfect companion for a balls-out blitz. It's quick, biddable, cooperative, forgiving even, and you can't ask much more from a track-day buddy than that. Young Turks, here is the perfect Blue Babe to Rondo with. **PW**

Above: That classic silhouette is unmistakable. Colour is, too. Below: 17in Cup wheels look tiny by today's standards





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

2008 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 19,000 MILES

Black Leather Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Chrono Pack Cruise Control, White Dial, M/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest, Xenons, Rear wiper, Rear Park Assist, Full Porsche Service History

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

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

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

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

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

Full Black Lther 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, MF/Steering wheel, Rear wiper, Rear park Assist, Xenons, 19" Split trim Alloys, Full Porsche Service History

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

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

2007 - 997 CARRERA 2 COUPE MANUAL (METEOR GREY) – 41,000 Miles

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

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

2005 - 996 TURBO "S" COUPE MANUAL (GT SILVER METALLIC) 56,000 MILES

Turbo S, Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, 4 CD Changer, Memory & Electric Seats, Carbon Pack, Sunroof, Alcantara Headlining, Rear Wiper, Ceramic Brakes, 18" Turbo Alloys, Full Service History.

2003 - 996 TURBO COUPE MANUAL (POLAR SILVER) – 70,000 Miles

Dark Metropole Blue Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Fully Electric Seats, Sunroof, Rear wiper, Rear Park Assist, Alcantara Headlining, 18" Turbo Alloys, 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.

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

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

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

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control 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

Varioram, Metropole Blue Lther 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), "VARIORAM", Full Grey Lther Int. 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.

1997 - 993 C4 CABRIOLET MANUAL (MIDNIGHT BLUE) – 92,000 Miles

Marble Grey Lther Intr, Air Conditioning, Radio & CD Player, Electric Window & Electric Mirror, 17" Carrera 4 Alloys, Full Service History

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

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET 1989 (G50 GEARBOX)

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

FERRARI - MODELS FROM 1967 +

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 Concours & 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) 9,700 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 (OPALEScent SILVER BLUE)

Restored by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palestcent 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 Louis 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.

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.



Brands Hatch

Engine rebuilds all models and general repairs & servicing	Gearbox rebuilds all models	Air Conditioning	Disc refacing
	<h1>RGA</h1> <p>London's Major Porsche Specialist Units 32-34 Miles St, Vauxhall SW8 1RY www.rgaporschelondon.co.uk email bob@rgaporsche.co.uk All work to the highest standard and carried out in house Mon-Fri 7am-7pm Sat 9-6 Sun call</p> <p>Tel 020 7793 1447 ask for Bob for booking & advice</p>		
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

RESTORATION

Design INC.



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



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

<http://goo.gl/fUI59>



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

COLONIAL CAPERS

Lent a pristine 3.2 Carrera, the Tiplers tour all six New England states, sampling nature and nurture on a ten-day, 1500 mile driving spree

Words: Johnny Tipler

Photography: Johnny Tipler and Laura Drysdale





Above: JLG Autocrib's fab Porsche collection. Left: 3.2 Carrera at Lime Rock circuit, Connecticut

It's a few miles north of Boston on the I-95 Turnpike where we come closest to a speeding citation. The beauty of the three-lane interstate highway is that overtaking on the inside is perfectly legal and, abandoning the 55mph maximum we'd joined the rest of the fast movers at closer to 85mph. Having passed a middle lane gaggle on the right, I pull left behind a fast lady in a new Honda SUV in the outside lane. As she ducks around a couple of slower runners, suddenly the blur of blue flashing lights blazes atop a dark sedan, which summarily whisks her over onto the hard shoulder. Toasted. I don't know specifically what she's done – maybe too casual at the wheel, sipping a smoothie, but it could so nearly have been me: a red 911 would normally be like a red rag to a bull.

Me and Mrs T are on a road trip, touring New England in a late model 3.2 Carrera, kindly loaned by Connecticut dentist and Porsche enthusiast Dr Jack Gish (see JLG Autocrib sidebar). Our mount proves extraordinarily economical, but then we have adhered fairly rigidly to these sometimes absurdly low speed limits: max is 65mph, often 40, sometimes down at 15 and even a standstill where school buses are operating. It can mean that vehicles pull out ahead of side turnings or across your bows without a by-your-leave, but generally everyone complies. Except, evidently, Boston bound commuters, and that includes big semi-trucks too. Such decorum is difficult to imagine in Blighty, though of

course Boston, Lincs is not Boston, Mass. There's the thing about New England: it's as if someone's taken a huge handful of random English place names out of a hat and scattered them liberally over a map of north-east America. You'd think it might be quite disorientating to find Manchester alongside Norwich, Litchfield next to Salisbury, but of course it's not, because the environment is so totally different. Vast, lush, wooded country, and habitations all a Farrow & Ball pastel fest. With a few redbrick exceptions, all buildings are timber-frame, mellow-hued, colonial style clapboard; Georgian churches with spires, houses with porches, gable windows and some with mansard roofs. In the absence of a GPS we're using maps – remember them?

We've flown over with KLM, six hours and three movies out of Schipol to JFK. We've been in the Big Bagel, helping our daughter Zoë party down after graduating from Columbia journo school, then Man-Tran'd out of Grand Central and picked up Dr Gish's 911 from Danbury, Connecticut. First stop is the wonderful Lime Rock racetrack at Lakeside, and to head north we spurn scenic I-684 Taconic Parkway in favour of the gentler 22. The 3.2 Carrera has been standing for a while in his collection, though Jack's had it prepped for us.

It's Memorial Day race weekend, with a five-event programme including the domestic Porsche Carrera Cup counter, IMSA GTs which encompass modern Mustangs, Camaros and a feisty trio of 997 GT3s; a similar number

Below: Fantastic racing at Lime Rock; fuelling up at Lakeville, North Adams barn





“Memorial day is a big deal in the States; like Great Britain’s Poppy Day it commemorates the fallen, but is rather less sombre ”

of Caymans joust with Jap jets in the GS race, and stately '50s classics ease through the lovely parkland hills in the vintage derby. We sign on in the media room and stroll the paddock. First encounter is with snapper Ed Hyman whom I know from a previous visit, and he's pedalling his 356 in the historic race. Only other racer familiar to me is Bill Auberlen in an M3, scrapping with the delightful GT3s in the GT event, and that really is a humdinger, muscle cars bumper to bumper, no quarter given through the gorgeous twists and turns, and these are long, two hour, two heat races. An M3 runs out the winner, though two 996s are in the top five.

At day's end you have to lay up somewhere, and our journey is punctuated by a succession of blissful beddings, and I make no excuse for identifying them. First up is 142 Wells Hill, Lakeside, a charming 'good life' B&B run by Diane Monroe, breakfast eggs freshly laid, and just five minutes' drive from the circuit. Cardinals and orioles call stridently from the treetops. Sunday brings a 200-strong classic car parade, a mix of ancient and modern, and we meet Russ Truelove and his Mercury Monterey who drove the Daytona 500 in 1956 when the race was literally on the beach, against names like Lee Petty and Junior Johnson. Heady stuff.

Fuelling up at Lakeville – \$40 for half a tank of 93 super premium – you have to pay in advance, as at most garages, but the pump is erratic and it splashes back over my arm. Where's the rest room?!

Memorial Day is a big deal in the States; like Great Britain's Poppy Day, it commemorates the fallen. Unlike our sombre Remembrance Day, in America it's carnival town, with military bands, army vehicles and fire engines, cheerleaders and mounted cowboys packing the streets. Stars and Stripes fly from literally every gateway and flagpole. We see the parades lining up in towns as we pass north through Massachusetts and, halted by state

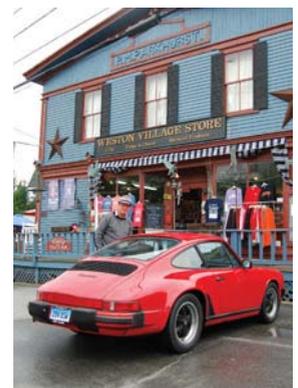
troopers, we witness the local razzmatazz sashay by.

We set off on the I-7, through lush meadows and densely forested hills dotted with lakes. At Pittsville the roads are really pitted, and though they keep asking you to sponsor a road, obviously nobody has. Passing Mount Greylock, tallest peak in the state, we motor on to North Adams to visit MASS MoCA, (Massachusetts' Museum of Contemporary Art) housed in one of the town's disused factories. Strange sound effects echo through the pipes of the former boilerhouse, and an Airstream caravan perched 30ft atop a gantry is filled with the debris of the artist's exploded brain. Most impressive exhibition is a barn-sized installation of around 40 seascapes by Anselm Kiefer, all based on the spurious pretext that great naval battles happen every 315 years. Who knew?

At Williamstown we check into the Maple Terrace Motel, a high-end example of the trad American roadhouse, and enjoy a full immersion in the pool behind our room. Williamstown's tiny for a university city, but we stuff ourselves into an intriguing Indian movie, *The Lunchbox*, showing at the arts cinema. The following day we head east along The Mohawk Trail, a picturesque 30-mile section of an old trade route between Albany in Upper New York State to Boston on the Massachusetts coast. Giant alert! Almost immediately there's an impressive 20ft tall Red Indian statue beside a roadside diner, along with a similarly monumental grizzly bear, endorsing the local ancestry. The Mohawks were English allies in the American Revolution, and Hiawatha is the most famous. Further along, in a commemorative garden, there's another larger-than-life Mohawk brave, in bronze, arms aloft in supplication to the happy hunting grounds, presumably lamenting his tribe's virtual extinction.

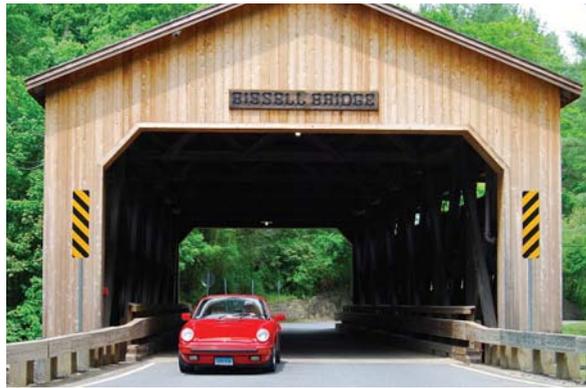
We're in The Berkshires, hilly, forested and unremittingly green, part of the Appalachian mountain chain that runs north from the Catskills in New York State up to Quebec.

Sweeping roads and great scenery, plus familiar names, make New England a great place for a touring drive. The 3.2 Carrera makes for a great travelling companion, too





Above: Carrera tries to blend in with the locals. Architecture is old town American. Below: Posing at Lake Willoughby at the top of Vermont



Local geological phenomena include the Natural Bridge, spanning a chasm in a marble quarry, and the glacial potholes in the rapids at Shelburne Falls in the Deerfield River. We pause here to slurp a smoothie and walk the Bridge of Flowers, a former tramway over the river, now florid and fecund. Like many of these backwater towns the old-fashioned stores is a delight just to wander round, scanning the local produce.

For the first time I'm starting to open up the throttle, because the trail follows the course of the river and it's twisty enough for the car to flow beautifully through the bends, and although the speed limit is 45mph – even down to 15mph at 'Hair-Pin turn' – it's enough to indicate what the 3.2 Carrera can do around them in the right gear. It's lined on one side with forested cliffs and it would be a great road to drive fast. Maybe this is one reason why, after Lime Rock, Porsche sightings are rare. Lunching at the Coffee Bean diner, Charlemont, a woman tells us that although she was very familiar with Porsches from when she lived in Hudson, New York, she hadn't seen a single Porsche on the Mohawk trail since she moved up here in 1985. A hamlet called Florida claims to be the coldest place in Massachusetts; it's pretty high up and the abandoned motels suggest a hey-day in the '40s and '50s, and then affordable air travel meant people no longer came up here.

That evening, back at Williamstown, we go beer tasting at the Hops & Vines Bar and Brasserie. Encouraged by the waitress's indefatigable politeness (a delightful US trait), we consume rather more than we probably should.

Our goal is Lake Willoughby at the top of Vermont, a

stone's throw from the Canadian border. It's a damp morning as we ease through lower Vermont on the I-7A. Mount Equinox in the Taconic range is shrouded in cloud and the Skyline Drive tollroad barriers are down, so we press on, looking for a diner for breakfast. Signs promote down-home organic and natural products, including the Cheese House, the Chocolate House and the Sugar Shack. We pull into Manchester, which happens to be a retail outlet centre as well as the location of a café that serves up the most ample selection of pancakes, bacon and French toast with lashings of warm maple syrup and sour cream. Spurning the siren song of the designer labels – Armani, Brooks Bros, Orvis fishing tackle – we point the trusty 3.2 northeast, and the period quality of the '87 Carrera somehow blends exactly with the old-fashioned nature of the 'B' road with double yellow lines topped with woods and bumpy back road. We climb higher, passing Bromley ski lifts. At South Pomfret, first registered in 1761, we stop at a garage and I pour a quart of oil into the engine, and the woman at the pump store finds me a paper funnel as the plastic boxes in the engine bay make access to the g11's filler even more difficult. With hindsight this is New England's best driving country because, despite unmended 'frost-heave' ridden surfaces, there just aren't many other vehicles around. Uh-oh. Spoke too soon. We receive an admonishment from a traffic cop who's sitting in his car in the middle of a village where we should have been doing 25mph and we were probably doing 30/35, so I slow right down next to him and happily it's just a finger wagging exercise. Soon

JLG Autocrib

Housed in a former kindergarten, hence 'Autocrib', Dr Jack Gish's dedicated Porsche collection numbers 24 cars, ranging from 356 to 996 and encompassing a cross section of Zuffenhausen models along the way. He began collecting them 20 years ago and hasn't looked back. For me, the peach is the grey Weissach special edition 3.2 Carrera.

The old school anterooms are made over to an engine display shop, complete with a vast array of associated paraphernalia including components of race cars like a brake disc from a Daytona-winning 962, Hurley Haywood's race suit and Mario Andretti's driving gloves, plus library and model collection. The former classroom houses a Pre-A Speedster that belonged to Nicholas Cage, a fab RS60 replica that starred in the movie *Death Becomes Her*, driven by Bruce Willis; plus a 914/6, a Ruf Yellowbird rep for his son to drive in autotests, and a 3.0 Carrera RSR race rep in Gulf livery.

Dr Gish displays his cars at local concours events, and gamely lent us his '87 3.2 Carrera for our drive trip, and when we called by to collect it we were greeted by Dr and Mrs Alice Gish, his PA Kim Filler, techie extraordinaire Dean Beckman and motorsport photographer Sean Smith who kindly supplied a couple of photos for the story. To augment his collection, Dr Gish is looking for an F-programme g11 with external oil filler, so if anyone can help, message him at drgish@sbcglobal.net and he'll be glad to hear from you.





enough we join I-92, a broad dual carriageway with a broad grassy trench in between the opposing lanes, part of Eisenhower's interstate system planned in the 1950s. It's a leisurely 65mph cruise through great open valleys and distant peaks to St Johnsbury where we go right onto the 5A. The surface has more wrinkles than Sitting Bull.

Long, comma-shaped and deep at 333ft where it's edged by sheer cliffs, Lake Willoughby is wonderful. We're billeted in Birches cottage opposite the Willough Vale Inn, a sumptuous bungalow with its own veranda, waterside jetty and the biggest jacuzzi bath ever. Our host Roy Clark lays on washing tackle so I can spruce up the 3.2, and we ease round the end of the lake to take some photos, then we visit the village store for supplies and a takeaway pizza. You only find these places off the beaten track; they're like stepping back in time to an era when general stores sold almost everything you could possibly need, service was personal and relaxed and you didn't need to push a trolley around. The antithesis of the modern strip malls that now dog the outskirts of every major town. We eat outside, catching the sunset and watching the few boats fishing mid-lake.

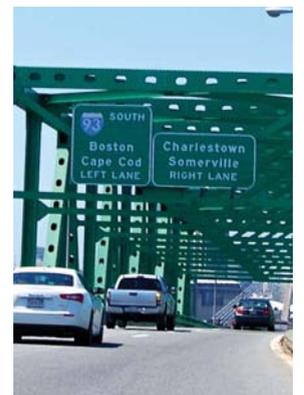
Next morning the sun slowly burns the mist off the lake, placid, sublime, a heavenly scene enlivened by occasional cormorants, ducks and jumping fish. No time to savour for long though. We've a lengthy drive ahead, southeast through Vermont, across New Hampshire and Maine, down to Newburyport on Massachusetts' Atlantic

seaboard, and it's going to take all day. Our preliminary shortcut turns out to be a dirt road, passing old farms, crossing cattle pastures and marshland beside the Clyde river. It goes on and on, a reminder of the great American dream, to drive and drive, like Dean Moriarty, and if you don't like one place you simply keep driving. On blacktop again, we slow for 'road work', the old boys holding the stop-go signs while the lad hurriedly shovels tar into the potholes. Vegetation is scrappier – though no less dense than most other places, but scruffy roadside houses and trailers suggest poverty. This is the backwoods.

New Hampshire's Interstate 3 has the Connecticut river to the left and the forested White Mountains ahead – white's apt even now: Mount Washington still has snow patches. Long straights, long curves and a few typical roadside diners, though traffic's sparse so they can't be doing much business. Certainly there are more trucks and utes than cars; light industrial equipment includes earth-moving and forestry vehicles. State slogan: "Live free or die"! We're cruising at a steady 60-65mph between 2,500- and 3,000rpm on the 110, signed as a 'scenic and cultural byway' between Groveton and Berlin. It's wide-open mountainous country and we're flanked by Nash state forest, with Percy Peaks over to the left, and White Mountain national forest to the right. The 16 going south to Goreham swoops uphill and down dale, and a railway line runs on a causeway literally bisecting the Androscoggin river. A section of smooth new blacktop on

Postcards from New England. Long, straight roads and gentle curves and highways that invite you to sponsor them, not that it would appear that many do

Below: The Carrera puts on a pose for the camera. Interstate bound and the names are familiar, even if if you've never been to America





“The throttle’s not shutting down as I lift off the gas pedal, so I buy a can of WD-40 to lubricate the linkage, but to no avail”

Above: Spectacular dunes and sea views, Chatham fish market, Cape Cod, supplies the region’s restaurants with... cod

the 2 tempts me to open up the 3.2 again, and at 80 I detect a slight vibration from the steering and hear a wheel bearing noise. The throttle’s not shutting down instantly as I lift off the gas pedal, during shifts for instance, so I buy a can of WD-40 to lubricate the linkage, but to no avail. On the whole, though, the car is feeling more and more compliant the further we go. We cross into Maine (slogan: “Open for Business”), and again, the road would be mighty entertaining were it not so bumpy up by frost-heave. We fetch up at the vast Sebago Lake. Virtually all beach and lakeside is privately owned, and we turn in at one spot where it says \$10 to park. There’s no one around, so Mrs T sheds her clothes for a dip, at which point the attendant appears, causing a bit of a commotion in the bathing costume department. Sunny as it is, it turns out the water is too cold for the full immersion, having only unfrozen six weeks previously. In the depths of the lake lie two WW2 Corsair aircraft, their British pilots having collided on a training flight. Despite the facility to recover them, for the moment they’re designated a war grave.

Below: Provincetown, timber-frame buildings, also Cape Cod’s liveliest swinging hot spot, a walk on the wild side



Late afternoon, and the three-lane I-95 – the Maine Turnpike – brings welcome relief from the more arduous back roads with their poor surfaces, no views and slow traffic, allowing the car to stretch out now and cover some ground. Following a truck at around 100mph, it’s about now that the incident I mentioned at the outset between the SUV and the cop car takes place, but there’s still no let up from the fast movers. We come off at the toll – just \$3 – to take the beach road along New Hampshire’s scant coastline, though as it turns out we’re only too happy to extricate ourselves from the 10-mile downmarket strip-mall of cheap joints along Hampton and Salisbury Beach. Rows of clapboard houses two deep, one

facing the sea, the other a dingy marsh, uglifying a wonderful landscape.

Newburyport’s a different matter. We check into the Garrison Inn, red brick like most of this prosperous seaport, once a whaling station and rebuilt after a disastrous fire in 1811, and we cruise the cafes and boutiques and watch the boats on the Merrimack river. Leaving town next morning on I-1, we stop at Willy P’s Classics (www.willy-p-classics.com) to ogle the fabulous ’50s American autos. Gorgeous two-tone colours and lavish detailing directly inspired by jet age fighter planes and space rockets. The pink ’55 Ford Fairlane Crown Victoria Skyliner convertible gets my vote, while Mrs T lusts after the turquoise ’55 Chevy Bel-Air convertible. Everything’s immaculate, and most cars seem to be priced at \$60K. Trundling along in 5th gear at 1500rpm, I reflect that the flat-six is so unstressed, and that precept makes buying any old car in America a fair proposition.

The three-lane I-95 dual carriageway morphs into the I-93 mid Boston, striding imperceptively between the skyscrapers and over the rooftops, a bit of a gamble on account of traffic, but pretty swiftly we’re spewed out of the vast conurbation and heading southeast through a tree corridor to Sagamore Bridge (built 1935) and the Cape Cod peninsular. We turn off the I-6, and lose our bearings among the strip-mall morass. Any signs are ambiguous: north is south, and vice-versa. First taste of seafood is at Hyannis, beloved of the Kennedys and ferry port for Nantucket island. Ever heard of a Quahog? Me neither; kind of baked clam, and pretty delicious. We stay at the Little Inn on Pleasant Bay, a wonderfully neat, peg-tiled hotel run by two ex-pat sisters Pamela and Sandra, with a jetty and views to die for over the east-facing bay and a delicious breakfast of eggs benedict. Winding,



undulating B-road, lush, wooded, and breathtaking sea views. The Great Gatsby would be right at home here. We tour the neighbouring dunescape of Nauset Beach where people go sport fishing, and fetch up at Pisces in Chatham for the best fish supper ever. Next day's run up to the top of the peninsula brings some surprises. Towards Provincetown the I-6 gets into some serious sand dunes, and the town itself is an agglomeration of brightly painted wooden buildings, many cafes, boutiques and bars, grand public buildings funded by cod and whales; smaller, but reminiscent of San Francisco in the late '60s. 'Brighton on speed,' says Mrs T. A lovely woodblock print tradition from the '20s, plus modern cabaret and drag acts. Many couples are holding hands, mostly same sex too. It's a walk on the wild side!

Final restover is the handsome Captain Freeman Inn at Brewster off the I-6A (known as the Old King's Highway) on the north-facing, bay side of the Cape, where Donna and Byron make us thoroughly welcome, and again there's an amiable crowd here and an inventive breakfast of poached-egg-in-croissant. We walk the 100m to Brewster beach to paddle and collect seashells, and then attend a performance of Jerusalem in a theatre in the woods (English west country dropouts versus the establishment). We survey the souves in the general store and, as the sun goes down, we discover an amazing clamshack at East Dennis.

Another diners' delight is Buzzardstown, landward side of the Cape Cod canal, where there's a golden mile of them, and Percy's boasts 'the largest menu in Massachusetts!' The way back to JLG Autocrib to drop the

car off takes us through New England's smallest state, Rhode Island, though time pressure obliges the Interstates: I-6, 495, 90 (Massachusetts Turnpike), 84, and 7/202, rather than the scenic coast roads. We listen to drive-time Elvis Presley radio, live from Graceland, and the miles fly by. 'No room to rhumba in a sports car,' he claims, though I beg to differ. Four hours later we're back in Brookfield, Connecticut. I garage the 3.2, and Kim runs us to the station for the train back into Manhattan.

It's been a fantastic trip. We've clocked almost 1,500 miles, and the 911 has served us very well. 'I'd be happy just to keep driving,' enthuses Mrs T. The car's been utterly reliable, the cabin's spacious, and though filling up is invariably slow as the petrol pump keeps switching off, it is economical – as you'd expect where the speed limit's so low. I've also added three quarts of synthetic during the week. The 3.2's steering is heavy, brakes adequate, gearshift spot-on, throttle controlled oversteer and understeer, and it's its idiosyncrasies that make it so interesting and enjoyable.

Standout driving roads? The smooth blacktop in western Maine where it was possible to drive the car as fast as possible, controlling it on the throttle through the bends, and northern Vermont's 'B'-roads, fast flowing, up and down, good visibility and little traffic, the surface OK and the car riding well. I would love to do it again, and maybe next year Dr Gish will have some new gems to peruse. So close to the Big Apple, and such wonderful countryside and charming townships; back at base, Norfolk, England seems positively dull compared with Norfolk, Connecticut. **PW**

*Above: Captain Freeman Inn, Brewster; Willy P's Classics, Newburyport
Below: Brewster clamshack; Provincetown busker; 3.2 Carrera back in Connecticut*

CONTACT:

Dean Beckman
connecticutclassix@gmail.com
Sean S Smith Photographic
www.motorgrafix.com
seanssmithphotography@gmail.com
Hotels:
142 Wells Hill B&B, Lakeville, CT
142wells hillbandb.com
Maple Terrace Motel, Williamstown, MA
www.mapleterrace.com
Willough Vale Inn, Lake Willoughby, VT
www.willoughvale.com
Garrison Inn, Newburyport, MA
www.garrisoninn.com
A Little Inn on Pleasant Bay, Orleans, Cape Cod, MA
www.alittleinnonpleasantbay.com
Captain Freeman Inn, Brewster, Cape Cod, MA
www.captainfreemaninn.com
Sea Meadow Inn, East Dennis, Cape Cod, MA
www.seameadowinn.com
Planes:
KLM Royal Dutch Airlines
www.klm.com





JLG AUTOCRIB

JLG Autocrib is a private collection of 32 Porsches that represent a history of the marque, set in a picturesque facility in Brookfield, Connecticut. A number of these fine automobiles have been presented in Concours D'Elegance competitions and some are show winners. In addition to the car collection, the Autocrib contains historic race wear items from famous Porsche drivers. The facility has a Memorabilia Room that contains framed Porsche memorabilia. There is also an extensive collection of model cars, autographed photos and art work as well as Porsche literature. The facility includes a workshop with a display of the current Boxster engine, 356 engine and a 914 engine. We are always pursuing vintage Porsches to add to our collection.

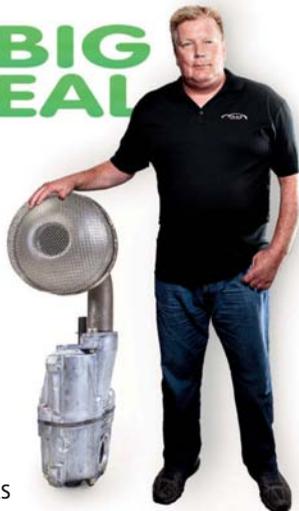
FOLLOW US ON FACEBOOK (JLG Autocrib) for additional news and photos!

www.jlgautocrib.com

- | 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 & 911PARTS!**



...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

Porsche 911 (New) Left or Right Chrome Flag Mirrors - 1972-75
\$155 - \$160

Duck Tail Racing Spoiler (NEW) with Aluminum Frame - 2.7RS/2.8RSR/F/G
\$1,889

Maintenance Service Record Book (Repro) - 1950-73
\$80

911 T/E/S Chassis ID Plates (New) - 1967-73
\$150 - \$245

911 Porsche Silver or Black 3 Bar and 5 Bar Engine Lid Grilles, Original and Reproduction - 1965-68 / 1969-73 / 1974-89
\$270 - \$999

3-Prong Silver Fuchs Center Caps (New) - 1967-77
\$52

Left Door Jam Chassis ID Decal (Repro) - 1969-89
\$85

911 Front Oil Cooler (New) - 1970-73
\$525

Early 911/912 Gauges (Refinished) - Tachs, Speedos, Fuel and Oil - 1965-73
\$250-450

740-503-3651

aasesales.com

sales@aasesales.com

© 2014 aase sales



Need Quality Used Porsche Parts?

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

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



Worldwide Shipping Available

LA DISMANTLER

SPECIALIZING IN USED PORSCHE PARTS

LADISMANTLER.COM

9819 Glenoaks Blvd,
Sun Valley CA 91352

sales@ladismantler.com

+1 818.767.7243

Contact and see us on



Nick Whale

Sports Cars Direct

WANTED

We require modern and classic Porsches. Please call us for a valuation. Nationwide collection.



Cayenne
V8 Diesel S
2013
1 Owner
17k miles
£62,990



To arrange a viewing please contact a member of our team on: +44 (0) 1926 840 254 or go online to find out more:

www.nickwhale.com

**We Ship
Worldwide!**

- Oil Change
- Brake Upgrade
- Change Carpets
- Suspension Overhaul
- Replace Clutch
- Short Shift Kit



Pelican Parts.com

310.626.8765

888.280.7799

<http://www.pelicanparts.com>

**Local &
International**

**Toll-Free
USA / CA**



We like the Cayman here at *g11&PW*. Indeed for your humble wordsmith and Porsche

enthusiast tapping this opening paragraph out, it is the best of the modern range, save perhaps for the 997 GT3 RS Gen 1 (I'm very specific about that).

Of course for Porsche the Cayman was a no-brainer. Stick a roof on the Boxster and turn an already good car into a brilliant one thanks to that extra rigidity and the already excellent, low slung mid-engined layout. I well remember driving an early Cayman S on UK roads. While not quite a revelation, it was the entry level to precision, mid-engined dynamics, but without an Italian style price tag or associated Latino image issues.

While the Boxster had the more populist appeal, and the g11 was the top of the Porsche tree, the Cayman, or the 'Cockster' as Clarkson described it, became something of a left-field choice. The thinking man's Porsche? Yes, could be. Or how about the enthusiast's choice? Yes, I'd stick my colours to that particular mast. Boxster? Great car, but for me a rag top is more of a lifestyle choice, and besides I've already got a scruffy old Mk1 MX-5 for 'wind in the hair' shenanigans. A g11? Well, we've already been there. Love 'em I do, but the Cayman is a dynamically better car. End of.

And Porsche knew that too, which is why they implemented the Cayman/g11 glass ceiling. A suitably powered Cayman would run rings around a g11, no question, so the Cayman was/is factory neutered to keep the g11 on top, although that appears to be changing in the current line up as the g11 becomes ever more the GT, the Cayman, it would appear, is being allowed to realise its full potential. The GTS is fully focussed, and there is a more powerful, lightweight version on the way, if testing pics from the Nürburgring are to be believed. Porsche, it would appear, feels safe to let the Cayman really fly, but that's not much help to owners of older models. Which is, of course,

SPECIAL CAYMAN

WE DROVE SVP'S DEMO CAYMAN LAST YEAR AND CAME AWAY IMPRESSED. IT JUST NEEDED MORE POWER. CAREFUL WHAT YOU WISH FOR BECAUSE SVP'S LATEST CAYMAN HAS 370BHP FROM 3.7-LITRES. THAT'S MORE LIKE IT!

Words: Steve Bennett Photography: Antony Fraser





where the aftermarket comes in. It didn't take long for the Cayman to fall under the spanners of the tuning brigade, urged and financed by pioneering early Cayman adopters. It's that

one, whereas the 911 had its GT models for ultimate performance and Boxster owners weren't really into that scene. It was only when the Cayman R arrived late into the Gen 1

masterpiece, as it scooped up every 'best-handling' award going. But there was still something missing: Power.

OK, so we've driven many tuned Caymans over the years,

with tweaked standard engines and chassis mods that have felt every bit as good as the factory Cayman R, most notably SVP's (Specialist Vehicle Preparations) Cayman SV that we sampled

“What we've been waiting for, then, has been the elusive 'complete package'”

sort of car. One that inspires a bit of jiggery tweekery in the way that the Boxster or 911 doesn't. Coming in just two variants for many years, the only hot Cayman was going to be an aftermarket

car's lifeline that Porsche engaged in making it more hardcore. The result was a machine that had us journos nearly wetting ourselves in praise of this tactile handling

most notably turbocharged versions and a few with complete 997, 3.8-litre engine transplants, but none have really felt like the complete package. That said, we've driven plenty

about this time last year. What we've been waiting for, then, has been a meeting of engine and chassis tweaks to make that elusive 'complete package' and, praise be, we've found it, thanks



again to SVP and main man Dominic Delaney.

A quick recap at this point. Delaney's Droitwich based SVP looks on the outside to be a fairly typical Porsche specialist outfit. Servicing, repairs, restoration, classic, modern, they can do it. But scratch the surface and you discover that Dom and his crew are all from motorsport stock, most notably rallying, with many of them having worked in the World Rally Championship for Mitsubishi/Ralliart and Toyota. Dom has also worked for Williams

F1 Engineering. They know their stuff, they have a way of doing things and going faster, improvising and improving is in SVP's DNA. It's evident in some of the projects in the workshop and not all are Porsche related.

Dom decided some time ago that the Cayman was going to be SVP's niche and has set about a range of developments. His aforementioned demo car featured KW suspension and associated geometry tweaks, lightweight panels and wheels, an LSD and engine mods that

were restricted to an exhaust and remap. Doesn't sound like much, granted, but the overall effect was a Cayman that really hit the spot. Hardcore, yes, but so engaging, poised and pointed, that you forgave the compromises that come with the territory. But still there was that issue of power, which brings us to SVP's latest Cayman development. Power at last.

Low key it may look, but this here new machine from SVP features all the lightweight bits, and the chassis work, but

Left: It may not look much, indeed it looks largely standard - Q-car even, but under the subdued exterior beats a 3.7-litre heart, with 370bhp. And while you can't possibly tell from the pic, the rear tailgate is lightweight GRP

crucially it's got 370bhp from 3.7-litres. Now that's more like it! How? Well this customer car started life as an early 295bhp, 3.4-litre Cayman but has benefited from engine developments that are as much to do with the Mg7's well





documented 'issues' as just the need for speed. It's no surprise that Dom and the SVP boys have seen their fair share of these engines with IMS failure and bore wear, particularly to the number six cylinder, which is at the end of the cooling chain. They have their own fixes, which include replacement cast iron liners and a cooling system upgrade.

that he's seen none of the Mg6/Mg7 engine woes occur on race cars, the theory being that at race speeds the oil is at temperature and pumping and likewise the cooling system. On the road, engines can be subject to different loadings and at low speeds, but in say a high gear, the cooling and oil system is not working as efficiently. Kind of

system from Milltek efficiently extracts the exhaust gasses, while a prototype air filter that lives in the passenger side air scoop allows in more precious combustible oxygen for a bigger bang.

For added drivetrain zing, a single mass flywheel is fitted here, as is a Quaife LSD. Weight saving is enhanced by SVP's

Shiny bits! Top left: KW coilover suspension is adjustable for bump and rebound. Carrillo rods are the ultimate in connecting crank to piston. Above: IPD 82mm throttle body and plenum for efficiency

said, with Dom's chosen cams it does rev out too, aided by its lightweight and balanced bottom end and single mass flywheel.

“Is this the 911 beater that Porsche was scared of building? Well yes it kind of is”

Of course with the engine in pieces anyway, and with bigger capacities a relatively simple task on Porsche flat-six engines, it's something of a no-brainer to explore the big bore route. Hence SVP have come up with a range of engines that can be displaced from 3.7-litres to 4.0-litres, although the latter is rather more complicated.

The 3.7-litre engine gains capacity thanks to bigger cylinder liners and larger, forged pistons, which are connected to the standard crank with Carrillo steel rods. The standard rods do not feature highly on Dom's radar, he's seen too many fail on race cars he reckons. Interestingly though, Dom says

makes sense, really.

The maximum capacity that can be achieved from oversized pistons and liners is 3.9-litres. Beyond that – say 4-litres – and a 997 3.8 crank is required, which starts to make it rather more expensive, for not that much more in the way of gains. Although we will come to the cost/power analysis later.

So what else is involved here? Well it's not mandatory, but on this engine Dom uses a larger IPD 82mm throttle body, which enhances torque, plus different cams, which are off the shelf Porsche, but he'd rather not reveal from which model here so you'll have to ask him yourself. Naturally an uprated exhaust

lightweight tailgate and Perspex rear window, a lightweight battery and fixed back race seats. These relatively simple mods bring the weight down to 1200kg. KW coilover suspension is adjustable for bump and rebound and more rigid Carrera Cup gearshift cables do exactly that and so enhance the shift action. A sequential set-up using Porsche parts is next on the development curve.

So what's it like? Is this the 911 beater that Porsche were scared of building? Well yes it kind of is. It should come as no surprise that with 370bhp and a relatively meagre 1200kg, performance is strong. With 3.7-litres, it shouldn't be a screamer but, that

Best of both worlds? Yes, and it's 20bhp more than the current base 3.4-litre 911, that needs a savage beating every time you want to get the most from the torque-shy engine. SVP's 3.7-litre motor builds strongly in the mid range and then really takes off at 5000+rpm as the Varioram kicks in, delivering its full 370bhp at 6500rpm. It's not some sort of moody race engine though. You can mooch around quite happily. Stick it in a high gear and just use the torque that's the by-product of the bigger capacity.

Is it too much for the chassis? No, of course not, but it does make the underpinnings think a bit. In standard form the Cayman S had a chassis in search of more

power. Serious liberties can be taken with the throttle, but the Cayman just digs in and goes. Now it has the power to overcome its prodigious grip should you want to, which opens up possibilities and will get the mid-engined machine dancing on the limits of grip, which is always the fastest way to go, assuming you can keep up with the dance. I'm not making any claims here, but the extra power does certainly make the Cayman SV a rather more exciting machine.

So putting it all together then? Well no surprises here. The SVP Cayman takes the original factory blueprint and blends and modifies the dynamic variables

that go into making the near perfect sports car. This Cayman is used by its owner pretty much exclusively for Sprint and Hillclimb events, but despite the track bias, the Cayman is astonishingly good on the road, with the KW suspension working with the bumps and undulations and never against them.

Rumours of an aforementioned track-biased Cayman persist. Will it get the 3.8-litre, 400bhp 911S engine? Doubt that somehow, but it may – if it happens – end up with the 350bhp, 3.4-litre engine. Will it be expensive? Yes, because with Porsche less is always more. Is the SVP car expensive? Depends on your

starting point really. If you had a Cayman and were looking to future proof it against potential engine problems, at SVP a standard engine rebuild with new liners, pistons, cooling upgrades, IMS bearing etc, would cost £8000. Alternatively, though, you could go for the 3.7-litre, 370bhp, have your cake and eat it version for £12,995, complete with warranty. Pricey? Not in the great scheme of things, and not when the result is this good. For under £30,000 you could have one hell of a mid-engined supercar.

And then there is the worst-case scenario. Your Cayman has gone pop, what do you do? Well

that really is a no-brainer.

Interestingly Dom reckons that a lot of track driving 911 owners are getting into Caymans, particularly those that were tracking GT3 RSs and 993 GT2s, both of which have gone through the roof value-wise, making them too expensive to use. In comparison the Cayman is almost disposable and cheap to run. Maybe I will never achieve my dream 997 GT3 RS (Gen 1 remember), but a Cayman, complete with a GT3 busting engine should be rather easier on the pocket and even faster on the track. All of a sudden it doesn't seem like second best at all. **PW**

CONTACT

SVP Porsche
Rushock Trading Estate,
Rushock, nr Droitwich,
Worcestershire
WR9 0NR

01299 251152

Email: enquiries@specialistvehiclepreparations.com
www.specialistvehiclepreparations.com



NUMERIC III *Racing*

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

NM100 ADJUSTABLE SHORT SHIFTER

986 | 987 | 996 | 997

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



PERFORMANCE SHIFTER CABLE

986 | 987 | 996 | 997

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



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

NUMERICRACING.COM

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



Telephone: 01299 251152
www.specialistvehiclepreparations.com

Email: dominic@specialistvehiclepreparations.com

Unit 2, Building 329, Rushock Trading Estate,
Rushock, Droitwich, Worcs. WRO 0NR

Championship Winning Competition Preparation
Fixed priced Porsche servicing (all models)
Builders of bespoke classic Porsches
Suppliers of parts & equipment
Porsches for sale

"What we've been waiting for, then, has been a meeting of engine and chassis tweaks to make that elusive 'complete package' and praise be, we've found it, thanks to SVP"

911&PW magazine



Servicing

Cars For Sale

Project Work

Competition Parts

**PERFORMANCE ENGINE REBUILDS INCLUDING OUR
3.7 LITRE CAYMAN ENGINE, AVAILABLE NOW!**

PORSCHE ARCHIVE

FOUR PLAY

The second part of our look at the story behind Porsche's four-cylinder 'boxer' engines leads us through the life of the 356

Words: Keith Seume
Photos: Porsche Archiv
and Michael Ward

Assembling an early two-piece crankcase engine - this will look very familiar to those who work with older Volkswagen motors

Right: Porsche's first sports car was this mid-engined roadster powered by an 1131cc engine based on the KdF-Wagen motor, tuned with the addition of larger inlet valves and dual carburetors. Producing 40bhp, it propelled the car to a top speed of 84mph



No sooner had hostilities ceased than Ferdinand and Ferry Porsche's thoughts turned once more to the subject of producing a sports car of their own design, which bore the family name. The easy way to go about this would be, of course, to simply rebody the *KdF-Wagen*, as others would do in the coming years, making a cheap and cheerful sportster out of the utilitarian Beetle.

Thankfully, Porsche, father and son, had other

ideas. While the ill-fated Type 64 Berlin-Rome car must surely have been an inspiration, proving that the concept of a small, light sports car was basically sound, it was not what Ferry Porsche had in mind when he began penning some ideas. Instead, he drew more inspiration from the Cisitalia Grand Prix car project, with which he had been involved since late in 1946.

The Cisitalia was a mid-engined, tubular-chassied design and this, thought Porsche, was the best

route to follow for a new two-seat roadster. Cisitalia had already built a sports car based on Fiat components, demonstrating that it was possible to build a decent car from humble origins.

In mid-1947, Ferry Porsche and his right-hand man Karl Rabe began working on a plan to build a two-seat sports car based entirely on VW components. The project was given the internal design number 'Type 356'.

It was clear that the original 25bhp *KdF-Wagen* engine would be less than ideal as the motive power, yet there was really no viable alternative at this stage. However, using the experience gained thus far, Porsche managed to turn the low-powered flat-four into an engine worthy of use in a sports car.

The little 1131cc engine had its roots in the pre-war 985cc unit used in the prototypes, as discussed in the August issue of this magazine. During the wartime period, Ferry Porsche had driven a supercharged version but its reliability was questionable.

Instead of following this route, Porsche's engineers opted to look at ways to improve the Volkswagen engine by more conventional means.

The standard cylinder heads were modified by the installation of larger inlet valves, with correspondingly enlarged ports, while the compression ratio was boosted from a modest 5.8:1 to a heady 7.0:1.

This was an obvious way to improve power output, but a brave move bearing in mind the poor quality of the fuel available at the time. Fed by dual carburetors (a single Solex was also tried), the engine produced in the region of 40bhp, good enough for a top speed of 84mph.

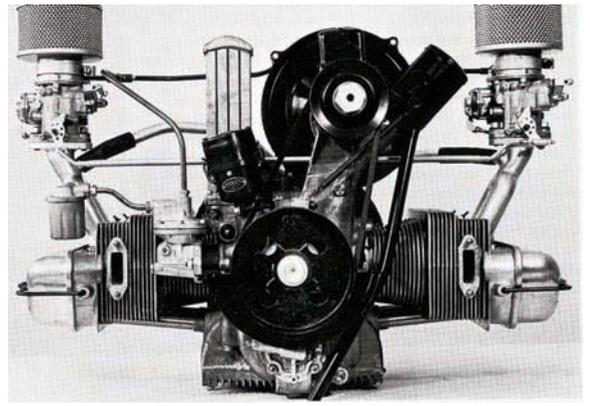
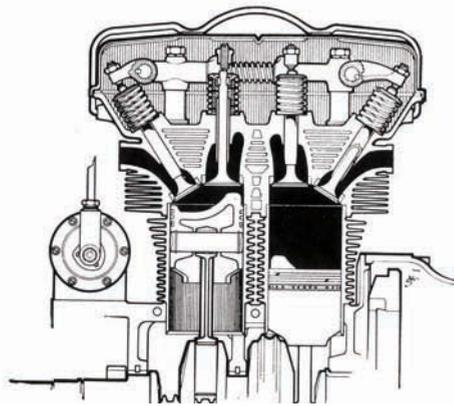
This first prototype, serial number 356-001, was sufficiently successful to give Porsche the confidence to pursue the idea of building a sports car for general sale – confidence prompted by the interest shown by Rupprecht von Senger, a Zurich-based advertising agent with wealthy connections.

Car-mad, von Senger persuaded Porsche to forge ahead with their plans, promising to buy 50 cars in addition to helping

Below: By the time the 500th 356 had been sold, the engine had been upgraded still further, with Porsche-designed cylinder heads, sporting larger valves and ports



Right: Porsche's own cylinder heads angled the exhaust valves outwards enabling the use of a larger inlet valve. This meant that the VW-style rockers could no longer be used
 Far right: Development work on a new 1500 engine first began in 1950, and was given the project title of Type 502



with the the supply of essential parts.

The new models – Type 356/2 – featured redesigned cylinder heads. The original VW-based castings had been designed deliberately to limit engine rpm and even with the larger valves installed on 356-001's cylinder heads, they were still considered to be too restrictive.

Porsche was not alone in recognising the limitations of the old pre-war design, for racer Petermax Müller had adapted a set of cylinder heads from the wartime *Stürmboot* (assault boat) project, which had used modified *KdF-Wagen* engines with relocated valves in specially-cast heads. These alone were good for some 40bhp at 3800rpm.

Although these heads undoubtedly worked well, helping to take Müller's homebuilt VW-based specials to numerous victories, they were unsuited to volume production due to the high manufacturing costs. Instead, Ferry Porsche pushed his designers to develop a new cylinder head with the exhaust valves angled outwards by some 32 degrees. The inlet valves remained in the same location as before, not quite in line with the crankshaft.

This increase in the included angle between the inlet and exhaust valves meant that the former could be increased in diameter from 28mm to as much as 38mm, while the exhaust valve could be enlarged to 31mm in

diameter. An added bonus was that the exhaust port could now be reshaped, allowing a better flow of cooling air over and through the cylinder head.

Relocating the exhaust valves meant that the VW pushrod-operated rocker arms and shafts could no longer be used. Instead, the exhaust rockers were replaced by new longer arms pivoting on two vertical shafts, while the inlet valves were opened by Volkswagen rocker arms on a horizontal shaft. Dual valve springs were also fitted to take into account the higher engine speeds and more aggressive cam profile.

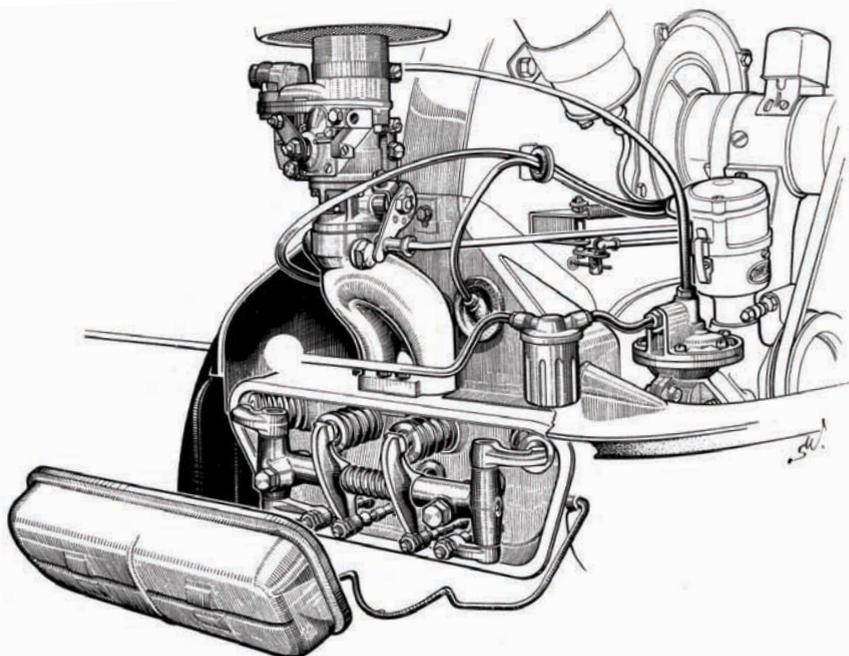
The new engine relied on the Volkswagen two-piece crankcase, VW crankshaft and in some cases the 75mm VW cast-

iron cylinders. However, at least four early cars, plus all the 'production' models made at the Gmünd workshops featured new 73.5mm cylinders which dropped the capacity from 1131cc to 1086cc. Why? So that the cars could compete in the growing 1100cc class in circuit racing.

With dual Solex 26VFJ carburetors on fabricated manifolds, the 1100 engines were capable of producing 40bhp at 4200rpm, ie, the same power but at roughly 400rpm more than the earlier motors. The fact that the compression was lower (6.5:1 instead of 7.0:1) without having an adverse effect on power shows how much more efficient the new cylinder heads were compared to

Below: Early Porsche cylinder heads used a 'bellcrank' rocker arm to open the exhaust valves. This design took into account angled valves but was weak and costly to produce

Below right: Early crankshafts were VW forgings, which were fine if a little fragile at high rpm



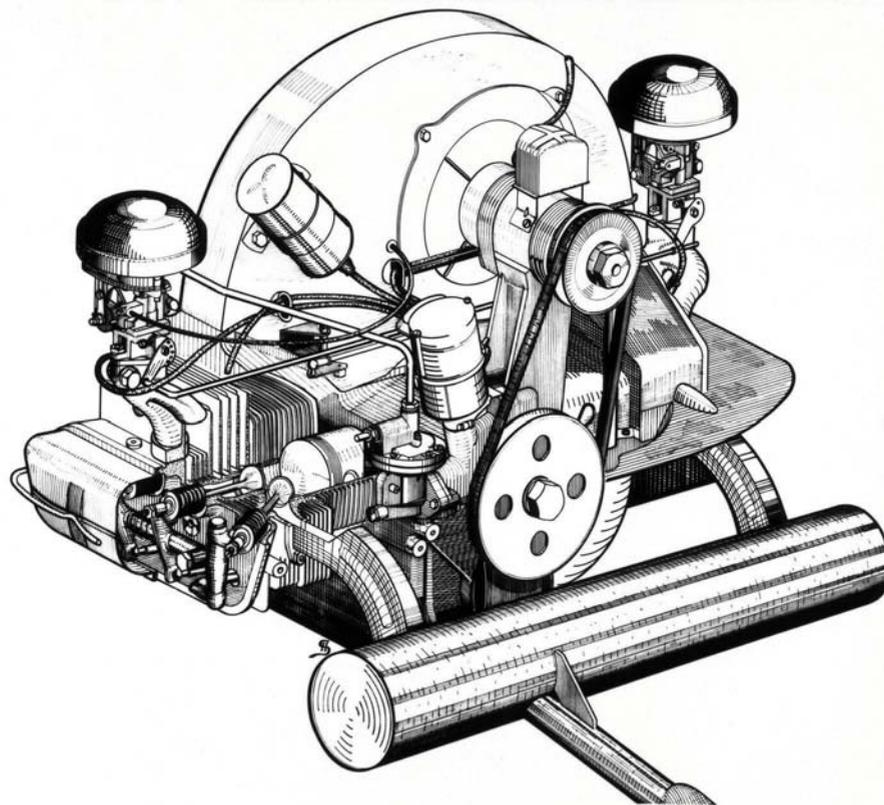
the older VW castings.

This engine developed into the Type 369 unit, as fitted to the first cars assembled at Zuffenhausen in 1950. It was essentially the same as the earlier motor in that it still relied on the VW two-piece crankcase, forged VW crankshaft, and VW camshaft and followers. The heads were the same as used on the old engine, too, cast by the Karl Schmidt company based in Neckarsül. Now fitted with dual Solex 32 PBI carburettors and running a compression ratio of 7.0:1 once more, this latest production engine still only produced 40bhp.

At the Frankfurt motor show in April 1951, Porsche displayed its latest incarnation of the 356 with its new 1.3-litre engine. Referred to as the Type 506, it gained its extra capacity through the use of 80mm pistons and cylinders, resulting in a swept volume of 1286cc. The new pistons and cylinders were made for Porsche by Mahle, the latter being cast aluminium rather than the cast iron of the previous VW-sourced items. Apart from allowing the engines to run cooler, the use of the aluminium cylinders reduced engine weight by around 5.5kg.

The pistons were redesigned at the same time, with an asymmetrically-domed crown which pushed the fuel-air charge closer to the spark plug for better combustion. A downside of the new piston was that oil consumption was increased as the piston rocked back and forth as it moved up and down the bore. Compression ratio was reduced once again to 6.5:1 in deference to the poor fuel of the time.

The Type 506 retained



Left: Type 502 engine retained the Volkswagen crankcase and crankshaft but utilised Porsche's own cylinder heads. Carburettors were dual Solex 32 PBI

Below: Every engine was handbuilt by one person. This is a later 1600 Normal engine (Type 616/1) equipped with dual Zenith 32 NDIX carburettors

“Midway through 1950, work had already begun on a new 1500cc engine, known as the Type 502...”

the dual 32 PBI Solex carburettors, re-choked and jetted to suit the increased capacity, but it's interesting to learn that there was serious talk of producing this engine with just a single centrally-mounted carburettor to make it easier to tune.

To prove the worth of the new engine, Porsches were entered in the 1951 Baden-Baden Rally, a rather odd event by today's standards where competing cars simply drove back and forth between two checkpoints and were required to cover as many miles as possible in the allotted time of 30 hours. This meant seemingly endless trips up and down the *Autobahn* connecting Munich and Stuttgart, the three Porsches covering over 2200miles each at an average speed of around

75mph. That's pretty impressive given the engine capacity. The highest top speed recorded by one of the cars was just over 85mph.

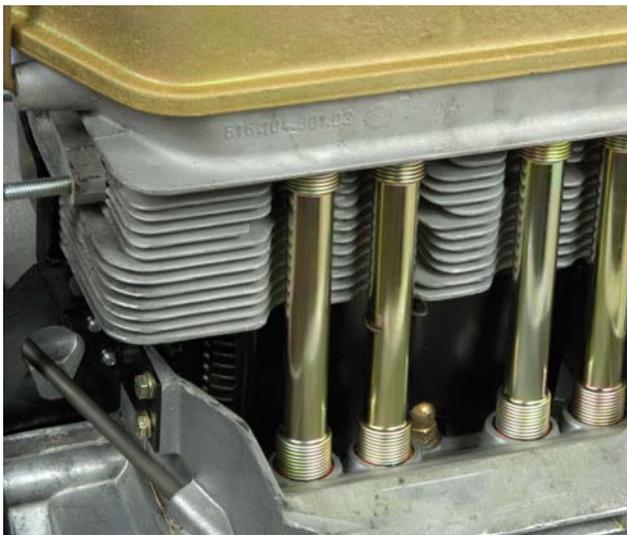
Midway through 1950, work had already begun on a new 1500cc engine, known as Type 502. The problem with increasing the capacity over and above the previous 1300cc was the lack of space within the VW-based crankcase. There was barely enough room between the big-end caps of the con-rods and the camshaft lobes as it was, so 'stroking' the VW crank was not an option. Increasing the bore size was a problem, too, thanks to the design of the VW case, which placed the cylinder centre lines too close together.

The solution? Increase the stroke but use a different crank, one which

allowed the use of more compact big-ends. Enter the Hirsch roller-bearing crankshaft. This dispensed with bolt-on big-end caps on the con-rods, the rods being in

one-piece with roller bearings replacing the normal plain big-end bearings. The crank, along with the four con-rods, was assembled in no fewer than 13 separate





“What made these such great engines was that they were supremely reliable...”

crankshaft. The old fabricated inlet manifolds were changed, making way for new castings which carried a pair of Solex 32 PBIC (1300S and 1600 Normal) or 40 PBIC carburetors (1600 Super).

The new 1600 engines were not overly powerful, with the Normal producing just 60bhp at 4500rpm (38bhp/litre) and the Super a higher 75bhp (47.4bhp/litre). The basic 1600 engine produced 80lb ft of torque at a lowly 2800rpm, while the Super pushed this up to 85lb ft at 3700rpm. But what made these such great engines was the fact that they were supremely reliable at a time when most rivals' engines were heavy, crude, cast-iron

Above left: All 356 engines relied on external pushrod tubes to channel oil back into the sump
Below left: Note the extra-long exhaust rockers required to operate widely-spaced valves in the Type 616 cylinder head
Below: Three-piece case was first introduced in November 1954

made the crankcase much stronger, if heavier. There were numerous other detail differences between the old and new crankcases, but the cylinder heads, valves and inlet rockers remained essentially the same.

The exhaust rockers, though, were redesigned so that they no longer relied on a bell-crank layout but were instead designed so they ran at an angle, pivoting on a separate shaft. The result was easier to manufacture and stronger in operation.

In September 1955, Porsche showed its new model, the 356A, at Frankfurt. It was a car which finally broke (most of) the ties with the old VW-based designs. With the new 1500 engine with its three-piece crankcase barely a year old, Porsche looked to increase the

capacity yet again, this time to a nominal '1600' (1582cc). This was achieved by increasing the bore size to 82.5mm, and featuring long-skirt pistons with one piston ring located below the wrist (or gudgeon) pin. This was in an effort to combat the rocking motion of the pistons due to the asymmetrical design of the crowns referred to earlier.

Known as the Type 616/1 and 616/2, there were two versions of the new 1600 engine – 'Normal' and 'Super' – while the 1300 continued in production as the 1300 Normal (Type 506/2) and 1300S (Type 589/2). The Super versions of the new engines retained the Hirsch roller-bearing crankshafts, while the 1600 Normal used a new Alfing plain-bearing

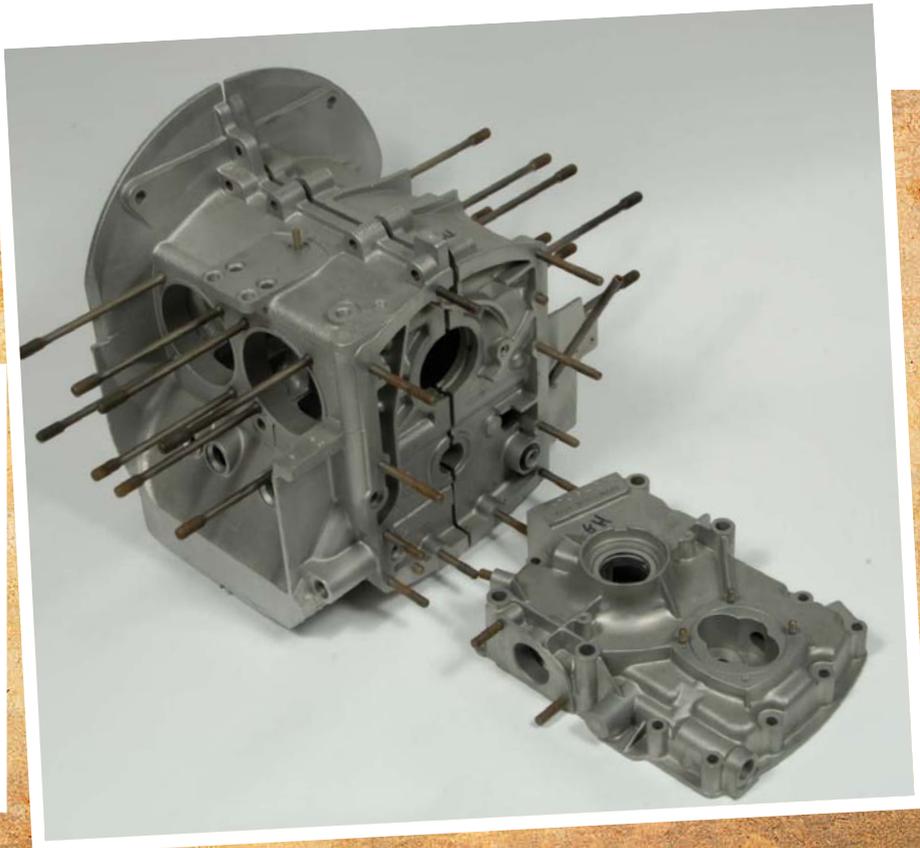
parts (not including the con-rods and roller bearings), all splined and bolted together.

The compact design allowed the stroke to be increased by 5mm to 74mm which, along with the 80mm cylinders, resulted in a capacity of 1488cc. The same crank was also used in a revised '1300' engine with a bore size of 74.5mm, to give a capacity of 1290cc.

Up until now, the Porsche engines had all been recognisably descended from the humble Volkswagen motor which was essentially a

pre-war design dating back to the late 1930s. All this changed – well, not exactly all – in November 1954 with the introduction of a new three-piece crankcase. This saw the main crankcase split vertically, as before, but with a separate 'timing cover' bolted on to the front of the engine, housing the camshaft and distributor drive gears.

The critical dimensions of the crankcase remained much as before, with a 102mm cylinder spacing, but stronger silicon-aluminium castings



lumps prone to failure when pushed too hard. Air-cooling also meant that they weren't prone to overheating, as were many of their more exotic rivals.

The Type 616/1 and 616/2 engines were long lasting, both in terms of their mechanical reliability and their position in the Porsche line-up. In September 1957, the roller-bearing crankshaft was dropped unilaterally, apart from its use in the more exotic Type 547 Carrera 'four-cam' motors, which we'll look at another time.

In March 1960, the Type 616/7 engine appeared in the line-up, boasting 90bhp and referred to as the Super 90. The increase in horsepower was brought about by redesigned cylinder heads with larger ports and 40mm inlet valves (the exhausts remained as before at 31mm) and the use of larger Solex 40 P11-4 carburetors, first seen

on the Carrera engines. Redesigned rocker arms, with a higher ratio (1.13:1 as opposed to 1.17:1) were also introduced at the same time, maximum valve lift being increased from 9.6mm to 10.8mm as a consequence.

These stronger rocker arms were installed using a new aluminium carrier, while lighter pushrods and re-spec'd single valve springs helped ease the load on the valve train.

There were changes made to the crankshaft and its bearing journals, too, with the principal main bearings being increased in diameter to 55mm (number five main bearing remained 40mm in diameter throughout the lifespan of the engine) on the Super 90. Rod bearings remained at 53mm diameter.

The bearing surfaces were nitrided for use alongside lead-bronze bearings, while the con-rods were made stronger,

too. The 1600S cylinders were cast from aluminium, with the inner surfaces coated with a wear-resistant molybdenum-steel – this process was referred to as 'Ferral coating' – but the Normal engine reverted to cast-iron cylinders to reduce cost. The Ferral coating had been developed by Mahle, allowing molybdenum-steel to be sprayed onto the aluminium cylinder walls.

With a flywheel lightened by a little over 2kg, and thanks also in part to the lighter valve train and valve springs, the Super 90 was happy to rev freely to 6000rpm without any problems.

In many ways, it was seen as being a better engine than the exotic, and occasionally troublesome, Carrera four-cam, which required regular maintenance and careful set-up to run at its best. The four-cam was also sufficiently complex



“The Super 90 engine was happy to rev freely to 6000rpm without any problems...”

to put rebuilds beyond the means of regular mechanics. It is for this reason that many Carreras were equipped with replacement Super 90 engines in period. **PW**

Above: Cylinders grew in bore from 73.5mm in 1950 to 82.5mm in 1957
Below: Modest badging only ever hinted at what engine was used. This is a 75bhp 1600 Super



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

www.fastforward-automotive.com

AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



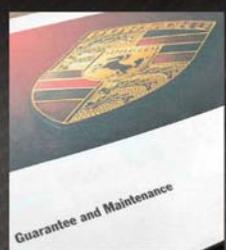
- FIXED PRICE SERVICING
- DIAGNOSTICS
- RESTORATION
- STEERING WHEEL RE-TRIMS
- ENGINE & GEARBOX REBUILDS
- WHEEL REFURBISHMENT
- UPHOLSTERY REPAIR

Call us on
**01525
861182**

www.classicporscherepairs.co.uk
WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS



Cotswold PORSCHE SPECIALISTS



Great value servicing deals
Minor service £220 Major service £299
For Porsches post 1996. Call for a quote on
earlier examples.

**Save up to 75% on 1000's of fully
tested OE parts**
Supplied or Fitted? Why not take full
advantage of our workshop fitting service?



Over 30 years experience
Fast diagnosis & repair
Unit 4 Alpha, Orchard Trading Estate,
Toddington, Gloucestershire, GL54 5EB

Less than 60 minutes from Bristol, Coventry,
Birmingham, South Wales, Oxford, Swindon
and only 90 minutes from London.

Find us on Facebook.com
[/CotswoldPorscheSpecialistsLtd](https://www.facebook.com/CotswoldPorscheSpecialistsLtd)

Call **01242 620 180**

Visit www.cotswoldporschecspecialists.co.uk

Sportwagen

ECKERT



Porsche spare parts for all models since 1950

Powered by Sportwagen Eckert - Made by Dansk



335 Euro each

Bumper rear, left/right
911 '65-'68 / '69-'73



Lower bumper corner, rear
left/right

911 '74-'76 **117 Euro each**
911 Turbo **135 Euro each**



911 inner sill, left/right
66 Euro each



911 outer sill, left/right
59 Euro each



Floor panel, complete
911 / 912 '68-'89 **1299 Euro**



629 Euro each

Front wing left/right
911 '69-'73



695 Euro each

Quarter panel left/right
911 Targa '69-'73 / '74-'77
911 Coupé '69-'73 / '74-'77



Cross panel, front

911 '65-'67 **279 Euro**
911 '68-'73 **269 Euro**
911 '74-'89 **179 Euro**



Floor panel, front
356 A/B/C **139 Euro each**



Floor panel, rear
356 A/B/C **129 Euro each**



Floor panel, left/right
911 **265 Euro each**



Fuel tank
911: '65-'73 / '74-'89 **279 Euro**
356 A/BT5 **279 Euro**
356 T6/C **279 Euro**



Front lid
911 / 912
'65-'73
999 Euro each

Front lid
911 '74-'89
999 Euro each
964 '89-'94
949 Euro each



Door outer skin 911 all Models
198 Euro each



911 Tank suspension repair panel
front **138 Euro** complete **349 Euro**



Tank support, center
911 '65-'68 **78 Euro**
911 '69-'89 **59 Euro**



Bumper front with hole
for fog light 911 / 912 '65-'68
449 Euro each



Bumper front without hole
for fog light 911 '69-'73
449 Euro each



Bumper front with hole
for fog light 911 '69-'73
485 Euro each



Door outer skin 356 AT2 - C
559 Euro each



Bumper front
911 S 2,4 ltr '69-'73
669 Euro each

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

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



PARAGON

RUNNING A BUSINESS IS ALL ABOUT EVOLVING AND REACTING TO CHANGING MARKETS, AND IT'S NO DIFFERENT AT PORSCHE SPECIALIST, PARAGON, AS WE DISCOVER

Words and photography: Brett Fraser

Things are changing at Paragon, one of Britain's best-known Porsche specialists. Perhaps not massively so, but significantly so. Mark Sumpter, the 21-year-old company's founder, CEO and figurehead, is taking on new responsibilities and will be leaving the day-to-day running of Paragon to Jamie Tyler and Pete Twyman.

But Mark is keen to emphasise that he's not stepping back from Paragon, simply giving himself the time and opportunity to expand the business in a new direction: well, actually in an old direction... 'At the beginning of this year I took a couple of months out to visit California, where there is a mass of historic Porsche dealers all within a comparatively small area. I always go over to the US for the Scottsdale auction which is why I know they're there, but I've never had the time to meet up with those guys and find out if there are any business opportunities – are there cars out there I can source for clients' collections or for Historic racing?

'Being away for those couple of months gave me the freedom to research the historic Porsche market in the States more thoroughly, and also let me see how the team back home could operate without me: it was a chance for key members of staff to grow and develop, which they did admirably.



Opposite page: Paragon's well known forecourt is packed with top-notch modern Porsches, although increasingly the company is starting to focus on the classic sales side too. No surprise, then, to see a 356 up on the ramps in the workshop (left)

'So when I came back I was confident that I didn't need to slot back into my day job. That said, I'm still in the office three days a week on average, and can cover for the others when they're really busy or are on holiday or ill. But my focus is now on the older cars and I'm in the fortunate position that I can adopt a long-term strategy for acquiring cars and caring for clients. The experience I've built up over the years, and the fact that I have a mechanical background, are invaluable in this role – I've owned my own 356 Speedster and have raced Porsches, so I can give people first-hand information.

'When I go with a client to look at a car I can give it a pretty thorough mechanical inspection without the back-up of a garage, which is useful if the car's located somewhere remote. And when it comes to racing I'm happy to be a technician at the circuit for the race cars and Historic track cars we look after. It's early days with this new arrangement at Paragon, but I've already sold a handful of classics that previously we might not have done because we were unable to invest the time to make it happen.'

While Mark broadens Paragon's reach in one direction, Jamie Tyler and Pete Twyman are hard at work maintaining the company's core business in sales and service. Jamie has been with Paragon from the outset, originally serving petrol when the place still had a couple of pumps, and valeting the sales cars. These days he's the sales manager and judging by the continuous trilling of his phone on the day of our visit, there's plenty of selling to be done.

'Yes, things are picking up again in the wake of the economic downturn – and this is in the summer

holidays when traditionally we might expect things to be a little quieter,' explains Jamie. 'It's interesting to see how our customer base has changed over the years. Back when Paragon started a couple of decades ago, it was primarily Porsche enthusiasts – we sold a lot of mid '70s 911s and 944s, and that gradually evolved into 964s and 993s: we've got a picture knocking around of the forecourt just full of them.

'Over the last ten years we have seen an increasing number of customers who just want to use a Porsche as an everyday car, one with a prestigious badge. We do still have plenty of enthusiasts buy from us as well, and we treat everyone the same. I like to talk to the customer to find out precisely what it is they want from their Porsche – quite a few people come into the Paragon showroom with a clear idea of what it is they think they want, but then leave with something completely different that better suits their driving style and how they intend to use the car.

'Our aim is always to make the buying experience as easy and reliable as possible. We go to great lengths firstly to source the right cars – which can be quite hard at the moment as there's a lack of really good examples out there – and then prepare them exceptionally well, which is why we're happy to offer a 12 months/12,000 miles warranty. Prior to selling a car we give it the next service on its schedule; we also refurbish damaged alloys and do "bumper off" paint repairs if the front end of the car is badly stone-chipped.

'We like to think that this approach is why Paragon does a lot of business through personal recommendations – I've sold several cars to customers



As you would expect, the workshop is immaculate and typical of a specialist that also goes racing. Cross section of cars ranges across the Porsche board



Paragon's reputation is reflected in its stock and showroom, which is both varied and top quality. Walls are adorned with pictures of Mark Sumpter's racing exploits, which includes his Gp C Porsche 962

who haven't even been in to look at the car, let alone drive it, and have bought on the strength of what friends and colleagues have said about us. And having such a solid reputation for quality means that we have no difficulty selling the alleged problem Porsche – 996s at £20,000 to £25,000 simply fly away from here.

'Because of the diversity of our customer base we try to keep a good variety of cars on the forecourt, from £10,000 Boxsters upwards: we like to keep the

honest,' says Peter, 'and I suppose by that I mean "transparent". We like to get a good sense of a customer's budget constraints and how they use their car – then when we've thoroughly inspected what needs doing, we can list the work in terms of priority based on what they can afford and the type of driving they do: for example, a set of brakes that are approaching the end of their life will rank as an urgent job for a customer driving 20,000 hard miles a year, yet

“We have no difficulty selling the alleged problem Porsche – 996s at £20-£25k fly out of here”

forecourt packed, because it gives our customers greater choice. Very popular at the moment is the 997 Turbo – we sell lots and lots of those, and they're currently exceptional value.'

Jamie's passion for selling Porsches – and for selling the virtues of Paragon – has the sort of infectious quality that has you sub-consciously reaching for your chequebook: his counterpart in charge of servicing and parts, Pete Twyman, may be a little quieter, but he's no less enthusiastic about the company or the need to properly look after its clientele.

'Our approach in the workshop is to be fair and

will fall further down the list for a customer doing just 2000 miles annually going to and from the pub on sunny Sundays.

'We want servicing to be as affordable as possible, and it helps that our workshop team have many years of experience behind them, both here at Paragon and at official Porsche Centres – it means that they instinctively know what to look for, how problems can be most efficiently remedied, and they're able to mend things rather than just throwing away whole assemblies and replacing them with expensive new ones.



Far left: Our correspondent relaxes in Paragon's comfortable waiting area. Reading material seems familiar

Left: Pete Twyman's 'lair' complete with shiny stuff! Is his desk always this tidy, or did he have a quick whizz round before g11&PW descended?



Far left: 996 minus front end, a familiar procedure on modern 911s, exposing as it does the vulnerable radiators and air con gubbins
Left: Jamie Tyler (left) and Pete Twyman

'It's not enough to read the fault code off the diagnostic machine, you have to be able to interpret what that code really means so that you can get to the heart of the problem, which may not be what the fault code is telling you it is. The team also prepares several race cars and many of our customers like the fact that those same guys are working on their road car.'

'Within our recently refurbished workshop we can do all the servicing and maintenance work you'd expect on our four ramps, and we also have a four-wheel alignment setup, tyre fitting and balancing, air conditioning servicing facilities, and we can sort out bodywork, too, courtesy of one of our trusted partners. Because of our racing experience we often do trackday setups for some of our clients; related to that, brake and exhaust upgrades are quite popular and we're an agent for Revo ECU remapping products. We're also an MOT testing station.'

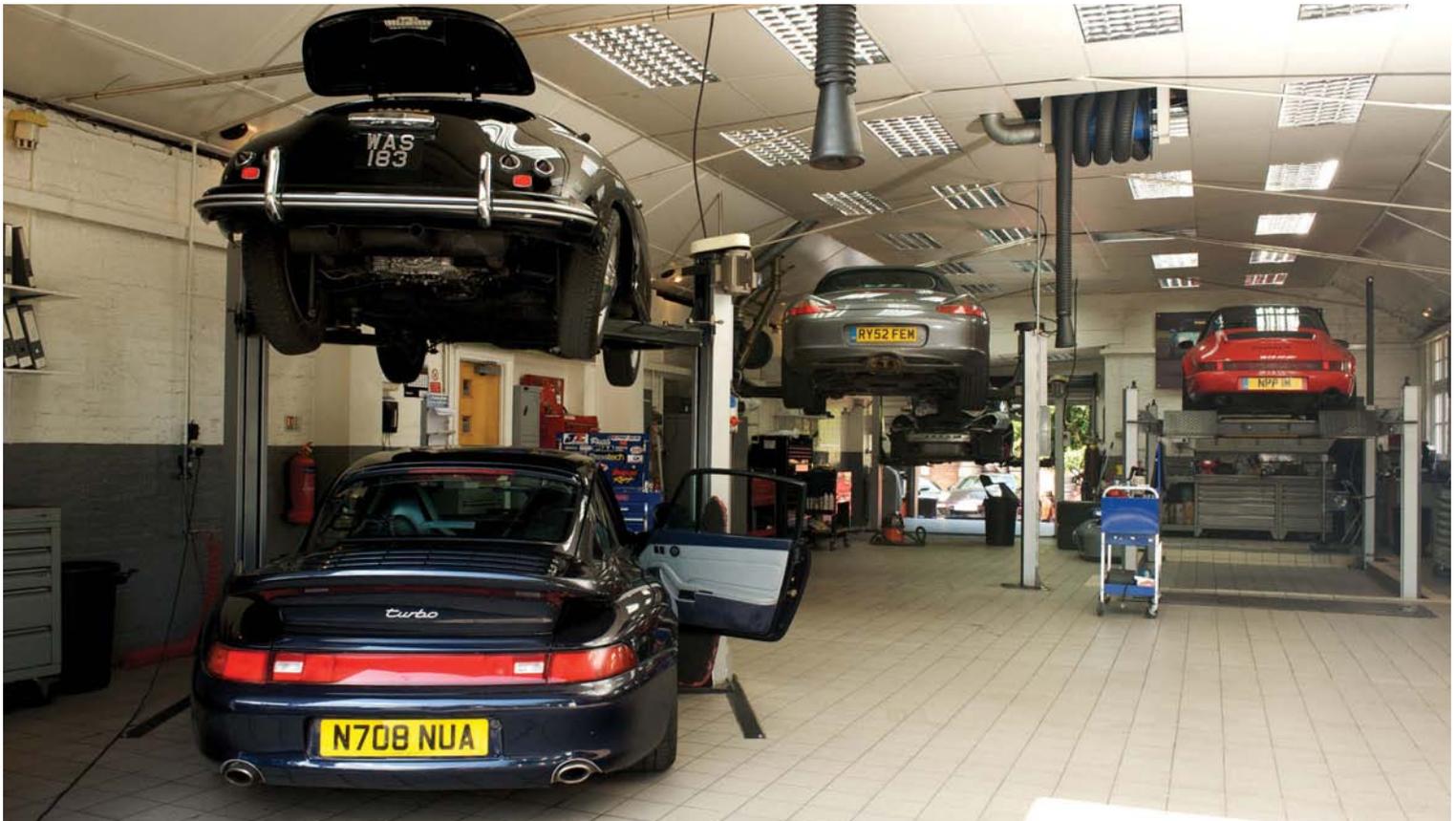
The walls of Pete's "lair", adjacent to Paragon's

upstairs waiting room, are lined with glass-fronted cabinets in which glitter Porsche accessories and spare parts, including a modern Fuchs alloy – Paragon is one of the wheelmaker's UK stockists. But not on display are a host of other spares, as Pete reveals: 'We hold a lot of consumables in our stores, which means that we can finish 90-95% of our jobs on the same day because we're not having to wait around for parts to be delivered.'

'We also keep a lot of small bits and pieces and older parts that you might not expect us to have – old Targa roof components, for instance. We tend not to dispose of parts simply because we haven't sold any for years; and when they do finally sell, it's surprisingly satisfying!'

With their cheerful, welcoming demeanour, vast knowledge and experience, and their enthusiasm, Mark Sumpter's choice of Pete and Jamie to manage Paragon's day to day operations leaves the East Sussex Porsche specialist in very capable hands. **PW**

CONTACT
Paragon Porsche
Five Ashes
East Sussex
TN20 6HY
Tel: 01825 830424
www.paragongb.com



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



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



1958 RHD PORSCHE 356 SPEEDSTER - THE BEST IN THE WORLD

www.specialistcarsltd.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 Turbo S (997 GEN II, PDK)

Basalt Black • Black/Cream Leather Sport Seats 19" Turbo II Wheels • Sport Chrono Pack with Sport Plus • 18,124 miles • 2010 (60)
£79,995



911 Carrera 2 S (991, PDK)

Guards Red • Black Leather Sport Seats Plus Touchscreen Satellite Navigation • 20" Sport Design Wheels • 6,180 miles • 2012 (62)
£71,995



911 Carrera 2 S (991, PDK)

Carrera White • Black Leather Sport Seats 20" Carrera 'S' III Wheels • Sport Chrono Pack 7,507 miles • 2012 (12)
£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 Carrera 2 GTS (997, 6-Speed)

Basalt Black • Black Leather Sport Seats 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 20,598 miles • 2011 (11)
£59,995



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 (996, 6-Speed)

Polar Silver • Dark Blue Leather Seats • Satellite Navigation • 18" Turbo II Wheels • 76,353 miles 2004 (53)
£20,995



911 Carrera 2 (996, 6-Speed)

Meridan Silver • Black Leather Seats • Satellite Navigation • 18" Carrera Wheels • 49,183 miles 2002 (52)
£19,995

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

Story and photography by Chris Horton

VACUUM ASSISTANCE

Drive a mainstream 997-model 911 Carrera? In that case, read on and take heed. Sooner or later your Porsche will need a new engine-driven vacuum pump to activate the brake servo – because the old one, far from just wearing out, will have started to rot away



Porsche has notched up many remarkable achievements over the last six-and-a-half decades, but it is fair to suggest that the design and then location of the Gen(eration) 1 M97 engine's vacuum pump is not overly high among them.

Compared to some of the now well-known problems that can befall these clever but famously

flawed power units, said pump's frequently rapid demise is not exactly disastrous, and will in any case have no more serious a consequence than an oil leak. Even so, you can't help thinking that it takes a rare talent to design and then build an engine component that, far from eventually wearing out – as you might reasonably expect of any such device – simply rots away.

The purpose of the pump, as you might assume from its name (although confusingly you will also hear it referred to as a tandem pump), is simply to create the vacuum – or, more correctly, the negative pressure – needed to actuate the brake servo.

In the first iteration of the water-cooled flat-six – the M96 – Porsche relied on the age-old, low-tech, and ultimately largely

foolproof method of connecting the servo directly to the inlet manifold, via a small-diameter pipe. But in the first of the second-generation 911 Carreras and Boxsters it opted for a mechanically driven pump to do the same job. Nothing inherently wrong with that – beyond, perhaps, the added complexity, weight, and not least cost. Diesel engines, because of the way in

REPLACE M97 BRAKE-BOOSTER PUMP



Access to pump necessarily limited; second pic from top left shows its location on another engine, removed from car. Surface rust quickly develops into tiny holes. New pump costs £318 plus VAT. Job requires draining engine oil, so a good opportunity to change it, together with filter; install magnetic sump plugs, too. Remove air-filter housing for access to top end of metal pipe

which their induction systems function, have had to rely on similar devices for many years.

But the pump, driven by a flat peg that engages in a matching

slot in the exhaust camshaft, is mounted at the drive-chain end of cylinder head number two. In both the 987 Boxster and Cayman this places it at the left-hand front

Accessing the pump's two upper securing screws (arrowed) means lowering the engine as far as it will go with rearmost fixings undone, and then reaching in from above tailpipe. In this car, one stud unscrewed instead of nut alone, but no problem; just go carefully when you replace it. Disconnect cable to coolant temperature sensor; it's protected by a flexible heat shield (bottom left)



THE KNOWLEDGE

The work shown here was carried out - on his own 54-plate, 2005-model 911 Carrera 3.6 - by Sid Malik, proprietor of Uxbridge, Middlesex-based Porsche Torque Ltd (tel: 01895 814446; www.porsche-torque.co.uk). He bought the car from an existing customer a few months ago, naturally well aware of the already leaking vacuum pump, but had only now managed to schedule it into his busy workshop for us.

Key to the success of the job, which unsurprisingly Sid has done many times before, was gaining access not just to the engine compartment but also to the underside of the car, and then being able safely to lower the power unit a few inches as required, away from its rear-most mounting points. This, as you will see from the photos, he did with the aid of a garage lift and a transmission jack, but it wouldn't be impossible to achieve on your own driveway with axle-stands and a trolley jack. (Never venture beneath any car unless it is adequately supported.)

No less vital was Sid's extensive collection, assembled over many years, of diminutive 1/4-inch-drive ratchets and extensions, with which he was able to reach in past both the exhaust system and the rear apron, and finally undo the four T30 Torx-headed M6 screws securing the pump to the cylinder head. 'Finally', because although their threads were undamaged, their always rather marginal socket-type heads were naturally as corroded as the cover, and needed careful scraping with an angled pick to make sure that the key wouldn't slip and irrevocably round them out. Even then, Sid had to tap the key very firmly into position - with the aid of still further combinations of extensions and universal joints - to minimise its chance of slipping.

The replacement pump comes with a new sealing 'O'-ring (and there is no other gasket or sealant required, please note), but understandably Sid carefully cleaned off the flat face of the cylinder head with a scraper to make absolutely sure there was no corrosion present that might possibly prevent the unit seating correctly. This is the sort of job you want to do only once per car.

For obvious reasons Sid had also ordered four new screws, but sadly those that turned up were too short, and so to complete the task for us he temporarily fitted a good set saved from another job, with a Loctite-style sealant on their threads to replicate the similar product on the new Porsche items. Tightening torque is 10-13Nm, although such is obviously the difficulty of getting even a small torque wrench in there that in practice any of us doing the work would rely on the force we applied being naturally limited by the size of the tools - and not least by experience.

The only other item Sid had ordered was the shaped aluminium pipe connecting the vacuum pump - via a rubber hose and another rigid pipe, and both accessible from within the engine bay - to the brake servo. In fact, the old pipe was in this instance still serviceable, but as we discussed in a recent Q&A item (August 2014 issue, page 129) these can not only chafe through (in cars equipped with the optional Sports exhaust system, anyway) but also themselves corrode (see photo). Better safe than sorry.

Sid, like us, is a firm believer in the WYAIT (While You Are In There) principle, and so given that it is best to drain the sump before starting this work he additionally changed both the engine oil and the paper-type filter element. He took the opportunity to install an after-market magnetic drain plug, too, the latter readily available from Euro Car Parts (www.eurocarparts.com).

The final element of what turned out, then, to be quite a comprehensive overhaul for Sid's 997 Carrera was to replace the aluminium sealing washer between each of the two timing-chain tensioners and the crankcase. In itself this is the work of moments, and costs virtually nothing (£1.12 plus VAT for the pair; they are both the same, even if the tensioners are not), but crucially requires the crankshaft to be set to the 'OT' position to prevent the slackening of the chains, as the tensioners are removed, allowing them to slip round the sprockets and so affect the valve timing. For more on this see Q&A on pages 125-128 of this edition.



You might imagine that leaking oil would have preserved the Torx-head securing screws (T30), but the sad truth is that, like the pump's cover, they will have corroded first, leaving the internal sockets at real risk of rounding out unless you gain a good purchase on them right from the start. Trick is to scrape out as much rust as possible with an angled pick, and then to use modest heat to loosen the original encapsulation (ie sealant) on the threads. Make sure you have a good selection of small ratchets and extension bars, and be prepared to do the job by feel as much as by sight

corner of the engine, when mounted in the chassis, but in the 997-model 911 Carrera at the right-hand rear corner. In this latter location it is exposed not only to the spray thrown up by the adjacent road wheel, but also to the very considerable heat emanating from the exhaust.

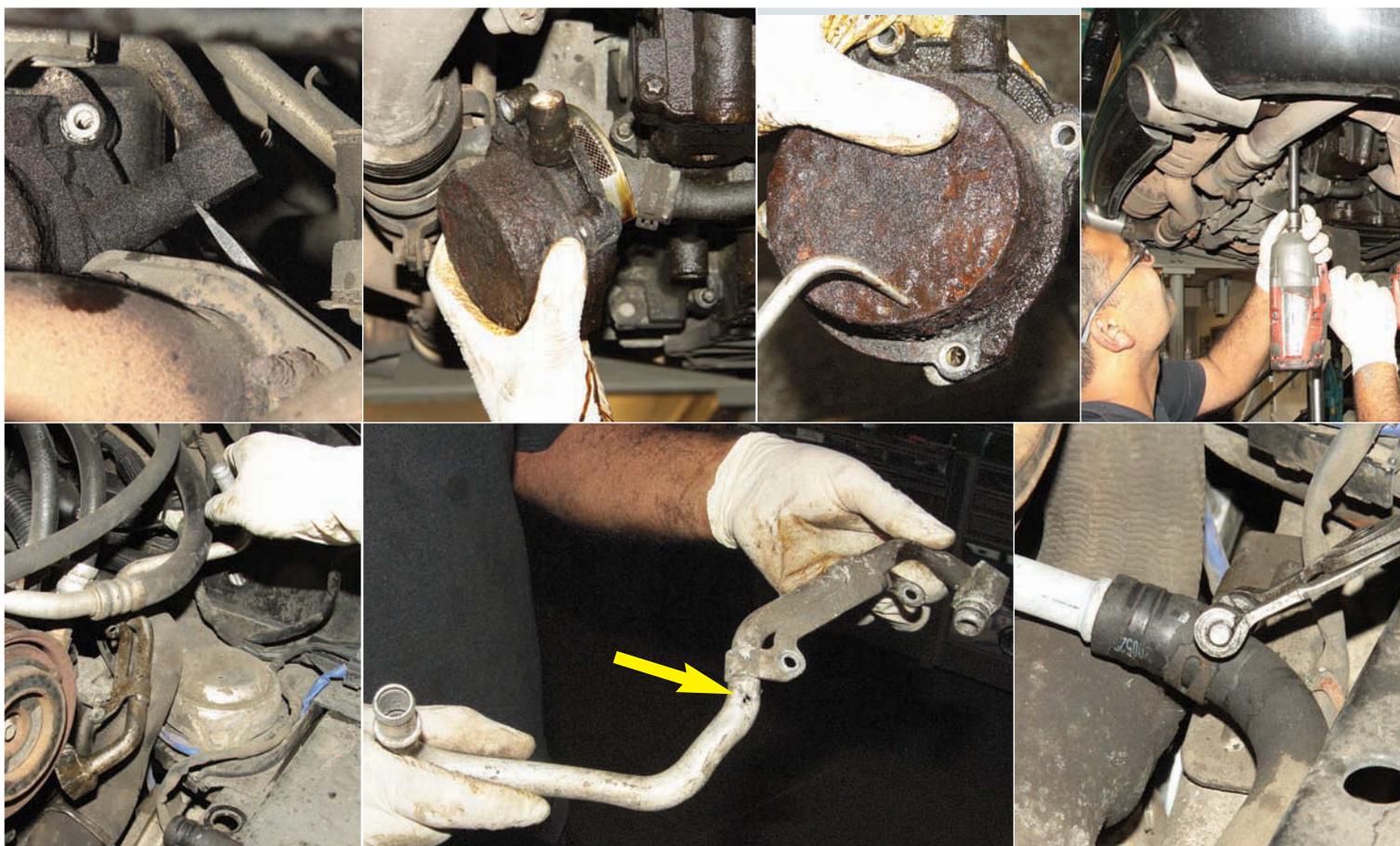
You might expect, and certainly hope, that the latter would offer some protection from the former by keeping the pump dry, but in truth the continual cycle of soaking and heating and drying and cooling, and then further soaking, simply exacerbates the problem. The pump's mild-steel

cover, although originally plated for protection, quickly develops a layer of surface rust, and not long after that the familiar flaky crust that culminates in a tiny hole (or more likely several tiny holes). From these oozes and ultimately dribbles the engine oil that, accumulating on their garage floor

or driveway, will be most owners' first warning of the problem.

Even that, notwithstanding the frustrating inaccessibility of the device, might be no more than a minor inconvenience. But to add insult to injury Porsche sells only complete new pumps, and so a job that by rights shouldn't even

With screws removed, next job is carefully to lever the lower end of the rigid pipe out of the push-fit connection on the pump. Ideally you will be replacing the pipe, too, because of probable corrosion (bottom row, middle pic), so at least you won't have to worry about damaging it with screwdriver blade. The pump, which can now be pulled out and down, was in a real mess - although annoyingly it's only the cover, not available separately, that is corroded. In order to extract pipe, which is now loose, raise the engine and replace the two securing nuts/studs; this will allow just enough space to wriggle it free from above. Best to slide new pipe in and connect to rubber hose now, while you can



REPLACE M97 BRAKE-BOOSTER PUMP



On the home straight now. Carefully scrape the outer face of cylinder head to remove any traces of corrosion that could prevent the pump from seating correctly; photograph at top left shows slot for the pump's driving peg. Screws supplied for the job were too short, so Sid cleaned up four he'd saved from another job, replicating the OE encapsulation with Loctite; correct new ones fitted later. Smear pump body - which comes with a new 'O'-ring - with a little light grease so it slides in more easily. Lower engine again so that you can connect rigid pipe, and then fit the upper two securing screws

be necessary in the first place ends up costing around £450 in parts alone. (With an arguably still perfectly serviceable pump ending up in the scrap bin.) And while the work is certainly not impossible for any competent DIYer, the inherent difficulties - and the still greater problems that might result if you get it wrong - mean that if you have someone else do the work you will be looking at a further bill for around three hours' labour. Call it probably £650 all told, including the dreaded VAT.

What follows, then, is intended both as a general guide for those who feel they have to take the DIY route, and for those who farm the job out an explanation of what you will be paying for. Perhaps even as a warning for every Gen 1 997 owner to get outside and, if it's not already too late, to spray the vacuum pump's cover with some suitable corrosion-inhibiting spray - before the engine's own oil starts to do the same job. Because once that happens, you have missed the boat. **PW**

Pump screws are supposed to be tightened to 10-13Nm, but whether you'll be able to get a torque wrench on them - or will even have one that reads down to that level - is another matter. In practice, most of us would rely partly on natural limit of 1/4-inch-drive tools, and partly on experience. Don't risk over-tightening, anyway. Don't forget to reconnect temperature sensor. Last job is to clean off old oil to highlight any subsequent leaks, and then to spray new pump with preservative wax

IS YOUR PORSCHE'S VACUUM PUMP AT RISK?

The cars affected by this issue are the Generation 1 (ie 2004-2009) 997 Carrera and Carrera 'S'. Both the contemporary 987-model Boxster and Cayman have exactly the same system as these two 911s, but in both of those applications the pump's position within the chassis appears better to protect it from the elements. The 997-model Turbo and GT3, too, employ a similar vacuum pump to actuate the brake booster, but in this case mounted at the rear end of the left-hand cylinder head (see the photograph below). Anecdotally these, too, seem less affected by corrosion, and are in any case quite a lot easier both to see (to check and/or periodically spray with corrosion inhibitor, in other words) and then to access for replacement. Good job, too: the price for one of those pumps (part number 997 107 022 72) is no less than £859.04 plus VAT - although fitting should be both quicker and, therefore, somewhat less expensive.



NineX motorsport

PORSCHE
SPECIALISTS

Engine & Gearbox Rebuilds

Porsche Parts Supplied

All Porsche Models Serviced

Race Car & Track Preparation

Porsche Diagnostic Test Equipment

Unit C Gladstone Industrial Estate ■ Denmark Street ■ Maidenhead ■ SL6 7XJ
www.ninexmotorsport.co.uk ■ sales@ninexmotorsport.co.uk

TEL 01628 633 088 MOB 07749 964 993



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

PAUL STEPHENS

Classic, bespoke and performance Porsche specialist established 20 years

The only name you need to know,
the only place you need to go.

- Buying and selling the finest Porsche
- Specialist servicing for your Porsche
- Restoration and upgrades for your Porsche
- Bespoke hand built Porsche

www.paul-stephens.com

01440 714 884

email@paul-stephens.com

Halstead, Essex, CO9 2SE

specialised
covers

THE ULTIMATE IN CAR COVER PROTECTION.

innovative tailored 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

British Design
& Manufacture

FOLLOW US

DISCOUNT CODE : **PWM-2014**



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



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

07/2007 997 C4S

Arctic Silver

Tiptronic Gearbox

Full Service History

Very Low Mileage

£36495.00

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

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

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

01423 865602

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

PROJECTS

WE DON'T JUST WRITE ABOUT PORSCHES, WE DRIVE AND LIVE WITH THEM, TOO

THE TEAM

KEITH SEUME

912/6 EL CHUCHO

OK, the wiring's not finished but the inside of the car is looking a lot better than it did. What lies ahead, though, are several weeks of hard work, finalising the electrics, brake and fuel lines, and installing the engine and gearbox. Will the little mongrel ever be drivable? Well, for once, I'm feeling optimistic that it will - but when?



PETER SIMPSON

CARRERA 3.4 TARGA

We have a little progress! Work on the Targa has commenced and I have managed to remove the rear trailing arms ready for some TLC. I will be fitting the trailing arms up with all new parts including the handbrake which has so many little bits and pieces, but luckily all available from Car Parts 911. The build up will be fun!



CHRIS HORTON

944, 924S

I have in my hand - as the saying goes - a piece of paper. It is a new tax disc for the 924S, which means that the car now has a valid MOT certificate, too! Full story next month, but suffice it to say that, after a surprisingly brief burst of activity on the headlights, the wipers and not least a sticking brake caliper, it passed with flying colours. Result!



STEVE BENNETT

944 LUX

It's going to be worth the wait, that's what I keep telling myself. A bit of 'mission creep' has set in with the 944. It was close to being finished when I decided that in my heart of hearts I knew that the clutch was on its last legs, so out it came and then, of course, it was apparent that the torque tube bearings needed doing, and then...



BRETT FRASER

BOXSTER 3.2S

Joy of joys, the Boxster now stops. Properly. Without hideous scraping noises. That's because it now has a full set of discs and pads, as supplied and fitted by Paragon - £550 for the front pair, £520 for the rear, just in case you need to sort out the stoppers on your own 986 Boxster.



EL CHUCHO

This month we turn our attention to the interior, fitting new carpets and installing a custom-made roll-bar. Then it's time to fit the 911R-style windows and rear brakes

Although I always tend to think otherwise, quite a lot has happened to *El Chuchito* over the last couple of months. I tend to think it's never going to get finished, but whenever I'm asked how the project is progressing, I find myself saying 'Pretty well - I've only got to...'

The 'only' encompasses fitting the engine and transmission, completing the wiring and plumbing the fuel system - quite a big 'only', I guess, but a lot further down the road to completion than I realise.

I've managed to sort out two major 'style statements' on the car recently - by that I mean little touches that help determine the car's character. I wanted a period 'hot-rod' feel for *El Chuchito*, so a chunky roll-over bar was a must. I also wanted a pair of functional 911R-style rear quarter windows. I have never understood why people fit the 911R windows with fake, filled-in louvres...

The roll-over bar is loosely based on the

design of the early factory-supplied items - very loosely. It was bent up for me by one of R-to-RSR's suppliers from heavy-gauge aluminium tubing. Yes, aluminium.

People tend to forget that this was used a lot in the past for roll bars (ever looked at a 917?) before eventually being outlawed by the FIA. But as I don't intend to compete in this car, I was after something that would add rigidity and look good at the same time. And, let's face it, nothing looks better than polished aluminium!

Installation required welding in some mounting pads at the base of the B-pillars, the rear brace bars picking up on the rear seat mounts, as per the factory cages. There is also a transverse 'harness bar', although I will probably be mounting the shoulder straps to eyelets on the rear bulkhead. The end result looks fantastic.

Now that the roll-bar was ready, I could give some thought to the carpet. I had already bought a 'rear seat delete'

KEITH SEUME

1966 912

Occupation: Editor,
Classic Porsche

Home town: Lostwithiel,
Cornwall

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

Car: 912

Year: 1966

Owned for: 35 months!

Mods/options: Six-cylinder
engine conversion, etc.

Contact:

classicporsche@chpltd.com

THIS MONTH IN BRIEF:
Interior, windows, etc...

carpet kit from a well-known US supplier and was looking forward to fitting it. Surely it would be a doddle? Wrong!

The 'one size fits all' carpet set proved to be a 'one size definitely doesn't fit all' carpet set. I think the problem is that the shape of the rear seat pressings differs between models, and the carpet set may have fitted a later 911, but it certainly didn't come close to fitting a SWB car.

This set me back to square one and I was left scratching my head about what to do. It was while surfing the 'Net that I came across a reference to the lightweight carpets used in early race 911 race cars - that set me thinking. Many, it seems,





used a very lightweight felt-like material, closely resembling the grey lightweight carpeting sold to line the interiors of vans and campers.

A quick eBay search (oh, how I love eBay...) turned up just what I was after at a price I could afford. For under £60, I bought enough material to do the interior and, as it turns out, the front boot. And they supplied two tins of the stickiest spray adhesive I've ever seen.

The material is grey and very similar in tone to the original carpeting. It has the benefit of being easy to cut using a pair of sharp

scissors, doesn't need binding and stretches easily so you can form it over any contour.

In for a penny, in for a pound, I attacked the interior without using any templates and was pretty satisfied with the results. It only took me a couple of days to do, too.

This material isn't hard-wearing enough to use in place of floor mats, so I made templates for those and had a local trimmer make me a pair to match.

As a finishing hot-rod touch, I treated myself to a pair of Rennline's brushed and drilled aluminium floor boards.

Now the carpet was finished, I could refit the seats and I have to admit I like the overall look. I had also bought a set of Sabelt full harnesses (with MOT-compliant E-marking) partly because their black with yellow trim looked at home in *El Chucho*.

I had been intending to use a wood-rim Nardi steering wheel on the car but, now the rest of the interior had taken shape, it just wasn't going to look right. So I bit the bullet and bought a Momo Prototipo from – you guessed it – eBay. It looks like it had only been fitted but never used and looks great.

I'd fought against using a Prototipo wheel as, well, they're so common! I wanted to be different but in the end I swallowed my pride and went with the flow. And I'm glad I did.

The rear quarter windows were supplied by R-to-RSR and are the proper 911R style, designed to be bonded in rather than coming with a flange to install with a rubber seal.

A friend in the USA who has these fitted lost one on a road trip when it blew out after driving along with a door window wound down. He fitted replacements using little

Above left: Interior looks a whole lot better now the carpeting is done. We used lightweight 'van liner' material

Above: Custom-made aluminium roll-over bar looks great!

Far left: We used some of the lightweight material to line the top of the dashboard, too
Below left: Roll-bar is fitted by bolting to a pair of weld-in plates attached to the inner sills
Below: We've thrown away the old wood-rim wheel at last and fitted a Momo Prototipo



OUR CARS



Above: Sabelt full harnesses match the seats perfectly. They're E-marked, too, so are road-legal in the UK

Above right: 911R-style rear quarter windows are held in with two small tabs and then bonded round the edges with sealant



tabs, which I thought was a good idea.

Fitting them wasn't too tricky – I made a couple of little brackets out of stainless steel, which held the windows in at each end. Then we masked off the paintwork and used black sealant to bond round the edges of the windows, smoothing off the sealant with a wetted finger. It worked a treat.

The other main job has been to install the rear brakes and complete the brake lines. The new four-pot calipers are fantastic and, despite their size, fit comfortably behind the space-saver wheels (and

regular Fuchs rims, too).

And, because they only use small-diameter pistons, they're designed to work with the regular 19mm master cylinder.

What these billet six-pot front and four-pot rear calipers allow you to do is run a much bigger pad without undue pedal travel or increased effort. I'm looking forward to seeing how they perform as they promise to be a great upgrade for any SWB early 911 or 912.

So, we now have an interior that's almost complete, quarter windows, and rear brakes sorted. What's next?

CONTACTS

R-to-RSR: www.r-to-rsr.com

Web Cam camshafts: www.webcamshafts.com

ARP fasteners: www.arp-bolts.com

Bob Watson: www.canfordclassics.co.uk

Wossner pistons: www.tsr-performance.com

Pelican Parts: www.pelicanparts.com

Restoration Design: www.restoration-design.com

RAD gauges: www.reapautomotivedesign.com

Ben Lewis: www.evilibensblogspot.com

Roger Bray: www.rogerbrayrestorations.com

Canford Classics: www.canfordclassics.co.uk

Historika: www.historika.co.uk

Tuthill: www.francistuthill.co.uk

Jenvey throttle bodies: www.jenvey.co.uk

Mike Bainbridge: www.mbporsche-engineering.co.uk

Powerflex bushes: www.powerflex.co.uk

Redtek: www.redtek.co.uk

Stomski Racing: www.stomskiracing.com

Patrick Motorsports: www.aptrickmotorsports.com

Rose Passion: www.rosepassion.com

ExtraEFI (ECU): www.ExtraEFI.co.uk

Below: View through the (missing) rear window shows the general layout of the interior. It's minimalist and functional

Below right: Four-pot rear calipers are now fitted and I can't wait to see what the new braking system is like in practice



PATRICK MOTORSPORTS
 PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

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

Conversion Experts for Over 23 Years!

TRANSAXLE SPECIALISTS

ENGINE CONVERSIONS

911 / 914
 3.6L DME

"TWIN PLUG" IGNITION

2.0 - 3.6L

Setrab Oil Coolers
 Goodyear
 Peterson

Phone: (602) 244-0911 | www.patrickmotorsports.com
 Phoenix, Arizona - USA | Daily Worldwide Shipping

© 2014 - All Rights Reserved - J. Patrick Motorsports, LLC. BMW 10152 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®.

RAAD
 REAP AUTOMOTIVE DESIGN

Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.

Prices: Porsche 911 > 90 £275.00
 Porsche 964 - 993 £250.00
 Porsche 996 - 997 £250.00
 Porsche Boxster / Cayman £225.00
 Porsche Cayenne £250.00
 Fitting service £50.00
 Import & export conversions from £100.00
 Repair, Recalibration, Restoration P.O.A.
 Prices exclude VAT

www.reapautomotivedesign.com
 TEL: 020 8863 2305

NEW
 WEB SITE



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!**

*BASED ON UK ONE YEAR SUBSCRIPTION

**UK ONLY



SUBSCRIBE



**SUBSCRIBE ONLINE:
WWW.911PORSCHEWORLD.COM**

	SIX ISSUES	12 ISSUES
UK	£26.00	£48.00
EUROPE	£36.00	£67.00
REST OF WORLD	£46.00	£85.00

CALL TODAY 01883 731150



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

Complete Performance Solution
for Ignition and Fuel Injection



- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944 and now for 912 & 356

 **Clewett Engineering**
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

PORSCHE IN DORSET

Put the **oomph!** back into your **Porsche!**

Personal service and fair prices. Servicing, Repairs, 4 wheel alignment, Restoration, Bodywork, Race prep & engine rebuilds.



t: 01308 459106
e: infomarque21@aol.com
www.marque21.co.uk

Marque 21

Independent Porsche Specialist

PMO

New EFI/MFI Throttle Bodies



In 40, 46 and 50 mm sizes

Throttle Bodies, Air Horns, Fuel Rails (EFI): \$2550.00

Complete Kit with Manifolds, Air Cleaners, Linkage, Insulators, etc.: \$3100.00

Check out our Website

Please fax or write us
135 17th Street
Santa Monica, CA 90402
FAX 310-394-6313

www.pmocarb.com

VISA, MasterCard, or Prepaid



1970's Wheel Brace...



One Mans Speciality.....

www.thewheelrestorer.co.uk

Tel : 01978 352980

download now

911 & PORSCHE WORLD APP NOW AVAILABLE

FREE SAMPLE ISSUE!



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

A digital subscription to 911 & Porsche World is the perfect way to treat yourself!

	6 ISSUES	12 ISSUES
UK	£14.99	£28.99
US	\$20.99	\$40.99
EUROPE	€16.99	€32.99
AUSTRALIA	\$21.99	\$42.99



Find us on Facebook



The national trailer company
Indespension.com

THE REAR END STRIP DOWN

Whoever said taking these cars apart was easy? Maybe no-one did, I just imagined the whole thing! Where has that fading light gone at the end of that tunnel?

Although the Targa has moved into its new home, very little work has gone on, but I have managed to get started on the rear end and it's finally apart.

It was a struggle, and some of the bolts looked like they had never been removed, especially the trailing arm bolt. It was goddamn tight. The solid brake lines were tough as

corrosion had set in, and while trying to get them off they snapped with ease.

This wasn't the biggest problem with the trailing arms, though. That award went to the rear bearings, which hold the hub in. While holding the arms on the 10-tonne press, and adding a little heat now and then, they eventually started to move but it took a lot of persuading

and a lot of swearing, even when they gave up to the 10-tonnes of pressure. The next job was to unseize the corroded steel handbrake carriers from the aluminium arms. Steel loves being with alloy for years and years, it's like a marriage made in heaven... These took a bigger beating than Rocky Balboa. Once they were apart I felt I had conquered 25-years of corrosion and

celebrated with a beer.

I'm hoping that after all that work the rear arms, once all cleaned up and powder coated, will go back together nicely as I don't want to go through that again!

The inner arches will now go through the same process as the fronts. They will be stripped, sealed and painted so it all looks nice and clean – well, for now anyway!

PETER SIMPSON

911 3.4

Occupation: Studio Manager, CHPublications

Home town: Horley, Surrey

Previous Porsches owned: 2

Car: 911 Carrera 3.2

Year: 1989

Mileage: 107,657

Owned for: 6 years

Mods/options: In total, far too much to list here!

Contact: pete@chpltd.com

THIS MONTH IN BRIEF:

Everything is looking good for Project Backdate – it's moving on! The rear end has been stripped back and the torsion bars are being replaced by a Rebel Racing coil-over conversion kit.



CONTACT

DANSK

www.jpgroup.dk

Pre '73 rear quarters

Pre '73 rear bumper quarters

Pre '73 rear bumper centre panel

Pre '73 passenger door skin

Pre '73 sills

All available via Car Parts 911

CAR PARTS 911

www.carparts911.co.uk

Front and rear calipers, lower

ball joints, oil cooler, new oil

cooler pipes front and rear,

handbrake shoes and all

accessories to fit them, rear

brake lines, bearings, drop links,

backing plates and rear bushes

INDESPENSION

www.indespension.co.uk

Redhill branch:

01293 735 677

For the trailer hire

Hayward & Scott

Specialists in Stainless Steel Exhausts,
Tanks and One Off Fabrications



Porsche 997 GT3 Centre Silencer Bypass Pipe

All our supplied and fitted systems carry a full guarantee
UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE,
BASILDON, ESSEX SS13 1LS.

Tel: Basildon (01268) 727256

Fax: (01268) 590772

sales@haywardandscott.co.uk

www.haywardandscott.co.uk



Yorkshire Classic Porsche

Yorkshire's No. 1 choice for
classic to modern Porsche

Please call us on 08434 996 911



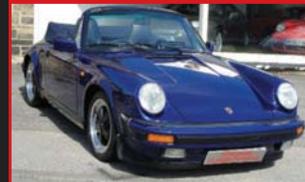
PORSCHE 997 C2S AERO
9800 MILES. £35,995.



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

PORSCHE PARTS



01257 472866

07801 456066

WWW.DOUGLASVALLEY.CO.UK

RS-911

Porsche Specialist
Mid Wales
Tel : 01686 440 323



Roselea, Llangurig, Llanidloes, Powys SY18 6QJ

Specialising in all aspects of high quality
Bodywork Restoration, Welding & Fabrication
Work carried out on all models
Insurance work, Early 911's for sale & restoration
Replicas built to order, to any stage at realistic prices
Agent for PMO carburettors

www.rs911.com

Email: mark@rs911.com

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

Machine Mart

Clarke HEAVY DUTY INSTANT GARAGES
UP TO 24' (7.3M) LONG

Great for temporary or permanent use as a garage, workshop or general storage etc.

- Extra tough, triple layer, water proof cover
- Fully UV treated (with added fade blockers, anti-ageing anti-fungal and anti-yellow agents) for long term protection
- Heavy duty powder coated steel tubing to protect against peeling, rust, chipping and corrosion
- Ratchet tight and web strap components ensure drum-tight cover
- ZIP CLOSE DOOR

NEW! 10' RANGE
NARROWER WIDTH
GREAT WHERE
SPACE IS TIGHT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT	*Was
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80	£322.80
CIG1216	4.9 x 3.7 x 2.6M	£249.00	£298.80	£394.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80	£394.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80	£478.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80	£578.80

FROM ONLY **£219.00** (incl. VAT)
£262.80 (incl. VAT)

LENGTH UP TO 24'
MODEL SHOWN CIG1220 (20'x12'3")

3 EASY WAYS TO BUY...

- IN-STORE**
64 SUPERSTORES
Call 0844 880 1250 to find your nearest store
- ONLINE**
machinemarkt.co.uk
- MAIL ORDER**
0844 880 1250

Maximum call charges to 0844 numbers from a BT landline is 5p/min. Prices correct at time of print. E&OE. 22515

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

EuroCupGT .COM

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

986

987

955

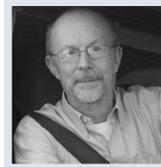


PORSCHE PROBLEMS?

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.

MEET THE TEAM



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

996, 986 FAN RESISTOR: THE PROPER WAY, AND THEN THE WAY EVERYONE ACTUALLY DOES IT

It appears that one of the two radiator fans in my 996-model *g11 Carrera 4* will now run only at the lower of its two speed settings. Does this indicate a fault in the motor, or else somewhere in the no doubt horribly complicated switching and/or control system? The car is already on its second engine, after the first expired from the dreaded cylinder-bore scoring, so I am understandably nervous about the possibility of it overheating.

Michael Heaton

Chris Horton, *g11 & Porsche World*: This sounds like the result of a faulty so-called ballast resistor. It's quite a common problem

in all of these water-cooled models.

The resistor is secured by a couple of spring-steel clips behind the lower part of the radiator's mounting frame, and can be reached from beneath the front of the car after you have taken off the relevant small section of the under-body shielding. Raise the car on a jack and support it safely on axle-stands to improve accessibility.

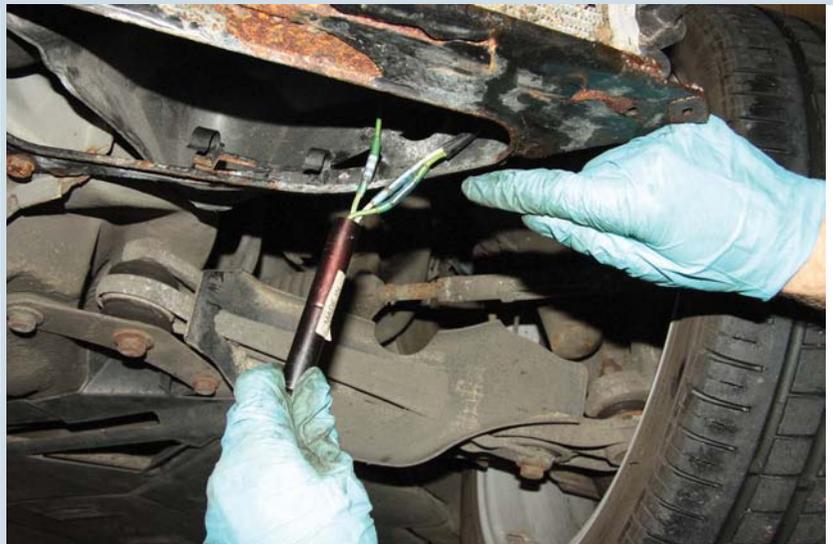
The new resistor 'pack' (part number 996 616 101 00, and costing £66.29 plus VAT from Porsche) comes with the necessary leads and plug/socket arrangement to connect it to the rest of the car's wiring harness, plus two flying leads (one green, one black) that require connection to the fan motor.

The correct way to do the job is to remove the fan and its mounting frame, but that is inevitably such a long-winded process that most people (many specialists included) simply splice the new resistor into the existing wiring, either by means of crimped connectors or, better still, by soldering. A good independent should charge for no more than around an hour's labour.

Remember, by the way, that if necessary - when you are stuck in slow-moving traffic, for instance - you can generally overcome a faulty resistor, and temporarily get the fan(s) running at their higher speed to keep the engine sufficiently cool, by switching on the air-conditioning, ie to fully cold.



Resistor pack, as it is known, comes complete with wiring and integral connection, plus new clips - as you might hope for £70-plus a time



Removing the entire radiator fan to make the necessary connections is such a palaver, however, that most specialists simply cut and splice into the wiring here

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



M96 AND M97 TIMING-CHAIN TENSIONERS RESEALED - FOR £2 IF YOU DO IT YOURSELF!

The underside of my 996 Carrera 2's engine is showing no evidence of what I am told are the usual M96 oil leaks, but there is a suspicious-looking dampness around the large hexagon-headed 'nut' near the left-hand front corner of the bolt-on sump pan.

It looks like this has a pretty straightforward sealing washer, which ought to be dead easy to replace, but despite a reasonable hands-on knowledge and experience of more mundane sports cars – and also owning the required trolley jack and axle-stands – I am reluctant to undo the device to try to fix this nascent leak without knowing precisely what it does. Can you advise, please?

Daniel Turner

Chris Horton, 911 & Porsche World: You are in luck. Not only were you correct to leave well alone without the required specialised knowledge, but by chance I recently photographed the relevant procedure while watching Sid Malik at Porsche-

Torque in Uxbridge, Middlesex, replace his 997 Carrera's vacuum pump for this month's how-to feature – see pages 108–111. And since there wasn't room in that story for the resulting pictures, what better use for them than to illustrate here the answer to your question?

The device you refer to is one of the engine's two camshaft-chain tensioners. The other one is situated on the right-hand side of the engine, close to the screw-on oil-filter housing. Very simply put, both utilise pressurised engine oil to force a small piston against the nylon blade that bears against the relevant drive-chain.

Crucially, they must be removed only after the crankshaft has been set (and ideally locked with a special pin) at the so-called 'OT' position. This will place the camshafts such that there will be no tendency for the chains to jump over the sprockets when the former temporarily become fully 'relaxed'. You will also need to drain the engine oil and, if

removing the right-hand tensioner, perhaps to unbolt the adjacent pipework to allow better access for the required 32mm socket spanner.

Thereafter the work is easier still. Undo the nut (both require that same 32mm socket, and ideally a longish breaker bar for better leverage), being ready to resist the modest residual spring pressure as you rotate it the last few turns. Carefully ease the aluminium sealing washer away from the mating face with a sharp pick or the like. Rinse the tensioner in clean petrol or perhaps less flammable paraffin – or better still give it a good, long squirt with an aerosol can of brake cleaner.

Fit the new washer (part number 900 124 147 30, and just £1.12 the pair plus VAT from Porsche). Offer the tensioner back into its aperture and, while again applying modest pressure with your hand, rotate it until just enough of the thread has engaged to prevent the device dropping straight out again. Using the 32mm socket, torque

it to the required 80Nm.

Repeat on the other side – and if one is leaking, the other surely won't be far behind – take out the locking pin, if necessary, and you are just about done. Don't forget to refill the engine with the correct grade and quantity of oil – and when you restart it remember that it will naturally take a second or two for the oil pressure to rise sufficiently to reactivate the chain tensioners fully. So the valvegear may be momentarily a little noisier than you expected.

The two tensioners, as you will see, are 'handed', and must go back in the positions whence they came. Obviously the best way to avoid mixing them up is to remove and replace just one at a time. Otherwise, remember that the one with the visible external spring comes from the oil-filter side of the engine. (We try to avoid the use of 'left' and 'right' in this context because the engines in these water-cooled Porsches can, of course, be fitted either way round in the chassis.)



First task when removing tensioners (also required when replacing IMS bearing) is to rotate pulley to 'OT' position - indicated by alignment of cut-out with adjacent line - and then ideally to lock it with this special pin (top left). Drain oil, and then undo tensioner body with socket. Clean all components, inspect for damage, and fit new aluminium washer. Torque device to 80Nm. Same job on the tensioner on the oil-filter side of the engine (which can, of course, be mounted either way round depending on application) might entail removing external pipework for improved access, but principle is exactly the same. Note corrosion on washer: it's this that starts the leak

THE ITALIAN (SUNROOF) JOB: AND THEN 944S2 WEDDING CAR WAS READY FOR THE LONG RUN HOME

Some time ago you correctly diagnosed some worrying sloshing sounds from the rear of my 1990-model 944S2 as the result of blocked drain tubes, and a build-up of water in the cavity behind each rear wheel. I hope you will be as successful with this new question!

I shall shortly be lending the S2 to my new son-in-law, Dominic, for his and my daughter's honeymoon. They are planning to spend a week or so out here in Italy, and then to drive the car back to their home in London.

Unfortunately, however, we cannot open the sunroof (an essential summer extra in the absence of air-conditioning). After many years of trouble-free operation, one motor (on the left-hand side of the car) seems to be clicking away as usual when the 'up' button is pressed, but the other motor (on the right-hand side) is totally silent.

Is there any quick fix? WD-40 hasn't made any difference. I am told by those who know these things that it should be possible to disconnect the actuating

mechanism from the rear of the roof panel itself, and then lift that out completely. Is this correct? If so, will the happy couple be able to lock the roof down again, or might they need physically to tape it in place?

Any advice much appreciated – it's 32 degrees Celsius out here at the moment, and over 1300 miles back to London!

Simon Mitchell, Siena, Italy

Paul Stacey, Northway

Porsche: The 944's sunroof system has just one drive motor, with a built-in clutch. It's located inside the boot on the left-hand side, behind first the carpet and then a plastic panel just beside the battery. The motor drives a spiral-wound cable, which in turn either pulls or pushes two white nylon gears built in to gearboxes located just behind the lifting sunroof panel itself.

The most common fault is the stripping of the teeth on those nylon gears, causing one or other of the sunroof's lifting arms to fail to move – or sometimes even both of the arms together.

This is usually because the clutch drive somehow tightens itself over a long period of time, and there is no micro-switch to stop the motor when the roof is being completely removed.

You will have to remove the cover from behind the sunroof (it's held on by a number of self-tapping screws), and then either remove or carefully cut the headlining in order to gain access to the sunroof lifters. The covers for these are again held in by a number of screws. The nylon gears should simply pull out, along with the lifter arms.

Now you need to press the roof switch until the cable is in its normal closed position (with the roof removed the system won't work, so you will have to press the micro-switch at the front of the sunroof aperture, while operating the button). Refit the new gears and the old lifting arms, with the two arms sticking out approximately 2.5 teeth.

Next you need to remove the cap from the motor drive. Inside it you will see two 13mm nuts locked together. Loosen both off

completely; they are Loctited on. Screw the inner nut back up until it just starts to tighten, nip it up by just one flat only, and then lock it with the outer nut.

Sometimes the micro-switches on the motor mechanism can also play up and require adjustment, but this can be a minefield, and so they are probably best left alone unless you have some experience with the system.

Simon Mitchell: Thanks, Paul, you were absolutely spot-on! I had my mechanic out here follow your excellent instructions and, sure enough, the two gears were, indeed, completely stripped – as you can see in the accompanying photo. Two new ones – the equivalent of around £15 the pair plus VAT from Porsche – and a careful rebuild, and the roof is working perfectly again.

Also attached is a photo of my daughter and her new husband on their big day, and by way of contrast another shot showing how, only the day before, the S2 was doing duty as a builder's truck. Versatile machines, 944s!



Only the day before his daughter's wedding in Italy, expat Simon Mitchell's 944S2 was doing sterling duty out there, collecting building materials. Middle photo shows the stripped gear from the sunroof mechanism, as correctly diagnosed by Northway's Paul Stacey. Bride and groom (above) later drove the repaired car back to London

CAYENNE VIN GIVES UP ITS TYPE-NUMBER SECRETS

As a very long-standing follower of *911 & Porsche World* I dimly recall that some time back in the mid-2000s you ran a feature in the magazine about the many Porsche type numbers that have been used over the years.

Is that right, and if so have you ever updated the information in light of more recent releases from the company? Either way, can you tell me, please, what numbers – or other designations – have been used for the so far three iterations of the Cayenne? **Frank Muscroft**

Chris Horton, 911 & Porsche World:

You are correct. In fact, we ran just such a guide, in two feature-length parts, in the January and February 2001 editions – and thereby pre-dating the introduction of the Cayenne by quite

some margin. Needless to say, it seems like only yesterday.

The Cayenne, as far as we can tell from published information, and also by 'disassembling' its VIN, or Vehicle Identification Number, bore the type number 9PA when it was launched in 2002 – as a 2003 model, of course.

The second-generation cars, launched in 2007, carried essentially the same designation, with a separate code AL1 on the Vehicle Identification Label, or VIL. See the accompanying photo of the VIL and VIN from a 2008-model Cayenne GTS (right).

The current model, on sale since 2011, has the type code 92A. We have, though, seen the numbers 955, 957 and 958 used chronologically in this context, and no doubt these will eventually come to serve as a



2008 Cayenne's VIN - stamped into cargo-space floorpan - shows type number, like that of first-generation cars, to be 9PA; VIL (left) shows additional AL1 code

reasonably precise way of establishing any given Cayenne's overall type.

Unfortunately we can no longer supply back copies of the two issues of the magazine containing that

original type-number guide, but photocopies are available, for a modest fee, from our editorial office in Surrey. Please call 01883 731150, or go to www.chpltd.com/shop.

AIR-COOLED 911: RUSTY KIDNEY BOWLS BEST TACKLED WITH EXPERT KEYHOLE SURGERY

My 911 Carrera 3.2 is showing signs of corrosion in the lower rear corner of the left-hand door aperture, and also in what I am told is the adjacent kidney bowl. What is meant by this term, and what is likely to be the best way of dealing with the situation?

Paul Stanley

Chris Horton: The air-cooled 911's so-called kidney bowl is a pressing welded to the base of the inner and so normally hidden part of the 'B'-post, at the rear end of the inner sill. Its purpose is to add strength to this vital area, and its nickname comes from the fact that it looks like the bowls used during surgical procedures for clinical waste – and themselves thus named because of their resemblance to the shape of a human kidney.

Only 911s up to and including the early Carrera 3.2 have true 'kidney bowls', however. In later cars the stiffener is a larger and roughly 'L'-shaped pressing, which as a result extends further up the door pillar. The photos bottom right show the main differences

between them, although it is important to note that here the later (Dansk) repair panel has had a section cut out of it to provide the small section needed to effect a particular repair.

That repair, part of which I recently watched being done at independent specialist Auto Umbau (01525 861182; classicporscherepairs.co.uk), was similar in scope to what is most likely needed on your car. In all cases the underlying cause of the problem, not entirely surprisingly, is a build-up of mud in this hard-to-reach area. It is also exacerbated by the inherent inability of the factory-applied underbody sealant, sprayed on after construction of the body shell, to reach all of the necessary nooks and crannies.

Crucially, Auto Umbau proprietor Robin McKenzie takes a softly-softly approach when he tackles this kind of job, first cutting a small 'inspection panel' from the relevant part of the door aperture. This enables him to see clearly what is going on inside, and thus to decide how best to expose the

real problem areas, with minimal disturbance to the exterior sheet metal and paintwork.

To begin with this one didn't look very good at all and, with evidence of further pinholing in the outer sill beneath the rear end of the door, Robin cut out the section shown in the photo immediately below. (The shot next to it shows what the same piece looked like from the inside.)

That, in turn, revealed that the major damage to this car's kidney bowl was confined to the upper, forward surface, where mud had been accumulating for years (and which, to be fair, is virtually impossible to wash out, such is the tiny gap between stiffener and outer skin), and by precisely cutting the required piece out of that Dansk panel, to match the good edge he had obtained on the car, Robin was able to butt-weld it into position to create an effectively seamless repair.

All that remained was to rebuild the exterior panelwork with another section cut from a scrap donor vehicle – easy for a man with his demonstrable skill –

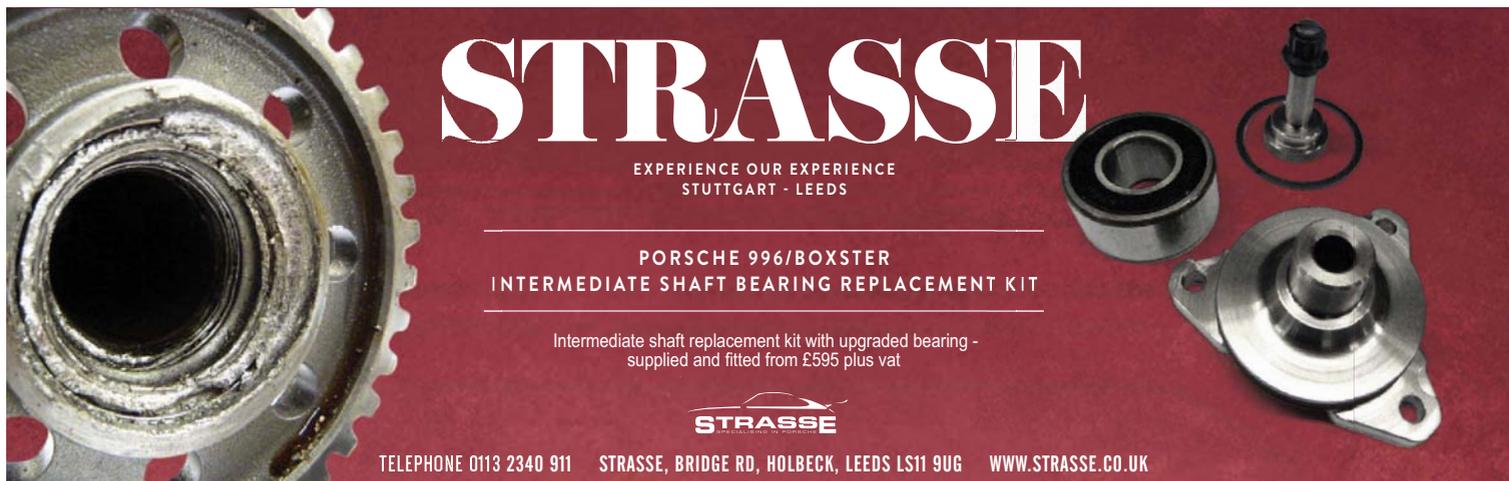
and then to have the finished surfaces painted and then protected with industrial-grade rust-preventing cavity wax.

Total cost of the job in this instance was around £1500 plus VAT, but with cars of this nature rising in value all the time that can only be money well spent. Have a chat with Robin if you would like him to quote on your car – he's passionate about doing only the very best job possible.

For more about Dansk's Porsche repair panels (and also its exhaust systems) go to www.jpggroup.dk for a downloadable catalogue.

911's 'kidney bowl' is hidden inside the lower rear part of the door aperture; prudent repairers will make exploratory incision(s) to avoid disturbing more original metalwork than absolutely necessary – but usually the base of the wing will have to come off, too. Note previously unseen pinholes in this one. With all rust cut back to good metal, repair panels can either be fabricated from scratch or, better still, themselves cut from proprietary items and then butt-welded in place. Only 911s up to early 3.2 have true kidney bowls, though: in later cars (and 964/993) the 'L'-shaped stiffener extends quite a lot further up the inside of the door pillar





STRASSE

EXPERIENCE OUR EXPERIENCE
STUTT GART - LEEDS

PORSCHE 996/BOXSTER
INTERMEDIATE SHAFT BEARING REPLACEMENT KIT

Intermediate shaft replacement kit with upgraded bearing -
supplied and fitted from £595 plus vat

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



THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB

TIPEC
The all model club for enthusiasts; even if you don't own a Porsche

- Discount schemes
- Valuation service
- Busy online forum
- Technical assistance
- Bi-monthly magazine
- Regional & national events
- Family friendly

One year membership £40
Two year membership £50
0845 602 0052
www.tipec.net



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

From only £90



 **Porsche Club**
Great Britain

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

Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 12,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

Porsche Club GB benefits

Porsche certificate of authenticity
High quality monthly magazine
Comprehensive events calendar
Club insurance scheme
Members' discounts

Regions & Registers
Race Championship
Valuation service
Factory visits
Trackdays

Join us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member. For a free, no obligation enquiry pack visit www.porscheclubgb.com or call Cornbury House on **01608 652911**

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



DETAILING SCIENCE

PART ONE: CORRECT WASH PROCEDURE (TIME REQUIRED 2HRS)

GET YOUR PORSCHE FEATURED!

Over the coming months we will be covering everything from plastic headlight restoration to leather repair. If your Porsche has a specific aesthetic malady, send photos and a description to porscheworld@chpltd.com

Over the next twelve months we will be running a series of articles covering the art of car detailing, revealing some of the secrets that surround this esoteric world of advanced car care. As a term, 'detailing' is yet another Americanism that has woven its way into the UK as an automotive subculture, where concours is king and mirror-like gloss is *de rigueur*. To help us we have commissioned Professional Valeters and Detailers, the UK's trade association for car care experts, and their highly skilled members to show us the ropes.

In this first article Rich March, owner of Classic Details in Gloucestershire (www.classic-details.co.uk), demonstrates how to wash a car safely and correctly. The benefactor is a first gen GT3 with nearly 90,000 miles under its

wheels, belonging to *g11&PW* snapper Antony Fraser. The 996 will benefit from the full detailing Monty in subsequent articles.

Having received a recent wash, the silver GT3 appeared to be fairly clean as it rumbled into sight; but to a detailer's eye it may as well have been plastered in mud and grime. The first step was to pre-wash the car, where as much detritus is removed as possible without actually touching the car, thus reducing the chances of adding swirl marks. In this instance, Rich used a correctly diluted Citrus Pre-Wash solution made by ValetPro, spraying it liberally on the lower portions of the car, into panel gaps, grilles and door shuts and giving it time to loosen the dirt, before rinsing it off thoroughly at high pressure.

Despite some claims, sponges, hose brushes and chamois leathers are not only obsolete but actively

despised by detailers, who spend a lot of their lives correcting the damage caused by such utensils. For example, a sponge may take the dirt off, but it holds it between the sponge and the paint work, acting like sand paper and adding swirl marks. For the home user, a simple chenille mitt is a far safer way to hand-wash your car, while polymer mitts are a marginally more expensive alternative. For professionals, the real wool mitt is usually favoured, despite sometimes costing up to £20 each. You will notice that a car is normally dirtier at the bottom than it is at the top, and this is why any professional will always start at the top and work downwards, in layers, panel by panel to minimise the amount of contamination that could be dragged up from the lower areas.

You will also find detailers using three buckets to wash a car, often much larger, 20-litre receptacles with plastic

grids in the bottom. One is used for clean water and shampoo, referred to as the 'wash bucket', another with just water for rinsing the wash mitt, the 'rinse' bucket, and one for the wheels and really greasy bits. The grids in the bottom are designed to trap dirt particles so they don't re-attach themselves to the mitt.

Once the vehicle has been hand washed and rinsed (Rich prefers a low-pressure rinse as it helps water flow off the car instead of misting), specialist micro-fibre drying towels are used to stop water marks, which would appear if left to dry naturally. These are designed to be highly absorbent, sucking in up to eight times their own weight in water. In this

instance Rich is using a particularly large one. In the constant battle to avoid swirl marks, the towels are simply placed on the damp panels and patted, as opposed to wiping. This is a more involved process, but the end results make it a worthwhile investment.

The process covered thus far would perhaps take two hours, in stark contrast to the five minutes a road-side hand wash would take, but even at this point a detailer hasn't even warmed-up – it is the automotive equivalent to turning the ignition and letting the fuel pump build pressure. Next month Rich will show us the decontamination process, turning Antony's GT3 from 'not dirty' to 'truly clean'. **PW**

EQUIPMENT LIST

3 x 15+ litre buckets with grit guards - available at: www.enyvaleting.co.uk
Chenille or wool wash mitt - range available at: www.allgoodcarcare.co.uk
Dodo Juice Born to be Mild Shampoo & Valet PRO Citrus Pre-Wash Both available at: www.i4detailing.co.uk
Large drying micro-Fibre - available at: www.formulaclean.co.uk
Somewhere protected from direct sunlight with access to a hose





Who can you trust
to detail your car?

pro-detailers.co.uk

THE UK'S LARGEST CAR CARE TRADE ASSOCIATION



PRO-VALETS.CO.UK
DETAILER SHOWCASE



GLOUCESTERSHIRE

classic-details.co.uk

Tel: 07776 400 950

richard@classic-details.co.uk

Classic Details is a mobile detailing, valeting and show preparation company offering bespoke packages tailored to your individual requirements from an Exterior Valet to full Concours Preparation or On-site Show Support. Services are available throughout Gloucestershire, Bristol and beyond.

Prepared by Classic Details
Porsche for 911 & Porsche World photo shoot



PRO-VALETS
SUPPORTERS



NOW OVER 150
MEMBERS NATIONWIDE

Classic PORSCHE

SEPT/OCT ISSUE
ON SALE NOW

Buy online at
www.classicporschemag.com





**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.performancedirect.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**.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.

**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

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

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

ROGER BRAY RESTORATION

Milestone Services, London Road,
Whimpe, 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

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@karmannkonnexion.com

Next issue on sale 2 Oct

911

9 - Apart

Parts specialists for 911
01706 824 053

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953



**911S 2.4 1973 SPORTOMATIC
SUNROOF COUPE**, LHD, original
light yellow colour, exceptional
example, last of the early
production 911Ss with a powerful
2.4 litre engine (190bhp), only
1430 1973 911S Coupes built,
95% finished project, all matching
numbers, very solid and rust free,
perfect floor pans and front
suspension pan still on original
sills and kidney bowls, no signs of
rust, just had total respray as
paint had faded, 69,000km, stored
since 1980, engine needs recom-
missioning but turns over freely.
The car was special order, options
included factory Recaro Sport
seats, electric sliding sunroof,
also 7x15 Fuchs alloys all round
and plastic fuel tank. All parts for
the car are available to finish, I
have all the original papers, came
into the UK from Germany, still
registered in Germany. Truly a rare
911, only getting harder to find
and increasing in value,
inspection welcome, price on
application. Tel: 01686 440323.
Email: mark@rs911.com.
P1014/010

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).
P1014/024



1973.5 911T, Sepia Brown, 50K
miles, numbers matching, Konis, S
brakes, bare metal respray on clean
original car, new seals, gaskets and
trim throughout, \$69,995. Tel: (386)
316 9164. Email:
pschroeder@stoddard.com (Ohio,
USA). P1014/013



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).
P1014/023

**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).
P1014/025



"OLD SCHOOL" PORSCHE
MECHANICS FOR THE 21ST CENTURY
Hutton, Essex
www.dsdmotorwerks.co.uk
CALL US ON
07002 911 356
OR
07774 854 418

Email your ad to
classifieds@chppltd.com
or visit our website



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.williams Crawford.co.uk
01752 840307

info@williams Crawford.co.uk
07768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation.

www.Porsche 911 Hire.co.uk

— the affordable way to experience the world's greatest sports cars —

THE ROAD RACER

The 996 GT3 RS wears its badge proudly as a proper Porsche road racer. With prices on the up, now is the time to buy

SPECIFICATION

PORSCHE 996 GT3 RS

Engine	3600cc flat-six
Transmission	Six-speed manual
Max power	381bhp at 7400rpm
Max torque	284lb ft at 5000rpm
Brakes	Vented discs.
	350mm/330mm front and rear
Wheels & Tyres..	8.5x18in (f), 11x18in (r).
	235/40x18 (f), 295/30x18 (r)
Weight	1360kg
0-60mph	4.4 secs
Top speed.....	190mph



While the 996 GT3 is a pretty impressive compromise between trackday and road car, the 996 GT3 RS was a real Porsche race car that you could buy from your OPC.

Launched at the Frankfurt show in September 2003, the GT3 RS was a homologation special designed to compete in international GT racing. Just 200 of them needed to be built to satisfy FIA regs that it was a real 'production' car, but in reality far more than this were sold.

The drivetrain shared the same 'Mezger' engine as the GT3, but the RS reputedly came with a bit extra and more torque.

And if you thought the basic GT3 was spartan, the RS version came with even fewer frills – it was only ever meant to be a racer in thin disguise. Nomex covered seats and a fire extinguisher should set the tone, and weighing 50kg less than the second generation GT3 the RS makes for an extremely rapid machine. It's also going up rapidly in value thanks to its RS badge and relative rarity.

PRODUCTION AND MODELS

The 996 GT3 was always a pretty exclusive car, and was really only ever intended to be a bridge between 'ordinary' road cars and true racers. The road legal GT3

RS was primarily built to homologate the GT3 RSR race car. It is not to be confused with the GT3 RS racer of 2001, which was a development of the earlier 996 GT3 R. Confused? Don't be... The chances of you coming across one of the previous RSs at your local specialists are slim to, frankly, remote.

Although the original plan was to build just 200 cars, there seems little doubt that considerably more were sold. 'Unofficial' sources put the figure at 686, of which 113 reputedly came to the UK with RHD.

Of the two colour schemes offered, around two-thirds of GT3 RSs came in white-with-red, making the white-with-blue

example shown here doubly desirable. Production ended in 2005.

STYLING AND BODYWORK

That the GT3 RS gives more than a nod to the styling of the classic 2.7 Carrera RS is no coincidence. This, too, was a limited run homologation model, although the available colour choices are rather more limited, but that said for most the classic colour combo for a 2.7 RS will always be white/red or white/blue.

The styling is altogether more aggressive, with lowered suspension and a rear spoiler, that even by today's Porsche road racer standards is



impressive. Carbon fibre was used for the bonnet and luggage bay liner, while more bare carbon graced the mirrors and rear wing. The rear window was lightweight acrylic, too, flexing slightly as you shut the door.

INTERIOR

One look at the interior will leave you in little doubt as to the intended purpose of the GT3 RS. The full factory-fitted roll cage, the Nomex-covered bucket seats and contrasting red or blue seat belts all point to a life on the track. Air con, sound system and air bags were optional. This is weight saving taken seriously.

The seats are thinly padded, and manually adjustable. On a long journey your backside will go to sleep, but on a track, they will come into their own. There's no back seat, but then access is all but impossible thanks to the cage anyway. The front section of the cage is removable, and Porsche supplied blanking plugs to conceal fitting points.

ENGINE

The GT3 RS shares the same basic normally aspirated engine as the GT3, using the M96/79 3.6-litre unit, also known as the 'Mezger' engine after its designer, Hans Mezger.

It is an amalgamation of air and water-cooled using, as it, does the cylinders, heads and valve train of the M96 engine used in the mainstream 996-series, but combined with the bottom end of the GT1 race car engine, which was a derivation of the air-cooled motor from the 993-model GT2 and the earlier 964 series 911s.

It's all pretty exotic internally, with its GT1 crank and titanium con rods and lightweight forged pistons, all backed up by redesigned cylinder heads, fuel

injection and Varioram systems. The RS also shares the single mass flywheel with the Club Sport version of the 996 GT3.

Official figures show an identical power output for the two models – 381bhp at 7300rpm – but tests on Porsche's own dynos have shown a true figure to be closer to 400bhp for the GT3 RS. Torque output is said to be 284lb ft at 5000rpm. The rev limiter is set at a lofty 8200rpm.

TRANSMISSION

The six-speed manual transmission is fitted with a limited-slip differential assembly as standard (it was an option on the GT3).

The driveline is pretty damned rugged, as you might expect, considering its intended usage. But as we will come to, there are known problems with the LSD. The shift is precise – wonderfully so – encouraging you to make full use of the 'box (sadly manual shifting is no more on the current 991 GT3). But be warned: the clutch is heavy.

SUSPENSION AND BRAKES

Along with the standard GT3, the RS uses the bodyshell from the all-wheel-drive Carrera 4, as it is torsionally better suited to the extra stresses that result from using stiff suspension settings.

All suspension components are fully upgraded and fully adjustable, and part of the fun of owning a car like the GT3 RS is being able to adjust ride height and camber angles etc. Indeed factory settings are fairly conservative, and the first thing that most owners undertake is a front geometry change to give the RS a better turn in to corners. Suspension is, as you would expect, pretty stiff on the road.

WHAT TO PAY

It's getting on for three years since we last looked at the 996 GT3 RS and it's fair to say that if you'd bought back then, you'd be chuckling to yourself right now. Prices have more or less doubled in that time, which is the RS effect and a sign of the 996 GT3 RS's rarity – just 113 came to the UK. What should you pay? Well, realistically somewhere beyond £100,000. In fact let's not be shy here, some way beyond £100,000. Few 996 GT3 RSs have massive mileage on them. A car with, say, 20,000 on the clock is probably going to retail at £120,000. Last time we looked at prices, in early 2012, a delivery mileage GT3 RS was being sold for £125,000 with a dealer. Ultra-low mileage cars now are likely to be £150,000+ or POA. What does all this mean? Well it means that the 996 GT3 is an absolute bargain at £50,000 for good useable cars, and the RS is now a collectors item.

Big 350mm-diameter discs and six-pot calipers mean the GT3 RS had brakes to match its performance. Optional were PCCB ceramic brakes. They're more than you would ever need on the road and if you do find a car with them fitted, it's debatable whether they add anything more to the value and they are extremely expensive to replace, so much so that many owners chose to retrofit the standard system, relegating the PCCB set up to the garage shelf.

WHEELS AND TYRES

The 18in wheels and tyres might have seemed big back in 2004, but these days they're pretty

weedy. Having said that, the rears at 11in wide still put a lot of rubber on the road.

To accentuate the GT3's hardcore track credentials tyres were exclusively Michelin's Pilot Cup Sport, which was a semi slick tyre for the road, with a preference for grip over anything else.

WHAT TO LOOK OUT FOR

As a thinly disguised race car for the road, many GT3 RSs will have seen track action, but most will have been scrupulously cared for and maintained – it's that sort of car. That said, if you're checking one out track damage has to be

USEFUL CONTACTS

Car Parts 911
www.carparts911.co.uk
O/E and good quality pattern parts at great prices

Porscheshop
www.porscheshop.com
A great range of O/E and quality pattern parts, plus good value 968 tuning parts under Porscheshop's EuroCupGT range

9-Apart
www.9-apart.co.uk
New and second hand parts

Design 911
www.design911.co.uk
Servicing and tuning parts from a comprehensive stock list, plus Design 911's own Designtek tuning parts range

JZ Machtech
www.jzmachtech.com
The guys at JZ Machtech really understand the GT3 RS and know how to set it up for the track too



WHAT THE PRESS SAID

Is it better than a 993 RS? No, not quite. But being a close second best to the finest 911 ever – at a time when legislation makes this kind of exercise infinitely more difficult than it was in 1995 – is still a mighty achievement.

Autocar, Dec 2003

The RS looks set to be the most exciting 911 yet. But with just 200 being sold worldwide we suspect that many will be snapped up by collectors and put into storage as a long-term investment, with their owners no doubt hoping that this new classic will perform financially as well as the 1973 car.

911 & Porsche World, Aug 2003

What an absorbing, entertaining and hugely effective car the RS is. You can feel the edge of grip, front and rear, and play them off against each other in the tighter bends.

EVO, July 2004

at the forefront of your mind.

Look for a missing front splitter – they tend to disappear the moment a GT3 hits the grass. Likewise look for underside damage. The GT3 RS is low slung and it can get hooked on kerbs.

Cars that have seen regular track use can have badly stone-chipped front ends and windscreens, although any dealer worth its reputation will repaint a front end as a matter of course, particularly with GT3 RS values as they are.

The interior can take a bit of a hammering. It's difficult not to boot the roll cage as you're clambering in and out, likewise the plastic sill covers. The seats, too, get worn on the deep, gripping bolsters as you slide in and out of them.

The GT3 RS is pretty bullet proof mechanically, but the diff unit is a known weak point. The friction plates can wear fast, leading to a costly repair bill.

We'd recommend you have a full PPI carried out on any GT3 RS, with particular attention paid to checking for evidence of what are referred to as Type 1 or Type 2 over-revving. This will show up in a diagnostic check.

Type 1 over-revving is nothing more than evidence of the car being taken to the rev-limiter, which should protect the engine from any damage, but frequent journeys to the redline might suggest a lack of mechanical empathy. Type 2 over-revving is rather more serious, suggesting an over rev caused by missing a gear coming down the 'box, which in the heat of a bit of track action is more than possible, and there's nothing the rev-limiter can do. That, of course, can lead to big bills and maybe an indication as to how a car has been driven and looked after.

The GT3 RS originally wore Michelin Pilot Sport tyres, which were designed for the GT3 and

are what the car works best with. Of course other track day orientated rubber is available from the likes of Toyo and Kumho, but we'd be surprised to see anything other than Michelins fitted.

THE DRIVING EXPERIENCE

The 996 GT3 RS is the antidote to the current generation 991 GT3. If electronics and PDK gearboxes are not your thing, and you prefer a more 'analogue' approach to the current 'Playstation' generation of cars, then it's the car for you.

There's no electronic nannying, the steering is corrupted only by a hydraulic rack, the clutch is heavy and the gearbox is operated via stiffened cables. It transmits every nuance of the road and the engine chatters and chunters, and then howls as it works for its living.

Clamped into the bucket seat, with the roll cage wrapped around the interior, you really are living the road racer dream. True it's a pain in traffic, but on the right road it's sheer driving nirvana and surprisingly supple and compliant on even a bumpy B road, which is more than can be said for some subsequent GT3 RSs. And on the track? Take it to Spa or the Ring and hear the penny drop – kerching!

Values may be soaring, but this is a car that deserves to be used. In fact it should be the law. **PW**

IN THE CLASSIFIEDS

2004 996 GT3 RS

36,149 miles
White and red
Black interior
FSH
www.specialistcarsltd.co.uk
EPOA

2004 996 GT3 RS

9,310 miles
White and red
Black interior
FSH
www.jzmachtech.com
£149,900

2004 996 GT3 RS

20,145 miles
White and blue
Black interior
FSH
www.jzmachtech.com
£119,900



'I BOUGHT ONE' Russell Grinham

I've been watching prices for classic Porsches going through the roof for some time now, but I never imagined the same thing would happen with the newer cars, but then I guess that anything with an RS badge is going to have some value, and will be dragged up behind the air-cooled RS models. Well that's certainly what seems to have happened with the 996 GT3 RS. I wasn't looking for an investment when I bought mine six years ago. I was just looking for a Porsche in the mould of the old road racers. A car that I could enjoy on track, but wouldn't need to trailer backwards and forwards. The GT3 fitted the bill perfectly and at the time RS prices weren't so different from standard GT3 prices, so I thought 'why not?'

I picked my car up from a specialist dealer for £60,000 with 18,000 miles, and since then I've only put another 7000-miles on it. It's not so much that I'm protecting my investment, more that it's very much a third car, and because I live in London it just doesn't get much use unless I'm off to a trackday.

Of course, with values going the way that they are, I'm now aware of its mileage and condition, which is immaculate and standard. I'm not going to stop using it on track, but I will probably now only do two or three events a year, and I'll make sure it's insured too. Quite how long I will keep that up for is a different matter, but it would be a shame to get cars like this become too valuable to use.

In terms of ownership it's been absolutely 100% reliable and I'm reassured that it's got the 'Mezger' engine, with its bullet proof reliability. It did come with ceramic brakes but, like many, I've swapped them for steel discs. I've had the geometry tweaked for a slightly keener turn in on track. The factory settings seem to be very 'safe'. Overall, though, it's an absolute thrill to drive. I just wish it was just a little more 'under the radar' so to speak!

PARTS PRICES

(Prices supplied by www.grouptyre.co.uk and www.carparts911.co.uk)

Tyres (each)	£146.00 front, £248.00 rear (Michelin)
Front pads (set):	£303.00
Front discs (non PCCB):	£199.00 (each)
Ignition coil:	£26.82 (each)
Exhaust system:	£1500 (left and right)
Front damper:	£413.00
Rear damper:	£413.00
Clutch:	£660.00

SERVICING

(Prices supplied by Northway Porsche, www.northwayporscheltd.co.uk)

12,000-mile service: £175.00
Brake fluid change: £50.00



ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com

JTS THOMAS J. SCHMITZ JTS



964 RS/L, 24K km, like new 964 RS/L, 12K km, like new

WE BUY LHD PORSCHE
964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS,
993 CUP, 993 TURBO, 993 GT 2

WWW.GERMANSPORTSCARS.NET

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



1984 911 CARRERA, stunning condition, FPSH, engine and box rebuild, S/S exhaust and mechanically excellent, black leather, fabulous driver, no rust bubbles anywhere, £22,500, delivery available anywhere UK. Tel: 07908 588962. Email: ciaran98@aol.com (Northern Ireland). P1014/017



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). P1014/040



993 CARRERA 4 COUPE, 1996, £39,000. Tel: 07970 105495. Email: steve-g@raw50.freeserve.co.uk (Surrey). P1014/041



911 TURBO MANUAL 997 3.6, 58 registration but 2009 model spec, Basalt Black, skirts, Sport chrono, cruise, sunroof, 39,000 miles, lovely condition with FPMDSH, further photos available on request, £49,995. Tel: 07973 578130. Email: lewis.alistair@talktalk.net (Beds). P1014/011

FINLAY GORHAM
P O R S C H E

Established 1972
sales | service | aftersales



2007 997 TURBO TIPTRONIC £42,495
 Basalt Black metallic with extended Black Leather interior 42,000 miles

Heated Seats	SatNav and Phone Module	AC +Climate Control
Multifunctional steering wheel	Silver Pack	Electric Sunroof
PSM and PASM	Bi Xenon Lights	19" Turbo Alloys



2001 996 TURBO TIPTRONIC £31,995
 Arctic Silver metallic with Stone Grey Leather interior 27,000 miles

Heated Seats	Sunroof	Litronic Lights
Bose upgrade +DSP	Onboard Computer	A huge dossier of history, truly immaculate
Armourfend front panel	Rear Park Assist	Extended leather



2007 997 C2 3.6 COUPE MANUAL £29,995
 Arctic Silver metallic with Black Leather interior 29,000 miles

6 speed manual	Comfort Seats	Full Main Dealer History
Sports Steering Wheel	Onboard Computer	19" Turbo Alloys
SatNav	Rear Park Assist	Spotless



2004 996 CARRERA C4S COUPE TIPTRONIC FACELIFT £19,995
 Arctic Silver metallic with Metropole Leather interior 59,000 miles

Onboard Computer	AirCon & Climate Control	SatNav and Phone Module	Rear Park Assist
PSM	CD Multichanger	Sunroof	18" Alloy wheels



2001 996 CARRERA 4 COUPE 3.4 MANUAL £12,995
 Lapis Blue metallic with Metropole Blue Leather interior 85,000 miles

Leather Seats	Onboard Computer	Engine rebuild	Bluetooth stereo
Full GT3 Aero kit + rear spoiler	Litronic Lights	AirCon & Climate Control	Sports exhaust GT3 Alloys



2000 BOXSTER 2.7 MANUAL COUPE £4,495
 Ocean Blue metallic with Sand Leather interior 114,000 miles

5 Speed Manual	PAS	CDR22 Stereo	Electric Hood
Onboard Computer	Comfort Leather Seats	AirCon & Climate Control	Boxster 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

PORSCHE CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com



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

911virgin.com

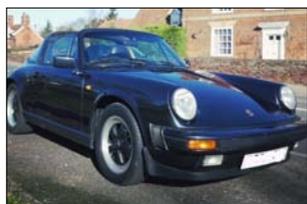
We buy and sell
Porsches

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



911 3.2 SPORT TARGA, 1989, 110K, Targa, appreciating classic 911, service history, stamped book, excellent condition inside and out, refurbished Targa roof, whaetail removed, new alarm, £19,000. Tel: 07779 301935. Email: dave.j.steward@gmail.com (Suffolk). P1014/045



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 (Camps). P1014/043



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). P1014/044

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). P1014/026

**OCTANE
GARAGE**

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

928

9 - Apart

Parts specialists for 928
01706 824 053

Classic Car Insurance
CAROLE NASH
The cars it deserves
0800 093 2953



1994 928 GTS, in concours condition, MoT'd and taxed, new Pirellis, 80K miles with FPSH and huge invoice folder, stunning throughout, dream car and fast getting valuable, £23,950, I can deliver anywhere in UK. Tel: 07908 588962. Email: ciaran98@aol.com (Northern Ireland). P1014/018

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). P1014/027

944

9 - Apart

Parts specialists for 944
01706 824 053

Classic Car Insurance
CAROLE NASH
The cars it deserves
0800 093 2953

944 2.7 1989, black, Linen interior, 144,000m, 12m MoT, lots of history, old MoTs, insurance claim 10y ago but repaired to high standard with genuine panels, recent belts and waterpump, £3250. Tel: 01273 307539. Email: daryn.beard@ntlworld.com (E.Sussex). P1014/052



944 S2 CABRIOLET, stunning car that drives as good as it looks, finished in white with blue leather and blue hood complete with tonneau cover, 159K miles, £5995, call to make offers. Tel: 07887 931632. Email: anakin.skywalker@hotmail.co.uk (Berkshire). P1014/001

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). P1014/028

BOXSTER

9 - Apart

Parts specialists for Boxster
01706 824 053

Classic Car Insurance
CAROLE NASH
The cars it deserves
0800 093 2953



BOXSTER 3.2 S (2005), mint condition, convertible, unmarked alloys, drives beautifully, full Porsche service history, metallic black with black leather, Chrono Sport option, heated seats, a/c, sat nav, electric windows, Bose sound system, 43,300 miles, taxed till October, MoT till October, £14,250. Tel: 07836 564030 or 01423 359690. Email: steve@workhaus.co.uk (N.Yorks). P1014/022



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). P1014/042

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). P1014/029

TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

911 CARRERA (996) ■ 2002/51 ■ 85,877 MILES ■ £15,000

Often the hardest parts to write of these *Tried & Tested* stories are the preamble and then the conclusion; the argument that will prove the inescapable logic of the facts packed in between them. Here, then, I shall start and finish with this alone: if you are in the market for a classic 996, don't let this beauty pass you by.

Classic? Well, yes, actually – certainly by at least one dictionary definition of the term. The car is a 'facelift' 911 Carrera 2; the post-2001 model with so-called teardrop headlights, clear (as opposed to orange) indicators, and not least the glovebox denied the earlier iterations. Thus the engine is the 3.6-litre, 320bhp version of the M96 flat-six that, even if not quite a paragon of unblemished reliability, certainly has a rather better reputation than the similar unit in the 997 models that eventually followed. Transmission, by the same token, is the standard six-speed manual, driving the rear wheels only. All nice and simple, then – and in practice undeniably highly effective.

But that is where this 996's essential ordinariness comes to an end. Paint, for instance, is not the common-or-garden Arctic Silver, but Meridian Silver: just the faintest hint of purple, and I think stunning in the sunshine. Wheels – recently refurbished – are GT3-style, 18-inch split-rims, with newish Bridgestone S-02 tyres front and rear. Other options include the not particularly rare sunroof, but also ruffled (classic black) leather, full electric seats – with memory – and the desirable bi-xenon headlights. The car has also been retro-fitted with both a genuine Porsche cruise-control (of absolutely no interest to me, but perfect for those who enjoy such devices), and what we are told is £1000 worth of Parrot touch-screen head unit, with sat-nav, Bluetooth – for hands-free phone connectivity – and Android; a complete high-quality loudspeaker upgrade, too, apparently. There is also Porsche's own on-board computer, and not least a 'coloured' (silver, in other words) centre console, gear knob and handbrake.

Standard fixtures and fittings include air-conditioning (which pumps out a veritable gale of cold air; both of the condensers were replaced quite recently, and the system naturally recharged), overmats both front and rear, a black Alcantara headlining, the aforementioned opening glovebox, and sill-mounted switches for the two lid release mechanisms. There are two good keys and, up front in the

luggage compartment, a fairly new Exide battery.

Little to complain about on the condition front, either. The front apron is modestly stone-chipped – and part of the lower ducting appears to be secured with cable-ties; they would be my first job if I bought the car. There is the usual abrasion on the wheelarch edges, behind the front wheels, and some light scuffing on both the right-hand kickplate and the sill below it. But the body sides and under-floor areas are all good, and at the rear there are no signs of oil or coolant leaks. (A recent clutch and flywheel replacement included both an intermediate-shaft bearing and seal, and a main crankshaft oil seal.) As in many a now ageing 996 and 986 Boxster the headlight covers are disappointingly opaque, but those should have been polished clear again by the time you read this. Wheel bolts are predictably scruffy, but the wheels themselves, thanks to that recent refurb, are generally very good, indeed; just a couple of minor marks on both front rims. The discs and pads visible through them look – and are – nearly new.

Inside, the cabin is generally very good to excellent – beneath a layer of summer dust – with a nice patina on the front seats (and the rears appear unused). The top of the gear knob is rather worn and scratched, but the steering wheel is clean and tidy, and the ashtray as new. Up front, the boot space is reasonably clean (although I notice a missing retaining screw from the left-hand end of the plenum-chamber cover), and the engine compartment shows signs of nothing more than good, honest toil.

The car drives beautifully. The engine pulls predictably strongly, with a lovely sporty rasp from the exhaust, and the clutch is as smooth and progressive as you would expect of new components. No rattles or clonks from beneath – again, the front suspension has recently been overhauled, with new coffin arms, drop links and top mounts – and the similarly new brakes pull straight and true. There is quite a lot of road noise on rough surfaces, but that is almost certainly down to the tyres.

The history file shows 10 stamps in the book – two from Porsche Centres, eight from reputable independents – and the next attention will be due this coming October. Road tax runs to the end of September, but the car will come with a brand-new MOT certificate. Will you find a better-specified and better-preserved mainstream 996? Personally, I doubt it – and certainly not at this price. **PW**

CHECKLIST

Background: A seemingly quite ordinary 996 C2, but fitted with some unusual and worthwhile extras, and benefiting from a fair amount of recent overhaul work by the current vendor, including a clutch, flywheel, IMS bearing, and rear main seal. New air-con condensers, as well. Seven previous owners, a good history, and will come with a full MOT – a warranty, too.

Where is it?

Cotswold Porsche Specialists Ltd is based at Unit 4A, Orchard Industrial Estate, Toddington, Gloucestershire GL54 5EB; tel: 01242 620180; e-mail: info@cotswoldporsche-specialists.co.uk

For: All the usual stuff, really: specification, condition, price, history, provenance. Recent overhauls have targeted the most common problem areas after the engine – and that, even at 85k miles, appears hale and hearty enough to cover at least the same again.

Against: Meridian Silver might be a bit 'girly' for some, and the GT3-style split-rim wheels will need regular cleaning to keep them looking as good as they do now. And one wonders how long it might be before the headlight covers need further polishing – or replacement.

Verdict: As in any modern 911, there remains the thorny question of the engine's likely lifespan, but given this car's many other attributes, and not least its price, we would be happy to take a chance on that.



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

REGISTRATIONS

NO I 911

NO I 911

FIRST TIME AVAILABLE in 35 years 'NOI 911', owned since 1976, originally on Porsche 911 now sold, bought from Status Quo band member Francis Rossi, held on retention, ready to go on to car, POA. Tel: 07932 7672276. Email: info@bowlesandlinares.co.uk. P1014/007

P918 SPY

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. P1014/047

PYJ993

'PYJ 993' FOR SALE, currently on retention certificate, £1100. Tel: 07500 600499. Email: gordon@ashtonmotors.co.uk. P1014/014

PAZ 930

'PAZ 930', registration for sale, private plate on retention, £2500. Tel: 07590 079291. Email: info@mgfa.com. P1014/020

ARH 911S

REGISTRATION NUMBER 'ARH 911S' available, on retention, offers over £3000. Tel: 07767 703615. P1014/008



'P911 FON' for sale £1100, on retention. Tel: 0151 727 4731. P1014/049

GT03 GPT

'GT 03 GPT', available for transfer, perfect plate for your GT3, £800. Tel: 07711 182888. P1014/019

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. P1014/030



'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. P1014/048



'JAZ 4911' private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911), £1000. Tel: 44 7944 494840. Email: pssall@hotmail.com. P1014/012



REGISTRATION TO SUIT RS MODELS, an ideal plate to suit any Porsche RS model registered after 1st Aug 1997, also suits RS models from Audi, Jaguar, Ford, Renault and soon to be Range Rover, so could be considered an investment rather than an expense, currently on retention certificate, £4750. Tel: 01636 830582. Email: pcuthbert250@btinternet.com. P1014/016

PARTS

COMPLETE M030 SPORTS SUSPENSION for early 996, unused, £450; K&N air filter, £25; hard top stand, £65. Tel: 0121 554 1650 or 07936 172959 mob (West Midlands). P1014/009

BRIDGESTONE S02 TYRES, hardly used, 7mm tread, sizes 2x 225x45x17 and 2x 255x40x17 N3 rated, £300. Tel: 01923 262960. Email: coadspeed@btinternet.com (Herts). P1014/031

964 PARTS, air box complete with K&N filter and air metering device, £100; pair of rear seat belts, £40; rear wiper assembly including motor, arm and blade, £150. Tel: 01325 377125. Email: peter.herbert@btinternet.com (North Yorkshire). P1014/005

PORSCHE 914 PARTS, very good dash and lower dash, \$150; valance, \$125; brain, \$25; doors right, \$35, left, \$35; brakes, shocks with spring, rear light misc, all cheap. Tel: 802-349-7375. Email: greenamyre@myfairpoint.net (USA). P1014/006

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. P1014/032

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). P1014/033

TWO 235/35 ZR 19 Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25). P1014/021



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



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



NEW PORSCHE 991 Carrera Classic III style alloys x4, 20x8.5 front, 20x11 rear, brand new and boxed, with Porsche coloured centre caps, will fit 991, 997, 987, 981, Panamera, Boxster, £1795. Tel: 07861 731443 (Essex). P1014/002



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). P1014/046



PORSCHE 924-928 INTERIOR in black with Porsche Pasha pattern, comes with front and rear seats, door cards, centre console, rear boot carpet, in mint condition, no wear on bolsters and genuine factory item, £670. Tel: 07867 840819 (West Midlands). P1014/003

Car Cover Shop

To protect and preserve

Custom made Porsche covers, from stock:

- Indoor breathable (Red, Navy/Royal Blue, Black, Green, Silver) from £145
- Outdoor 100% Waterproof (Black, Red, Green, Navy) from £295
- Boxster, Cayman, 930, 3.0, 964, 993, 996, 997, 944/968, Cayenne



NEW

Online database for the perfect cover at www.carcovershop.co.uk Tel 01780 749449



PORSCHE 924-928 CLOCK in perfect working condition and ideal for any project, £70, buyer collects, no time wasters please. Tel: 07867 840819 (West Midlands). P1014/004

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). P1014/034

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 (Hants). P1014/035
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: bdjimpink@yahoo.co.uk (Hants). P1014/036

MISCELLANEOUS



1968 MONTE CARLO RALLY Gulf Porsche 911 T/R automobilia 30 page FIA folio book, framed 22/30 photo of Tour Auto with 36 page album, £1250; oak mounted disc brake, £500; Tour Auto photo and booklet, £250. Tel: 07770 425400 (mob). P1014/015



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). P1014/050



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). P1014/051

WANTED

WANTED 911 & PORSCHE WORLD no.220 July 2012 and no.236 November 2013, and *Classic Porsche* issue no.1 summer 2010. Email: John, samsonnz@yahoo.co.nz. P1014/037

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). P1014/038

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). P1014/039

INSPECTION



PETER MORGAN CONSULTING
INDEPENDENT Porsche DRIVER'S CONSULTANCY

PRE-PURCHASE INSPECTIONS
Insurance valuations
www.porscheinspections.com
or call +44 (0)1672 514038

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 November issue is 11th September (December issue deadline 16th October).

TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

CAYMAN 'S' (987) ■ 2006/55 ■ 105,196 MILES ■ £11,000

Mileage has always been the most easily assimilated single factor in assessing any given car's remaining lifespan, and thus its value. But our traditional suspicion of odometer readings over 100,000 is today rather like the old-fashioned notion that we humans are universally past it at 50, or 60 – or any other purely arbitrary figure. It just depends, as the saying goes. Personally, and assuming that its condition and performance and not least service history match the price, I would far rather buy a car that has been driven far and fast than one that has either sat around for days or weeks on end or, worse still, has racked up many fewer digits on the school or station run.

This so far three-owner Cayman 'S', then, ticks all the boxes for me. It is not perfect – whatever that actually means. Its remaining working life is necessarily 105,196 miles shorter now than it was in January 2006. And it is patently not the 911 which for some remains the only Porsche even to consider owning. But it looks great, it drives beautifully, it has all the right equipment, and at £11,000 is, frankly, a bit of a bargain. And whatever may be the patchy reputation of Porsche's M97 engine, you don't hear of too many Cayman or Boxster motors failing in the way seemingly so typical of contemporary Carreras. I would be happy to have it parked on my driveway when I wasn't pushing the mileage to 200,000 or beyond.

Body colour, as you can see, is Seal Grey, and no less obvious – or attractive – are the 'lobster claw' 19-inch Carrera 'S' wheels. As a Cayman 'S' the car has the standard 295bhp, 3.4-litre flat-six, and here the optional five-speed Tiptronic 'S' automatic transmission that, while spurned by some, offers an excellent compromise between performance and practicality, especially for busy urban traffic. Porsche claimed 0–62mph in 5.4 seconds and a maximum of 171mph for the manual model when new, and even now this one won't be too far behind. Inside, there is black leather (the seats have manual fore-and-aft adjustment, but electric backrests), air-conditioning, PCM and sat-nav, the standard on-board computer, PSM and PASM, Park Assist, and not least a three-spoke steering wheel. There is no Sport Chrono (which is fine by me), but the sound system benefits from the sought-after Bose upgrade. Headlights, I believe, are the usefully bright

bi-xenon Litronics, and so come with washers, as well.

Condition throughout ranges from good to very good, particularly in light of the mileage; the car has plainly benefited from busy but conscientious keepers. There is the usual collection of minor blemishes on the front apron, and no less typically the lower lip spoiler is abraded, but there is no evidence of even minor underbody damage. (No leaves jammed in the air-conditioning condensers, either, and both are reassuringly clean and dry. Likewise the underside of the power unit is bone-dry.) The front end of each sill has the not unexpected gravel rash, too. Just a little disappointingly the clear protective tape at the rear end of the left-hand sill is coming adrift, where it meets the wheelarch, and there are signs here of a minor scrape, but surely nothing that couldn't be rectified easily enough. The wheel bolts are the usual rusty horrors, but the rims themselves are excellent, and reveal new-looking brake discs and reassuringly thick friction pads. Tyres are Pirelli P Zero Rosso and Michelin Pilot Sport at front and rear, respectively – the latter nearing the end of their lives.

The interior could pass for one with half the mileage. There's the usual moderate scuffing on the black-plastic kickplates over the sills, especially on the driver's side, and the lettering on the cabin-temperature and fan-speed switches is unusually worn, but the seats and fascia are barely marked, and the carpets protected by overmats. Same story in the rear luggage compartment, with only a few faint scratches on the metal trim next to the engine-oil and coolant fillers – and no evidence of those needing frequent attention. Up front, there's a pack of Mobil 1 oil in the cubbyhole provided, and a fairly new Bosch battery.

Performance, as I've suggested – and insofar as you can tell in the vicinity of a built-up area like Uxbridge – is brisk, suggesting the car to be as good mechanically as it is cosmetically, and it coped uncomplainingly with idling for a prolonged period while I shot my photos. Likewise all the other key systems – brakes, suspension and steering. So it's good to go, basically – far and fast. The car is MOT-tested to mid-November, and road-taxed until the end of next April. The service book appears to be a thus far blank duplicate, but the history file contains a thick (but not suspiciously so) sheaf of invoices, via which Porsche-Torque proprietor Sid Malik will have the former officially filled in and stamped by Porsche. Sounds good to me. **PW**

CHECKLIST

Background: A fairly run-of-the-mill and now eight-year-old 3.4-litre Cayman 'S' in Seal Grey with a black leather interior. Has Tiptronic 'S' automatic transmission, plus a number of other sensibly chosen options. Three previous owners, and a good service history – but see also end of main text. Taxed and tested, drives well, and in short belies its age with ease

Where is it?

Porsche Torque Ltd is at Unit C2, Arun Buildings, Arundel Road, Uxbridge, Middlesex UB8 2RP; tel: 01895 814446; www.porsche-torque.co.uk

For: It's a Cayman, for a start – and an 'S' model to boot. So much more exclusive than a 997-model Carrera – and, anecdotally, at least – so much more reliable, too. Great colour combination, good options and service history, and ready to be used and enjoyed right now

Against: Tiptronic automatic won't appeal to everyone, and likewise the mileage – although that's still an average of less than 12.5K per annum. Some very minor body blemishes, too – but nothing that wouldn't be fairly easily fixable

Verdict: You can never say for sure how long an M97 engine might run before needing major attention, but we'd argue that this one, having bettered 100K, could easily do the same again given correct maintenance. And, given both the price and specification, it's well worth taking a chance to find out



Value at a glance

Condition	✓✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓✓
Overall	✓✓✓✓✓
	✓ Poor ✓ OK ✓ Fair
	✓✓✓ Very good ✓✓✓✓ Excellent

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



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

“Together we live
the classic life”

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority. *T&Cs apply.

27

Pr

Porsche

Our policies are formulated to provide great benefits as standard. We offer **agreed values** (for vehicles over 5 years old). **Limited mileage discounts**; the less you use your car, the less you pay. **Multi-vehicle policies**; we can insure additional cars at an extra discount. **Free club arranged track days**; all other track days are on a referable basis. There is also UK roadside and assistance **breakdown cover included** as standard on all our policies. With an added **discount for being a member of The Independent Porsche Enthusiasts Club (TIPEC) or Porsche Club GB.**

www.classiclineinsurance.co.uk

01455 639 000



fig 1. 1972 Porsche Carrera 2.7 RS

classicline*
INSURANCE

Scientifically proven.

Authorised and regulated by the Financial Conduct Authority.

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



AND THEN THERE WERE THREE

959s? They're like buses. We don't see one for ages, then all of a sudden we get three variants to test at the same time



PLUS: Our cars, You and yours, How to, Q&A, Tried and tested and loads of Porsches for sale

NOVEMBER ISSUE OF 911&PW ON SALE: OCT 2

ADVERT INDEX

CLIENT	Page	FVD	2	Numeric Racing	92	South Coast Classic Car Storage	120
Aase Sales	83	GT-Racing	106	Ohlins (Design 911)	27	Specialised Covers	113
Addspeed Performance	40	H&R Suspension (Euro Car Parts)	33	Paragon GB	107	Specialist Cars of Malton	106, 117
Akrapovic / Design 911	41	Hartech Automotive	40	Parts Heaven	50	Specialist Vehicle Preparations	93
Auto Detailing Studio	18	Hayward & Scott	123	Patrick Motorsports	117	Sportwagen Eckert	101
Auto Umbau Porsche	100	Hendon Way Motors	73	Paul Stephens	112	Stoddard Parts	39
Bilstein UK	25	Hexagon Modern Classics	13	Pelican Parts	85	Strasse	21129
Brands Hatch Festival Of Porsche	74	Hillcrest Specialist Cars	124	Performance Direct Insurance	132	Tech 9 (TechArt UK)	148
Braunton Garage	30	HP Motorsport	30	Pirelli Tyres Ltd	11	Tipec	129
Brey-Krause Manufacturing	6	Jasmine Porschalink	26	PMO	120	Twinspark Racing & Engineering	120
Cargraphic	147	Jaz Siat Porsche	64	Porsche Cars GB (Aftersales)	7	Yorkshire Classic Porsche	123
Carole Nash Insurance	132	JLG Autocrib	83	Porsche Club GB	129		
Cavendish Porsche	34	JMG Porsche	112	Porsche Torque	64	Classifieds	133, 137, 138, 140, 141
Classic & Sports Finance	16	JZM	16	Porscheshop	19	Brian Miller Motors	
Classic Additions	129	K&N Filters	34	Porscheshop (Euro Cup GT)	124	Car Cover Shop	
Classicline Insurance	144	KW Automotive	57	Portiacraft	124	Car Inspections	
Clewett Engineering	120	LA Dismantler	84	Professional Valeters & Detailers	131	CMS Porsche	
Cotswold Porsche Specialists	100	LN Engineering/Fast Forward	100	Promax	64	DSD Motorwerks	
Design 911	35	Machine Mart	124	Ramus Porscha	30	Finlay Gorham	
Douglas Valley Breakers	123	Marque 21 Racing	120	Reap Automotive	117	Karmann Konnection	
Dove House Motor Company	51	Mayfair Performance Insurance	145	Rennline	49	Motorfarm	
EBC Brakes	18	Millers Oils	6	Restoration Design	75	Octane Garage	
Eibach UK	17	Nick Whale Sportscars	84	RGA	74	Peter Morgan Media	
Elephant Racing	65	Nine Excellence	113	RH Classic Insurance	143	Porsche 911 hire.co.uk	
Elite Garages	23	Ninemeister	92	RPM Specialist Cars	113	Prestige & Performance	
Elite Motor Tune	106	Ninex Motorsport	112	RS 911	124	Roger Bray Restoration	
Engine Builders Supply	31	Northway	40	RSJ Sportscars	26	TJS Sportscars	
Fabspeed	61	Norton Insurance	144	S-Car-Go Racing	50	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





TECHART Formula IV Race.

The lightweight centerlock wheel.



Style comes as standard: titanium grey bi-colour finish.



Further refinement in custom colour: e.g. matt grey.



Formula IV Race is also available for the 911 GT3.

Breathtaking design, outstanding technology, less weight. 1,000 grammes lighter than OE, the forged 20-inch TECHART Formula IV Race wheel is the new sport-option with central locking device for 911 Turbo and 911 Turbo S as well as for the the 911 GT3.

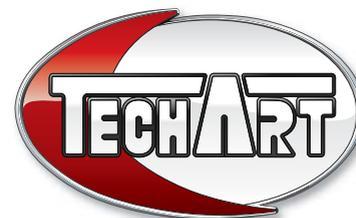
Increased agility and precise driving characteristics result from combined manufacturing technologies like Flow Forming and Undercut Processing. Besides its outstanding twin spoke styling, the TECHART Formula IV Race wheel provides an ideal balance of extreme rigidity and the reduction of the vehicle's unsprung mass.



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