

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

# 911&Porsche *World*

## 996 SHOOTOUT

Why the 996 C2 makes the perfect tuned Porsche as RPM CSR and reader-modded machines take on 911&PW's Project GT3



March 2015 No.252 £4.60  
US\$9.99 CANADA \$12.99  
[www.911porscheworld.com](http://www.911porscheworld.com)



### Boxster for MX-5 money

986 Boxster is the  
Porsche bargain of all time.  
Why drive any other roadster?

### PLUS:

'74 Carrera 2.7 backdate  
Carrera 3.2 becomes an  
impact bumper legend

**Porsche powered buses**  
Factory built Porsche  
powered VW bus, plus  
other VW/Porsche oddities







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

**since 1984**

# Tuning | Parts | Service



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



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



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

**fvd** Germany

phone: +49-7665-98990

fax: +49-7665-989920

[www.fvd.net](http://www.fvd.net)

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

[www.fvd.net](http://www.fvd.net)



**Editor: Steve Bennett**

01379 668748; porsche.world@chpltd.com

**Deputy Editor: Brett Fraser**

brett@brettfraser.co.uk

**Features Editor: Keith Seume**

01208 871490; keith@fastbrit.com

**Consultant Editor: Chris Horton**

porscheman1956@yahoo.co.uk

**Contributors**

Max Earey, Kieron Fennelly, Antony Fraser, Ray Northway, Ollie Preston, Per Schroeder, Matt Stone, David Sutherland, Johnny Tipler, Peter Tognola, Adam Towler

**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.911porsche.world.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

**chp****Printed in England**

Garnett Dickinson Print Ltd; tel: 01709 768000

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

© CHPublications Ltd, 2015; ISSN 0959-8782

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

BUY US DIGITALLY ON

pocketmags

 iTunes


# UP FRONT

The end of the normally aspirated 911? Surely it's the end of the world as we know it? Perhaps not reckons Bennett in a moment of rare optimism

Sometimes it takes a little while for what is a major story to sink in. We reported recently that the entire 911 range would be turbocharged when the Gen 2 991 arrives sometime this year, except for the GT3 models. I obviously had other things on my mind when it came to scribbling my Up Front missive (I did – the prospect of GT3 in the World Rally Championship, which is very exciting). In this issue, we have also reported on the inevitability of some sort of 911 E-Hybrid.

It's hard to believe that – save for the GT3 – the end of the normally aspirated 911 is nearly upon us, and made inevitable

“ The end of the normally aspirated 911 is nearly upon us ”

by the ever more stringent EU emissions regs, which penalise manufacturers by taking a percentage figure of their across the range emissions, but there you have it. Smaller engines, with turbos, that's the answer and, as an unlikely by-product of all this, they will almost certainly be more powerful than the normally aspirated engines that they replace, which should sweeten the pill.

They might also be more suitable for road use, too. Come again? Current normally aspirated 911s produce their power high in the rev range, which means that driving one fast requires a certain commitment. Turbos produce a lot of wallop in the mid range, which is exactly what you want in a road car. The 911 of the future will be less frenetic, but no less exciting.

**STEVE BENNETT**  
PORSCHEWORLD@CHPLTD.COM

FIND US ON  
FACEBOOK



*Harness Mounting - Seat Mounting - Fire Extinguisher Mounting - Chasis Bracing - More*

# *Get Equipped...*



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



**610-867-1401**

**NEW CUSTOMER CENTRE**  
We're 2mins from J21 on the M6

# **NINEMEISTER**

Servicing that's  
above and beyond

**Call** +44 (0)1925 242342

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE | [www.ninemeister.com](http://www.ninemeister.com) | [ask@ninemeister.com](mailto:ask@ninemeister.com) | [www.cloud9m.com](http://www.cloud9m.com)



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)

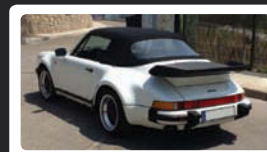
## Gen-2 997 Body Updates



- 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**

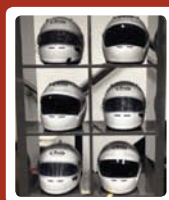
## Advertise your car for sale



- 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**



911&PW MARCH 2015

# THIS MONTH



p52

## FEATURES

### YOU AND YOURS

Andrew and Simon Beevers and their 996 C2 and 986 Boxster **38**

### TIME TRAVEL CARRERA

Turning a Carrera 3.2 into a '74 Carrera 2.7 replica. Makes a change from the usual '73 RS **44**

### MODIFIED 996 GROUP TEST

With 996 prices where they are, modifying one makes perfect sense. We pitch two against our GT3 **52**

### BOXSTER FOR MX-5 MONEY

The 986 Boxster is the modern Porsche bargain of our times. Why would you buy an MX-5? **62**

### PORSCHE POWERED BUSES

Porsche and VW had all sorts of collaborations, including a factory built, Porsche powered VW bus **74**

### ARCHIVE: SPORTOMATIC

Years before PDK, Porsche came up with Sportomatic as the auto transmission of choice **82**

### HOW TO: DROP AN ENGINE

How hard can it be? **92**

### SPECIALIST: 911 VIRGIN

Catching up with Uxbridge based 911 Virgin **98**



p44



p98



p20





p62



p24



p108



p74

## REGULARS

### PORSCHE NEWS

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

### PORSCHE PRODUCTS

...and all the latest must-have  
Porsche bits and bobs **24**

### THE USUAL SUSPECTS

Tipler gets done for speeding - again!  
**32**

### PORSCHE LETTERS

You tell us **36**

### PORSCHE PROJECTS

Fuel injection upgrade for the  
'Peppermint Pig' **104**

### BUYERS' GUIDE: 928 GTS

Porsche's V8 bruiser. Here's what to  
look out for **120**

### TRIED & TESTED

A 924S and Boxster get the once over  
from our man Horton **125**

## SUBSCRIBE

### PAGE 96

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



# SOCIALLY SPEAKING...



Visit our Facebook & Twitter channels for showroom updates & chat #jzmporsche



Winners 2008, 2009, 2010, 2011 & 2012



**2.7 RS Touring** – A splendid example of the iconic 73 RS Touring and a vehicle that we are delighted to have acquired for the showroom. This RS was subject to a sympathetic full restoration earlier in its life and to exact standards as laid out by the factory.



This Electric Blue Metallic 964 Turbo S Leichtbau was a special order paint to sample, thought to be the only example built in this colour combination. We have all the original correspondence detailing the paint, build and original bill of sale.



We are very pleased to offer this exceptional 991 C4S supplied with the balance of manufactures warranty until November 2015. This 991 has been through our rigorous inspection process with flying colours allowing the next owner to really enjoy this C4S.



Gen II 997 Targa 4S – This Gen II 997 Targa 4S is bound to make someone very happy indeed, with just three registered keepers and supplied with a fantastic factory options list which we feel will only make the decision that little bit easier.



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



## Need Quality Used Porsche Parts?

Engines  
Transmissions  
Brakes  
Suspension  
Axles  
Wheels

Seats  
Consoles  
Chassis  
Head Lights  
Tail Lights  
Interior Parts

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



Worldwide Shipping Available

# LA DISMANTLER

**SPECIALIZING IN USED PORSCHE PARTS**

**LADISMANTLER.COM**



9819 Glenoaks Blvd,  
Sun Valley CA 91352



sales@ladismantler.com



+1 818.767.7243

Contact and see us on







- 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](http://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](http://www.ppcgb.com)



ALL THE PORSCHE NEWS

# NEWS

new 911 Targa GTS launched, revised 919 WEC car tests, last 918 sold, new Cayenne Turbo S, 911 goes hybrid? New Continental tyre



## GTS VERSION OF 911 TARGA LAUNCHED

The well received 911 Targa, launched in early 2014, has been expanded into GTS form, producing an extra 29bhp and hauling the price up by nearly £8000 over the Targa 4S to £104,385. It means that now eight of the 21 911s currently available have a six-figure price tag.

The Targa 4 GTS, whose 3.8-litre flat-six has 424bhp on tap but the same 326lb ft torque as Carrera S models, is four-wheel drive and accelerates a fraction more quickly, in semi-automatic PDK form achieving 0-62mph in 4.3sec and 0-125mph in 15 seconds dead. Maximum speed is 187mph, again a slight

improvement on the S. There is no fuel consumption penalty compared to the S, and in PDK form emits a relatively low 213g/km, which allows reasonable Vehicle Excise Duty once over the stiff £635 first year.

But the Targa 4 GTS, available in the UK in March, is more likely to be purchased for its equipment and looks. It comes with gloss black 20-inch centre-lock wheels, while its wide body features a Sport Design nose with an opening for the auxiliary middle radiator, black trim detailing, and 'GTS' logos. Standard equipment includes the Sport Chrono

package, PASM chassis, Porsche Torque Vectoring (PTV) with limited slip rear differential, sports exhaust, Porsche Dynamic Lighting, four-way adjustable Sport Plus seats and more.

The interior trim is mainly Alcantara, less than half the weight of leather, Porsche points out.

While previous 911 Targas have often been criticised for their odd looks, the latest 991-series retro inspired shape – the best styled 911 Targa ever, some say – has been a strong seller. It is accounting for 13 per cent of 911 sales, and growing in volume, Porsche says.





## RACING HOPES FOR 2015

While Porsche's first top level endurance racing outing since 1998 was somewhat lack-lustre for most of the season (perking up at the last World Endurance Championship round, when the 919 Hybrid took a win in Brazil), the Motorsport department has pledged an on-wards and up-wards approach for 2015 with a revised 919 to be fielded, its first test on 18-20th January at Abu Dhabi. The car, described by board member for Research and Development Wolfgang Hatz as a 'distinct evolution of the 214 model', was actually driven by Porsche WEC regular Marc Lieb before the end of 2014.

As previously announced, Porsche will enter a third 919 Hybrid at the Le Mans 24 Hours, with Formula 1 driver Nico Hülkenberg at the wheel – but a competition has effectively been set up to establish who will partner the 27-year-old Force India employee. 'The definitive driver combinations depend on who will rise from the ranks of the current GT pilots to take a seat in our third LMP1 racer,' said Hatz. It will therefore be one of the four WEC 911 RSR drivers: Michael Christensen (24), Richard Lietz (30), Patrick Pilet (33) and Frédéric Makowiecki (34).

In the US, Porsche will defend its Tudor Sports car Championship title, with Team Porsche North America fielding a pair of 911 RSRs. The driver line up includes Mark Lieb, part of the LMP1 squad, and also 24-year-old Earl Bamber (pictured), newly promoted from the Porsche Mobil 1 Supercup, which he won in 2014.

Jaap van Lagen, a relative veteran at 37, has been nominated by Porsche as its most successful private driver, after he earned 5010 points in 2014. As well as some nice silverware for his mantelpiece, the Dutchman – who participated in ADAC GT Masters, the Blancpain Sprint Series and the VLN Long Distance Championship Nürburgring – took home a brand new 911 Carrera S.





## BOXSTER NAME MAY GO

In 1996 Porsche introduced the Boxster, its first mainstream model with a name rather than a number, and since then every additional model range introduced has been likewise: Cayenne, Cayman, Panamera and Macan. However, it's reported that Porsche may be reversing that policy for a future Boxster generation and possibly the Cayman too – and adopting the title “718” instead.

This was, it's believed, the name or at least the working title for the sub-Boxster roadster that Porsche now seems to have abandoned. In heritage terms, the name 718 is massively significant for Porsche, a four-cylinder, open cockpit factory racer built between 1957 and 1962, the example pictured here selling for almost £2m at auction in 2014.

The logic of a name change may be that when the Boxster comes up for replacement, so much will be different – including new engines and possibly hybrid power – that it would be a good time to drop the name which will have served for two decades. It would also make it easier for Porsche to add a “cheaper” entry model which would cover some of the ground that would have been occupied by the stillborn 718 project.

A further good reason for reviving 718 is that with Porsche presently extending its motorsport activities, most notably with its LMP1 comeback, it will help forge a stronger racing link between road and race cars. Now that sports cars account for only about a third – and a figure likely to fall – of Porsche output, company management may have decided that the original spirit of Porsche, that of a driver's car of excellence, needs underlining.

*Boxster*

## LAST 918 SPYDER SOLD

November 2014 not only saw Porsche's year-to-date sales overtake the full year 2013 total – it also saw the last order for the 918 Spyders taken. The hybrid, zero emissions supercar will be built in the Zuffenhausen factory in Stuttgart until the middle of 2015, ending the planned 918 production run.

The biggest market for the near 900bhp technical marvel, priced at around £765,000, is North America, where 297 have been delivered so far. Germany and China have each taken 100 cars. That the production run will be completed in full may well be a relief to Porsche insiders who recall the fortunes of the company's last similar venture, the V10-engined Carrera GT of a decade ago, which had to be discontinued over 300 units short of its 1500-unit target due to slack demand.

Coinciding with the end of assembly, Porsche said that chassis components are to be replaced on 205 of the 918s. It gave no details, but said that the recall, to take two days, was due to a defective batch of the items identified during an in-house quality inspection, and that no incidents had been reported by owners.



## UTILITY VROOM

For the latest version of the Cayenne Turbo S, Porsche has re-engineered its 4.8-litre V8 engine to produce 562bhp and 590lb ft torque. That's 20bhp and 37lb ft over the last model, and on the basis of a 7min 59.74sec lap of the Nürburgring is claimed to be the fastest sports utility vehicle in its class.

The extra grunt has been achieved by the use of integrated turbochargers, the pair now housed directly in the exhaust manifolds, and a development that improves both turbo response and fuel combustion. 0-62mph is 3.8sec and top speed 176mph, similar to a lower order 911.

The chassis specification ensures its maker's claim that 'every Porsche is a genuine sports car' is convincing. The Porsche Composite Ceramic Brakes (PCCB) system with huge, 420mm front discs and – for the first time on a Cayenne – 10-piston calipers, is standard equipment, as is Porsche Dynamic Chassis Control (PDCC) and Porsche Torque Vectoring Plus.

Other standard fit kit includes 21-inch 911 Turbo style wheels, a Bose surround sound music system pumping out 585 watts and 18-way power adaptive sports seats. It's on sale in March, the price £118,455 – that being £25,827 more than the already quite awesome Cayenne Turbo. We wonder how many people are going to buy it because it's there, and because they can?

It's easy to be blasé about the Cayenne Turbo S, but the figures are astonishing: 562bhp, 0-62mph in 3.8 secs and a top speed of nearly 180mph – for something that is nearly the size of a garden shed!







## 1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD

This car is one of only 53 RHD examples built. Solid Grand Prix / Black Cloth interior, 2 seats, (1 of 7) supplied without underseal, combined difference is 35kg under a standard Club Sport weight. 40,000 miles. A true driver's car.



1988 PORSCHE 911 COMMEMORATIVE EDITION - RHD  
Rare - 1 of 50 RHD. Diamond Blue Metallic. Concours winning car. Only 25,900 miles from new. Unexpectedly available.



1996 PORSCHE 993 3.6 TURBO - RHD  
Solid Primrose. Black full leather interior - Excellent Condition. 12 months MOT with service history. Only 31,400 miles.



1998 PORSCHE 911 TURBO S - RHD  
Only 14,100 miles. Metallic Arctic. Full service history. Maroon full leather interior. Four wheel-drive. Excellent condition



1989 PORSCHE 911 TARGA G50 - RHD  
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 928 SERIES 4 - RHD  
Metallic Venezia / Navy full leather interior. Upgrades - Headlamp wash system, White piping, Rear wiper. Only 42,600 miles.



1989 PORSCHE 911 SPORT G50 - RHD  
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.



1989 PORSCHE 911 SPEEDSTER - RHD  
Only 16,250 miles. Silver/Maroon full leather interior. Original CR - 31 Radio. Excellent condition throughout.



1998 PORSCHE 993 CARRERA 4S - RHD  
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles



1958 PORSCHE 356 1600 SPEEDSTER - LHD  
Superb matching number example. Silver/Black full leather interior - Absolutely outstanding.

**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'S A SPECIFIC PORSCHE YOU REQUIRE THAT'S 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)07522 911911 | Email: [jonathan@hexagon.uk.net](mailto:jonathan@hexagon.uk.net)**

**[WWW.HEXAGONMODERNCLASSICS.COM](http://WWW.HEXAGONMODERNCLASSICS.COM)**



OUR  
TAKE

## ENTRY TICKET

With 911 prices ever rising, what might be very welcome is a Boxster or Cayman with a base spec – and an affordable price tag, David Sutherland feels

Clicking around the Porsche Cars Great Britain website revealed that of the 21 911 variants now offered, eight of them cost over £100,000, and a further half dozen are priced at between £90,000 and £100,000. On the glass-half-full basis, you could argue that six figures-plus (up to £159,054, for the Turbo Exclusive GB Edition, pictured) is not so much to pay for the top versions of the best sports car in the world, but glass-half-empty types could say this renders the Porsche the plaything of oligarchs (those who avoided oil investments, at least).

To some extent the actual list price of any new 911 is unimportant, because most customers either lease or lease-purchase them, hence monthly repayments are based on three-year residual values, which are still quite strong. Few actually write out a cheque, or do a BACS transfer, for the full amount.

However, the growing £100k 911 club suggests that, with Porsche's sales ever rising, it is going to need cars that reasonably well paid people can afford, after a bit of saving and scraping to accumulate the means. It would appear that the sub-Boxster sports car has been canned because it would take sales from the Boxster, but it would now be totally logical for Porsche to extend the Boxster (and perhaps Cayman too) down the price scale, presently starting at close on £39,000.

The move to four-cylinder engines in order to meet emissions targets would provide a timely and perhaps even a face-saving opportunity to offer a lower priced entry model without it lacking pedigree, as a VW-based roadster might well have done. Who knows, with relatively modest power and an adequate rather than lavish equipment specification, but with the usual engineering excellence, it might be seen as Porsche going back to its roots.



## 911 TO GO ELECTRIC

Porsche already offers "plug-in" E-Hybrid versions of the Panamera and Cayenne. But the carmaker's wholehearted endorsement of, and commitment to, the cause would surely be symbolised in an electrical version of the 911 – and the boss has for the first time strongly hinted that this will be included in the next generation of the sports car.

No time scale has been given, and before it happens the present 991 generation of 911 (pictured) will serve out the second half of its production life, following a facelift later in 2015 which will see all models adopting more economical, turbocharged engines. Porsche badly needs to reduce its high overall CO2 emissions output to avoid punitive EU penalties, and hybrid electrical "power units" – be prepared for the term "engine" to become outdated – are presently the only feasible option for the car industry.

Porsche, with its enormous research at its Weissach facility, could, despite the packaging issues of a rear-engined car, adapt the 911 to class-leading electrical power, but it is a question of acceptability. Matthias Mueller, chairman

of Porsche's Executive Board, told *Autocar* magazine, 'We have to take care for our 911 customers and the image of the car because that is a very important decision and we have to do a lot of analysis before we decide,' but added, 'as we have proved with the 918, with a supersports car it can work, and that could also be a solution for 911.'

A hybrid power unit developed for the 911 could spin off in adapted form to a future Boxster and Cayman. Both these models are due to get four-cylinder options, perhaps as early as this year.

Don't expect to see a 911 with Porsche's existing hybrid system based around the 3.0-litre V6 petrol engine, as that would be a damaging dilution of the 911's purity. However, before an electrical 911 debuts, there will be developments on other models: 'It depends on the lifecycle and the cycle plan of Porsche, so that [the Cayenne] is the next opportunity to do that,' Mueller said. 'Another opportunity will be in 2016 with the Panamera again.'

Meanwhile it has been confirmed that the 911 will go turbocharged across the range (bar the GT3) with this year's 991 Gen 2 revamp.

The closest a 911 has so far got to go electric – the E-Hybrid racer of 2010, which came tantalisingly close to winning the Nürburgring 24-hour race



## NEW ERA FOR AUTOFARM

Following over 40 years of running one of the UK's most respected independent Porsche specialists, Josh Sadler has sold Autofarm to the existing management team of Mikey Wastie and Steve Wood. The deal will see Sadler continuing to work at Autofarm as Heritage Director, drawing on his almost unparalleled knowledge of historic 911s to manage the Sales and Heritage side of the business. Mikey Wastie, who has been at Autofarm for over 15-years, will oversee the burgeoning Engines, Projects and Restorations division, while long time supplier and former Carrera Cup racer, Steve Wood will manage the Service and Storage side. The transition of responsibilities has been happening discreetly for the past six months, with Mikey and Steve working alongside Josh on all aspects of the business.

"We have been working on this for some time," says Sadler. "Stepping away from the day-to-day running will enable me to focus more on our car sales and Classic and Heritage. As 911 values have risen, provenance has become increasingly important and investors are seeking perfect and correct specification cars. It's an area where, with Autofarm's expertise and history, we can really help customers." "It is an immense privilege to now own and manage this company. Josh still being part of the business is a huge benefit," said Mikey Wastie.







**DOMINATE THE TRACK. RULE THE STREET.**

### Performance for Motorsport and Street.

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

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

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

#### Midlands

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

#### North West

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

#### South West

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

#### South East

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

Springs | Anti Roll Bars | Wheel Spacers | Suspension Systems | Coilovers | Alignment Kits

Eibach UK | Phone: 01455 285 851 | e-Mail: sales@eibach.co.uk



**PRO-KIT**



**SPORTLINE**



**ANTI-ROLL-KIT**



**PRO-SPACER**



**MULTI-PRO-R1**



**PRO-STREET-S**



**PRO-ALIGNMENT**



eibach.com



## CATCHING UP WITH



## CATCHING UP WITH REBECCA JACKSON

**In the early days people didn't take her racing aspirations seriously. They do now**

**How old are you, where do you live?**

I'm 32 and live near Reading.

**What was your big break?**

I won a driving competition with SEAT and they paid for my race licence.

**Summarise your career**

My first season was in the BRSCC Porsche 924 Championship, and by the end of it I was six-tenths off the Championship leader. In my second season, with the same car but after some development I managed five podiums including a win. Project Le Mans is my four-year plan to compete in the most iconic endurance race in the world, the first stage being to compete in the BRSCC Production Boxster Championship, which I won, before moving in to the Cartek Roadsports Endurance Series to run in longer races.

**Are you a petrolhead?**

Absolutely, since teenage years.

**What was your first car?**

Peugeot 205 1.4GR.

**What was the first Porsche you ever drove?**

911 Carrera 3.2 Targa with the G50 gearbox.

**Which Porsche past or present do you like best?**

A 993 GT2, a two-wheel drive turbo bonkers car with no driver aids.

**What car do you drive?**

A BMW 435i, and I also have a Land Rover Defender.

**What gets you out of bed in the morning?**

The fact that I literally am living the dream, that I have managed to carve a financially independent way of life whereby I am not employed by anyone yet work for several different companies.

**What has been the biggest challenge of your working career?**

In the early days it was convincing people that I was serious.



## FLOWER POWER

In the not too distant future the high performance, ultra low-profile tyres on your Porsche could be made from dandelions found in Russia. No, April Fool's Day hasn't come early – multi-national tyre maker Continental has, in its quest for a "sustainable" business model, developed a usable compound from the type of taraxacum (the botanical term for the dandelion) that grows in central Europe and which is high yield and very robust.

The German company is calling the potentially ground breaking compound Taraxacum and has not only trade marked it, but has already produced a winter tyre from it, the Continental WinterContact TS 850P, pictured here. A winter compound was chosen for the trial build because winter tyres contain a higher than normal proportion of natural rubber, which the company wants to lessen its dependence on.

'Our goal remains to develop tyres based on dandelion rubber for production within the next five to ten years,' said Continental board member Nikolai Setzer. This doesn't necessarily mean Russia will soon have a second major export with which to boost dwindling oil revenue, because the formula can be cultivated elsewhere, Continental believes. Indeed, Taraxacum can grow on land unsuitable for food crops.

A tyre made from dandelions? You'd better believe it. Continental call the compound – derived from dandelions found in Russia – Taraxacum. They see it as a more sustainable tyre component than rubber



## NEW CLASSIC PRICE GUIDE

You know the classic Porsche you want – or indeed own – is rising in value, but by how much, exactly? A new online service, K500, has created a 500-car index compiled using City-standard methodology, claiming to provide accurate prices, and also plots values over a long period so you'll know what a given model is worth in relation to its original new price.

Launched by Geneva-based Simon Kidston, it's described as 'the most accurate and intuitive guide yet to appreciating the world of classic cars, written by motoring gurus for collectors and enthusiasts.' It bases cars on a 1-100 index, with wine-style "tasting notes" accompanying



Year	Model	Value
1988	Porsche 911	\$11.0
1989	Porsche 911	\$10.0
1990	Porsche 911	\$10.0
1991	Porsche 911	\$10.0
1992	Porsche 911	\$10.0
1993	Porsche 911	\$10.0
1994	Porsche 911	\$10.0
1995	Porsche 911	\$10.0
1996	Porsche 911	\$10.0
1997	Porsche 911	\$10.0
1998	Porsche 911	\$10.0
1999	Porsche 911	\$10.0
2000	Porsche 911	\$10.0
2001	Porsche 911	\$10.0
2002	Porsche 911	\$10.0
2003	Porsche 911	\$10.0
2004	Porsche 911	\$10.0
2005	Porsche 911	\$10.0
2006	Porsche 911	\$10.0
2007	Porsche 911	\$10.0
2008	Porsche 911	\$10.0
2009	Porsche 911	\$10.0
2010	Porsche 911	\$10.0
2011	Porsche 911	\$10.0
2012	Porsche 911	\$10.0
2013	Porsche 911	\$10.0
2014	Porsche 911	\$10.0
2015	Porsche 911	\$10.0
2016	Porsche 911	\$10.0
2017	Porsche 911	\$10.0
2018	Porsche 911	\$10.0
2019	Porsche 911	\$10.0
2020	Porsche 911	\$10.0

the entry – some 250,000 words on the 500 cars included. Kidston and his panel of experts have, he says, analysed and rated every car.

Each model has an index value, for example the Aston Martin DB5 scores over 3000, meaning it has appreciated 30-fold in the last 20 years. K500 itself has a *Financial Times* type index, which at launch time in December was 449.9, reflecting the classic market as a whole. There is some free information, but to get to the meat of it you have to subscribe at £7.95 per month. More details at [k500.com](http://k500.com)





## CANNONBALL RUN EUROPE

Since 2002 this challenging event has attracted more than 1200 "Cannonballers" from all corners of the globe in all manner of marques – but none as popular as Porsche, and specifically the 911. Kind of makes sense really and 2014 was no different, with the winners' trophy awarded to the proud owners of a Geyser Grey custom-styled enhanced 911 50th Anniversary limited edition, closely followed by two brothers in a 2010 997 Turbo and a sporty black 2010 Carrera 4S, both lovingly upgraded.

So what is it about this event that appeals to so many Porsche drivers? Cannonball Run Europe is a fun filled driving adventure with the added intrigue of a top secret journey. Driving 2500 miles across Europe in six days, Cannonballers tackle demanding roads (and enjoy breathtaking scenery) not

knowing where the journey will take them next.

This is extreme tourism for petrolheads. Throughout the whole event you are running on adrenaline. There is a sense of venturing into the unknown and a real camaraderie among Cannonballers with a shared love of cars and driving. The evenings, however, are for unwinding with new friends in some of Europe's finest hotels and venues.

The route is very different every year, but one guarantee is a visit to one of Europe's world class circuits. These have included Imola, Monza, Estoril, Hungaroring and the famous Red Bull Ring in Austria.

The Cannonball Run Europe 2015 runs from Sunday 21st to Friday 26th June. The start and finish is in South East France. More details of the event can be found at: [cannonballruneurope.com](http://cannonballruneurope.com)

If you had to select the perfect car for charging across Europe in, the 911 would be a prime candidate. No wonder it's the Cannonballer's weapon of choice



## NEWS IN BRIEF

- Porsche Club GB has announced the 2015 Porsche Club National Hillclimb Championship, beginning 2nd and 3rd May, at Shelsley Walsh. It caters for the experienced competitor with an MSA "A" licence, with emphasis on modified and competition Porsches, but there is a road legal class. Call Steve Kevlin, the Club's Motorsport Director, on 01608 652911 or email [motorsport@porscheclubgb.com](mailto:motorsport@porscheclubgb.com)

- Reports say the unveiling of the 991 generation 911 GT3 RS is imminent, possibly at the Geneva motor show in early March. Although the GT3, announced almost a year ago, came with a new engine to replace the legendary 'Mezger' unit, the GT3 will have a different normally aspirated engine again, Porsche R&D chief Wolfgang Hatz has confirmed.

- Tuthill Porsche has confirmed its entry in the full 2015 FIA R-GT Championship, a series comprising five European rallies. Multiple WRC winner, Frenchman François Delecour, will drive the 911 R-GT3 the Banbury-based specialist has developed.

- The Porsche Boxster has been presented with the overall Sports Car of the Year accolade by *What Car?* It is the third time in a row that the mid-engined roadster from Stuttgart has collected the trophy, awarded by Britain's leading consumer car magazine.

- Is this the smallest manufacturer recall ever? According to information from the "National Highway Traffic Safety Administration in the US, Porsche has contacted the owners of two Cayennes, built on 26th and 27th November 2014. The suspension geometry on the front and rear axles was suspected of being incorrect.

- A branch of Weissach-based Porsche Engineering Group has opened in Shanghai to increase services in that region. A wholly owned venture, rather than the more normal partnership customary for foreign companies in China, Porsche Engineering (Shanghai) Co will initially employ six engineers with specialist knowledge of Asian markets, who will 'work out new unusual ideas for cars, vehicles and industrial products'.





# RSJ SPORTS CARS

Specialising in Porsche Cars



**911 (991) Turbo "S" pdk (63 - 2013)**  
White with black leather,  
Sat Nav, 5,000 miles..... **£120,000**



**911 (997) "2S" 3.8 (59 - 2009)**  
Basalt black with black leather,  
Sat Nav, 19,000 miles..... **£47,000**



**911 (997) "2S" 3.8 (09 - 2009)**  
Silver with black leather,  
Sat Nav, 33,000 miles..... **£44,000**



**911 (997) "2S" 3.8 pdk (09 - 2009)**  
Basalt black with sand leather,  
Sat Nav, 42,000 miles..... **£43,000**



**911 (997) Turbo 3.6 (06 - 2006)**  
Cobalt blue with black leather,  
Sat Nav, 58,000 miles..... **£42,000**



**911 (997) 3.8 4S targa (07 - 2007)**  
Basalt black with black leather,  
Sat Nav, 43,000 miles..... **£36,000**



**911 (997) 3.8 4S tip (56 - 2006)**  
Basalt black with black leather,  
Sat Nav, 36,000 miles..... **£34,000**



**911 (997) "2S" 3.8 tip (57 - 2007)**  
Meteor grey with black leather,  
Sat Nav, 16,000 miles..... **£34,000**



**911 (997) "2S" 3.8 (07 - 2007)**  
Basalt black with black leather, Sat  
Nav, 42,000 miles..... **£33,000**



**911 (997) "2S" 3.8 (56 - 2006)**  
Silver with ocean blue leather,  
Sat Nav, 36,000 miles..... **£33,000**



**911 (997) "4S" 3.8 (56 - 2006)**  
Atlas grey with black leather,  
Sat Nav, 40,000 miles..... **£33,000**



**911 (997) "4S" 3.8 tip (56 - 2006)**  
Silver with ocean blue leather, Sat Nav  
44,000 miles..... **£33,000**



**911 (997) "2S" 3.8 tip (07 - 2007)**  
GT Silver with black leather, Sat Nav,  
49,000 miles..... **£32,000**



**911 (997) "2S" 3.8 (57 - 2008)**  
Silver with black leather, Sat Nav  
44,000 miles..... **£32,000**



**911 (997) "4S" 3.8 tip (06 - 2006)**  
Basalt black with black leather,  
Sat Nav, 58,000 miles..... **£30,000**



**911 (997) "2S" 3.8 (06 - 2006)**  
Silver with black leather,  
Sat Nav, 61,000 miles..... **£28,000**



**911 (997) "2S" 3.8 (05 - 2005)**  
GT Silver with black leather,  
Sat Nav, 39,000 miles..... **£28,000**



**911 (997) "2S" 3.8 tip (05 - 2005)**  
Silver with ocean blue leather,  
Sat Nav, 49,000 miles..... **£27,000**

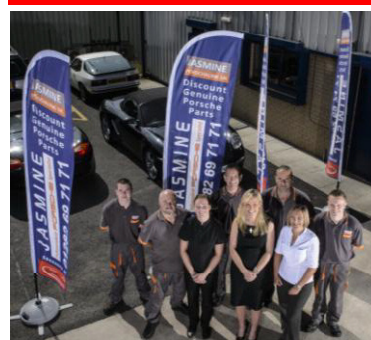
**ALL CARS SOLD  
WITH 1 YEAR  
IN HOUSE RSJ  
WARRANTY**

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

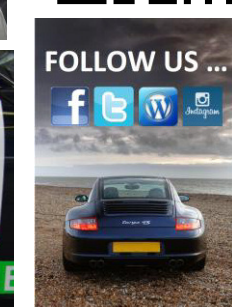
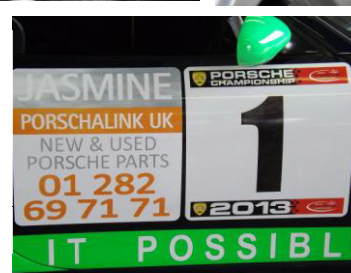
**PORSCHE WANTED (2003 TO 2012)**



**JASMINE  
PORSCHALINK UK**



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



**JASMINE PORSCHALINK UK**

**TEL : 01 282 697171**  
**INDEPENDENT PORSCHE SPECIALIST**

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



## Hot Products

# 2015



### Folding Tow Hook

Rennline's stainless steel folding race hooks install in minutes on most automobiles with factory screw type removable tow hooks. Unlike the aluminum units on the market that are usually advertised as "for decorative purposes only", Rennline's stainless steel tow hooks are precision machined and will stand up to the extreme abuse seen in any race environment. These pulls have a 2" opening as required by most organized race events and screw directly into the factory bumper pull location. Each hook comes with a rubber bumper to be applied on the back side to insure your bumper cover will never get scratched from hook contact. Also included is one red tow sticker. Keep the corner workers and track officials happy by installing a set of hooks that are both highly visible and highly functional.



### High Density Bushings

The all new Rennline High Density collection provides enthusiasts a perfect compromise between solid bushings and standard, run of the mill OE replacements. These bushings, mounts, shifters and more will provide a more connected and planted feeling between you, your Porsche, and the road. Sport durometer pieces offer an increase in stiffness of approximately 25% over factory replacements, which is enough to significantly improve performance without added road noise and vibrations associated with solid mounts. Whether on the street or at the track, trust us to provide the best balance of performance and streetability; there is no substitute for the Rennline High Density line.



### Tunable Semi-Solid Engine Mounts

964/993/996/997

Replacing your compliant factory mounts will decrease engine movement resulting in better acceleration, handling and significantly increased shifter feel. Now we have the ultimate solution for your 911 which allows you to tune our mounts for the way you drive. Our mounts are CNC machined from billet aluminum and include three pairs of dampers in varying densities. Tune your mounts by using the softer inserts to reduce engine slop and avoid missed shifts in your street car, or utilize the stiffest inserts for a more focused track car. You can even mix and match, giving you 9 possible combinations to let you dial in our mount to your specifications.



FIRST DRIVE: CAYENNE RANGE

# BUSINESS AS USUAL

Getting to grips with new, facelifted and mechanically augmented Cayenne range on UK roads

Words: Adam Towler Photography: Andy Morgan

**R**ight on cue, Porsche has unveiled the mid-life facelift models for the current Cayenne (958). There are five models available in the UK from the start, with a GTS and Turbo S on their way, but as you might expect, all combine a subtle – yet to be fair, extensive – remoulding of the exterior design, with simultaneous power increases and fuel consumption decreases. Some, though not all, of the V8s have gone; turbos are very much here and now; and electric power is advancing rapidly.

The 958 ushered in a sleeker, less ostentatious 'look', in line with more self-conscious times at the beginning of this decade, but to these eyes at least, this Gen 2 model marks a subtle shift back towards the sheer presence of the original Cayenne. Only the roof and doors have been left untouched from the Gen 1 model, but the broadened air intakes and careful finessing of the surfaces give the new car a thicker-set stance. New 918-style headlamps and LED taillamps introduce the cutting-edge illumination that all German premium marques adore: in fact, all Cayennes now receive bi-xenon headlamps as standard, but the Turbo has the otherwise optional full LED lamps with the Dynamic Light System.

Predictably, the new Cayennes feature a number of new ideas and components to extract yet further miles from each gallon of fuel. For example, the eight-speed Tiptronic gearbox has been made more efficient (and the full throttle upshifts made faster, too) and now has a 'coasting' function; the start-stop function now goes under the name Auto Start/Stop Plus and will shut the engine down before the vehicle stops in certain situations, and the cooling of major mechanical

components, along with the actual volume of air allowed into the engine bay, is all regulated by computers.

Turning to the chassis, all Cayennes have new mountings for the transverse links of the front and rear axles, as well as the wheel mountings also on the rear axle. The aim, we're told, is to improve the wheel control and therefore precision and responses of the car on the move. Once again, Cayenne's are available with a choice of steel (standard) suspension, PASM dampers, or air suspension.

So to the individual models, and arguably the biggest news about the Gen 2 Cayenne line up is the introduction of the S E-Hybrid. The appearance of that 'E' in the name alludes to the fact that this second-gen Hybrid is, like the latest Panamera Hybrid and the 918 Spyder, a 'Plug-in' model: in other words, it can be charged from the mains as well as regenerative charging while on the move.

The new model has taken a significant step forward over its predecessor. For starters, Porsche has switched from nickel-metal-hydrate to lithium-ion for the batteries, meaning their energy content has soared from 1.7kWh to 10.8kWh, an increase even over the recently launched Panamera E-Hybrid. Porsche says that this gives the new Cayenne a theoretical range on purely electric power of up to 22 miles, meaning there's a fair chance your morning commute might not require the intervention of the petrol motor at all. The electric motor now has more than double the power at 95hp and, combined with the same supercharged 3-litre petrol V6, means a total combined power output of 416hp. On paper that lot looks like 0-62mph in just 5.9 seconds but with freakishly low consumption and emissions: CO2 drops to just 79g/km (from 193g/km) and the fuel consumption is now



Left: The Cayenne still has a class leading interior. It's a good place to be. Above: A reminder as to the Cayenne's off road capabilities, lest we forget



“The biggest news is the introduction of the S E-Hybrid to the range”



### CAYENNE S

<b>Model tested:</b>	Porsche Cayenne S
<b>Engine:</b>	V6 3600cc twin turbo, petrol
<b>Transmission:</b>	Four-wheel drive, Eight-speed auto
<b>Body style:</b>	SUV
<b>CO2 emissions:</b>	223g/km
<b>Combined economy:</b>	28.8mpg
<b>Top speed:</b>	160mph
<b>0-62mph</b>	5.5secs
<b>Power:</b>	414bhp at 4000rpm



## CAYENNE DIESEL

<b>Model tested:</b>	Porsche Cayenne Diesel
<b>Engine:</b>	3.0-litre V6 Diesel turbo
<b>Transmission:</b>	Four-wheel drive, Eight-speed auto
<b>Body style:</b>	SUV
<b>CO2 emissions:</b>	179-173g/km
<b>Combined economy:</b>	40.7mpg
<b>Top speed:</b>	140mph
<b>0-62mph:</b>	6.9secs
<b>Power:</b>	262bhp at 4000rpm



listed at an unbelievable 83.1mpg (more than double the previous model). Of course, we could get into a debate about how these EU figures are measured, and what they mean in the real world, but whatever your stand point, it's clear that this technology is advancing very rapidly indeed, and Porsche is right at the forefront of its development. You can even check up on your S E-Hybrid via your smart phone...

Porsche are probably a little less keen that you should know that with all its batteries and electrical components, the S E-Hybrid is also comfortably the most portly of the new range at a substantial 2,350kg. On the road, if anything, it's something of an anti-climax, which is meant as both a compliment and a criticism. That's because while you can force the car into an electric mode, or put the emphasis on charging as you drive, for most of the time you simply select 'D' and get on with it, allowing the vast computing power to constantly do the maths beneath you. Despite the numbers this doesn't yet feel like a genuine alternative to the regular S models: you can sense the extra weight, the steering has a peculiarly stodgy, heavy response, and

the direct-injection V6 still has that harsh, strained voice when you really summon every last horse it has. The S E-Hybrid is perfect if you drive your Cayenne into a city with a congestion charge, but for the Porsche enthusiast, it's still a niche purchase.

Staying with petrol power, the other big news is that petrol S models no longer feature the naturally aspirated V8. As with the Panamera, these now have the 3.6-litre, twin-turbo V6, also used in the Macan Turbo. However, at 420hp it does have twenty more horses than the old V8, and more torque, and, well you've guessed it, uses less fuel with lower emissions. Of course, it's also a tad quicker to 60mph, too. Is it as enjoyable to drive? Yes and no. Some of the theatre has gone, and these V6 Porsche engines don't exactly have a voice that would stir Ferry's soul, but it's hard to argue against the effectiveness of the new powerplant. It has the muscle that you need in a big, heavy car like the Cayenne; in fact, it's probably as fast as you'd ever need to go in one of these things. Of course, that still leaves room for the Turbo, now a glorious outpost of prolific power and consumption in a self-conscious

world. It has an extra 20hp (now 520hp) and feels even barmier than ever before. Does it drive better than the old one? New mounts and a few extra ponies mean you'd have to drive new and old back-to-back on the same road to pinpoint the differences.

Despite this, the pick of the Cayennes remains the diesels in my view. Arguably the finest compromise is the new V6 Diesel entry model, especially when fitted with the smallest (18") wheels. This engine has been given a larger turbocharger, so now produces 262hp and an entirely adequate 423lb ft, providing all the relaxed acceleration you could ever need, and experienced on the smaller rims, it's easily the best riding Cayenne available.

Nevertheless, what you 'need' and what you might 'want' are rarely one and the same thing, and as a halo car it's still hard to beat the frankly rude S Diesel, with its 4.2-litre turbo V8, 385hp, and a stunning 627lb ft. If ever there was an engine to make a mockery of over two tonnes, this is the one. The muscle car soundtrack from hell is just a bonus, like the 35mpg fuel economy. For the Cayenne, it looks like business as usual. **PW**

**In the real world the Cayenne Diesel is still the model of choice, mixing plenty of performance with genuine economy**

**The S E-Hybrid will make sense to some and in certain conditions, but ultimately it still falls short as a practical proposition on cost grounds**

## CAYENNE S E-HYBRID

<b>Model tested:</b>	Cayenne S E-Hybrid
<b>Engine:</b>	3.0-litre V6 charged petrol/synchronous electric motor
<b>Transmission:</b>	Four-wheel drive, Eight-speed auto
<b>Body style:</b>	SUV
<b>CO2 emissions:</b>	79g/km
<b>Combined economy:</b>	83.1mpg
<b>Top speed:</b>	151mph
<b>0-62mph:</b>	5.9secs
<b>Power:</b>	416bhp combined







**PORSCHE PANAMERA 4.8 V8 TURBO**  
11/11 4S PDK / 20" 911 TURBO  
ALLOYS **£74,999**



**PORSCHE CAYENNE 3.0 S KAHN**  
11/11 SUPERSPORT WIDE TRACK/  
QUILTED LEATHER **£47,999**



**PORSCHE CAYENNE 3.0 DIESEL**  
13/13 TTRONIC S / PAN ROOF / 21"  
TURBO ALLOYS. **£53,999**



**PORSCHE CAYENNE 3.0 DIESEL**  
(245) 62/12 TIPTRONIC S / SAT NAV  
FP SERVICE HISTORY **£46,999**



**PORSCHE CAYENNE 4.8 TURBO**  
08/08 TIPTRONIC S / FP SERVICE  
HISTORY / 21" ALLOYS **£29,999**



**PORSCHE CAYENNE 3.0 DIESEL**  
60/10 TIPTRONIC S / PAN ROOF /  
22" ALLOYS **£37,999**



**PORSCHE PANAMERA 3.0 V6 61/11**  
DIESEL 4DR TIPTRONIC S / FULL  
PORSCHE HISTORY **£44,999**



**PORSCHE CAYENNE 3.0 DIESEL**  
[245] 12/12 TIPTRONIC S / PAN  
ROOF / E TAILGATE **£45,999**

\*REPRESENTATIVE EXAMPLE / HP

First Payment £669.45	Total Term 48
47 Payments of £669.45	Total Credit £36,000.00
Final Payment £14,479.00	Total Payable 55,612.60
Cash Price £45,000.00	Rate of Interest (fixed) 5.00%
Deposit £9,000.00	Representative 10.5% APR



**PORSCHE CAYENNE 4.8 GTS 09/09**  
TIPTRONIC S / 21" ALLOYS / BOSE  
AUDIO / E TAILGATE **£27,999**



**PORSCHE CAYENNE 4.8 TURBO**  
57/08 TIPTRONIC S / PCM SAT NAV /  
21" ALLOYS **£26,999**



**PORSCHE CAYENNE 3.0 DIESEL**  
60/10 TIPTRONIC S / PRIVACY  
GLASS / SUNROOF **£37,999**

**020 8545 0896 | WSCARS.COM | BUSHEY RD SW20 8BP**

View our [Website](#), like us on [Facebook](#) and Follow us on [Twitter](#) to keep up to date with the latest.

Finance Terms and Conditions apply, the representative example is used for illustration purposes only \*£388 Admin Fee is chargeable.



## Opening Hours

**Monday -Friday**

9:00 to 18:00

**Saturday**

9:00 to 17:30

**Sunday**

10:00 to 16:00



@WimbledonSC



# NUMERIC Racing

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

## NM100 ADJUSTABLE SHORT SHIFTER

986 | 987 | 996 | 997

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



## PERFORMANCE SHIFTER CABLE

986 | 987 | 996 | 997

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



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

**NUMERICRACING.COM**



PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership



## BOXSTER 'BOX BLUES

If you own a 987 Porsche Boxster S (the second generation, 2004-2012 model) with more than about 60,000 miles on the clock you may have found that it jumps out of second gear, or even fail to engage it in the first place. Porsche parts specialist Jasmine PorschaLink UK tells us that on this particular model Porsche does not sell the parts needed to fix the problem (curiously though, it does for the Boxster), only supplying a complete exchange gearbox. This costs some £3,200 including VAT, and then there is an eight-hour fitting time.

Jasmine offers a solution costing from £1680: the gearbox is dismantled, second gear rebuilt and the 'box re-assembled, all at the firm's workshops in Nelson, Lancashire. The parts are sourced directly from the Porsche supplier. If taking your car in is not convenient, Jasmine will send an already rebuilt gearbox to you, for £1250 on an exchange basis. For more information, call 01282 697171 or visit: [jasmine-porschalink.co.uk](http://jasmine-porschalink.co.uk)

## MATERIAL WORLD

A newly established trim shop in Surrey, specialising in Porsche, has commissioned a quantity of the iconic and now rare "houndstooth" fabric used for the centre panels in many of the earlier cars' front and rear seats. 'For some time there have been effective reproductions of this material,' says Garry Hall at Classic F/X, based near Gatwick Airport. 'But if you look closely – and many enthusiasts for these increasingly valuable and sought-after vehicles do, of course – you will see that the distinctive chequered pattern is slightly too large.

'We tracked down a UK-based weaver able to replicate the exact pitch of the complex design, as well as the precise colours required,' Hall continues. 'The white areas, for instance, are actually in a subtle off-white. But we have to buy a relatively large quantity each time – in this case a 50-metre roll. Eventually the bulk of that will be used in-house for our own top-quality seat repairs and re-trims, but in the meantime – and to help recoup some of our costs – we are offering the surplus fabric to both fellow-enthusiasts and other professional trimmers.'

A typical 911 will need around two metres of the cloth, suggests Hall, at £82 per metre plus postage. The company has also sourced the black so called basket-weave vinyl material used for many other Porsche seats and interior trim panels, and is offering that at £35 per metre. For more details call 07551 003000 or go to [classicfx.net](http://classicfx.net)



## COOL PORSCHEs

EB Motorsport, based in Barnsley, Yorkshire and which specialises in race parts for classic 911s, has remanufactured the gearbox pump housing for the early 1970s 911 RSR. This carries the external gearbox oil cooler which that car's modified 915 gearbox used to improve heat dissipation and reliability, and houses the additional oil pump gears for it.

Using modern production technology, the oil pump housing is made in cast aluminium and is based on an original RSR item for accurate reproduction. The housing, priced at £385 including VAT but not carriage, comes with pump gear bushes installed, the correct adaptors and crush washers. On request, it can be supplied fully built up, including transmission spray bars, pick-up drive gears and the pressure relief valve. Further details are available from EB Motorsport on 01226 730037, or visit [eb-motorsport.co.uk](http://eb-motorsport.co.uk)







## The 1980s weren't just for Slantnose conversions.

That's when we introduced our replacement floor pans for the 911 and 912 for enthusiasts who wanted to keep their cars true to the original form. Our pans have always been precision formed with an eye for authenticity and correctness here in the United States.

Since 1957, Stoddard has been committed to making available all of the parts to keep your vintage Porsche on the road. You can buy our exclusive parts, like 911 floor pans, direct from the source, or from our many resellers worldwide.

## The Source: Stoddard NLA-LLC

Highland Heights, Ohio 44143 USA      (800) 342-1414      (440) 869-9890



### 912 Travel Kit

The ultimate Concours accessory, completely functional emergency repair kit, authentic recreation.  
SIC-721-901-03



### S-Alloy Caliper Set

New production to original standards, a cost effective upgrade, or replacement, includes pins and clips.  
SIC-103-906-01-SET



### Mahle P/C Sets

Available for 2.0 and 2.2/2.4 engines, a new production, OE quality, excellent pricing.  
SIC-103-916-01 shown.



### Early Upper Seat Rails

Fits 356 and 356A for seats with wooden frames, nickel plating includes handle and springs.  
NLA-521-033-00



### Ignition Wire Set

Fits all 1968-1983 911 cars with 90 degree connectors  
Made in USA.  
SIC-609-061-00

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



## USED CAR JUNGLE DONGLE

The information available to used car buyers, such as finance details and insurance history, has increased in recent years, and a new product, called AutoLog, has made it even more convenient to get hold of. Made by West Midlands-based car audio interface specialist Connects2, it's a dongle that plugs into a car's On Board Diagnostic (OBD) and then, via an app on your smartphone, downloads the car's information.

The history checks will reveal the hire purchase/finance, whether it has been stolen, or written off by an insurance company, while the fault

codes check gives the condition of the engine, battery, alternator and engine sensors. You'll also be told its used value, expressed as a "retail", "trade", "forecourt" and a part-exchange. You don't need to worry about finding the OBD, as the app even provides a diagram of where it is on a particular vehicle.

The dongle, designed and produced in the UK, will work with all OBD2 compliant cars, this meaning all petrol cars from January 2001. Diesel cars are covered from January 2004, therefore including all oil burning Porsche Cayennes and Panameras. The app is free and the dongle is £50, which includes five tests, further tests charged in blocks of three at £22.50, five at £35 and 10 at £65. For more information call 0845 257 5588 or go to [connects2.co.uk](http://connects2.co.uk)



## HANKOOK GAINS ITS FIRST ORIGINAL EQUIPMENT ENDORSEMENT FROM PORSCHE

The South Korean tyre manufacturer Hankook, established in 1941, has been developing its status as a premium brand for some time now, having hitherto been seen as a budget brand. It was adopted as an original equipment supplier by Audi in 2008, and following that BMW and Mercedes.

Hankook became the official supplier to the DTM German touring car series in 2011, and is the sole tyre supplier to the Dubai 24 Hours for 2015, the international endurance series where Hankook's racing tyres were already fitted to GT-category 997- and 991-series 911s. So gaining original equipment endorsement from Porsche seems like a logical next step. This now firmly stamps the brand as a premium tyre, and with nearly 16 per cent original equipment market share it is fast becoming one of the top brands.

Hankook has now also gained its first OE fitment on the Porsche Macan for 2015, with the following sizes: 235/60 R18, 255/55 R18, 235/55 R19 and 255/550R19. These are all in Hankook's K117A pattern known as Ventus S1 Evo 2, a premium performance tyre for SUVs that shortens braking distances in dry and wet conditions, enhances fuel efficiency based on very low rolling resistance, and provides excellent cornering grip.

It will be interesting to see if Hankook's move is the start of bigger things to come. Will we soon start to see it developing road tyres for the 911 Cayman or Boxster, and how will they compare to those from established European manufacturers such as Continental, Michelin and Pirelli?



## STICK WITH THE BEST

Toyo Tires' Proxes R888 is a favourite among racers and track day attendees, appreciated for its combination of wet, dry and cold grip. That tyre, used as a control tyre in many club level championships, continues to

be offered, but the Japanese company has introduced an all-new tyre, the Proxes R888R, which it says will eventually replace it.

The R888 was one of the few semi-slick track tyres that was road legal and the same applies to its successor, a clean-sheet design. Hence you can drive the car to the circuit and back without problems. Its "GG" compound makes it super sticky on Tarmac, and it has a quick warm up and also a sustained performance over many laps when hot, its maker claims. It is available in 32 sizes (with more to come), some sizes having a rayon "super high" turn ply which, combined with steel side plies, increases steering response and communication. For a list of

Toyo dealers supplying the Proxes R888R, go to [toyo.co.uk](http://toyo.co.uk)

## BRIGHT FUTURE

Performance 1 Coatings, based in Didcot in Oxfordshire, has for some time supplied ceramic polymer coatings that provide heat insulation for car engine components that become extremely hot in operation, and also give nearby metal panels protection from heat. The firm has now begun offering the coatings in bright colours, aware that the process can look good as well as protect.

Hues including orange, red, purple and blue are guaranteed to brighten up the engine bay of an older Porsche 911. Prices start from £40 for tailpipes, £50 for turbochargers and £95 for manifolds. However the treatment can also be applied to parts for aesthetic reasons, for example to brake calipers or suspension parts. Performance 1 Coatings sprays the part at its premises, promising a five-day turn around for its standard finishes, ensuring your car shouldn't be off the road for long. For further details, call 01235 816032 or visit [performance1coatings.com](http://performance1coatings.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



## FEBRUARY OFFERS

### PORSCHE CAYENNE

25555VR18 PIRELLI SCORPION ZERO N0 £159.95  
27540ZR20 MICHELIN DIAMARIS N1 £214.95

### PORSCHE CAYMAN BOXSTER

23540Z18 BRIDGESTONE RE050A N1 £127.95  
26540Z18 BRIDGESTONE RE050A XL N1 £174.95

### 911 930/964

20555Z16 CONTINENTAL SPORT CONTACT N1'S £79.95  
22550Z16 CONTINENTAL SPORT CONTACT N1'S £118.95

### 911 993

20550ZR17 BRIDGESTONE S02 N4 £119.95  
25540ZR17 BRIDGESTONE S02 N4 £138.95

### 911 996

22540ZR18 CONTINENTAL SPORT CONTACT 2 N2 £135.95  
26535ZR18 CONTINENTAL SPORT CONTACT 2 N2 £191.95

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



**cooper bros**

Cooper Bros: Newmains, Carlisle, Cumbernauld

**Call** 01501 823366

**Email** [wholesale@cooperbrothers.co.uk](mailto:wholesale@cooperbrothers.co.uk)  
[www.cooperbros.co.uk](http://www.cooperbros.co.uk)



Kenway Tyres: Aberdeen, Dundee

**Call** 01224 497000

**Email** [konrad@kenwayautotrader.co.uk](mailto:konrad@kenwayautotrader.co.uk)  
[www.kenwaytyres.co.uk](http://www.kenwaytyres.co.uk)





## QUITE A SHOCK

German suspension expert Bilstein has introduced a new shock absorber system specifically aimed at those racing their Porsches, and who know precisely the chassis setup they seek. Called the Modular Damping System (MDS), it is available in coilover and strut form, and virtually a bespoke system. Customers would specify, for example, the open and closed lengths of the damper and what sort of mountings the springs require.

The aluminium damper body construction shaves valuable kilos off weight, while the 10-way rebound and compression adjustment are made via positive-detent flywheels to make setting up easier. The "Easy Clip-on" system allows a quick change of springs, should a circuit or conditions dictate. The MDS

860 version of the damper has a 26mm piston, which apparently means an effective piston area of 800 square millimetres, and the MDS 1500 has a 46mm piston,

good for 1500 square millimetres. Bilstein describes MDS as cost effective, but with so many variations available is reluctant to quote general pricing. So find out for yourself by calling 0116 247 8930, or visit [bilstein.de](http://bilstein.de)



## PIPES OF POWER

Worcester-based exhaust specialist Turbo Thomas has introduced a new exhaust for the 964-series 911. The handcrafted system features one-and-three-quarter-inch equal length headers (downpipes from the exhaust manifold) – as opposed to the standard setup of equal headers – which should give reduced back pressure and thus freer flowing gasses. The "collectors", which join the two downpipe branches to the main exhaust are, says proprietor Richard Thomas, hand finished and carefully flowed and polished to further help gasflow.

While pointing out that the result can vary from engine to engine, he says, 'you should be getting an extra 15 to 20bhp with the system'. He adds that the system is also half the weight of a standard Porsche system, and – as you'd expect from a sport exhaust – it changes the sound. 'It's a sharper sound, more like early 911s, but we've been able to get the sound level down to what is required for track day use.'

The system is priced at around £2400, including the 911's heater boxes, although some customers may not want these, so the price without them is lowered. For more details call Turbo Thomas on 07817 602239 or visit [turbothomas.com](http://turbothomas.com)

## STORE FINDER

BS Motorsport, based at Westcott Venture Park in Buckinghamshire, has opened a storage facility for Porsche owners without the space or perhaps the desire to keep their high-value classics and/or race cars securely under cover at home. It has room for around 60 vehicles on two levels, with a purpose-built drive-on scissor-style lift for access to the newly installed mezzanine floor.

Rates start at £27.50 per car per week plus VAT – the minimum period available is four weeks – with additional services at extra cost. These include collection and delivery in the company's fully enclosed trailer, monthly or bi-monthly maintenance programmes, and even running the car on an indoor rolling road to help keep the engine and transmission in good working order. A pre-storage inspection and valet service costs £40 plus VAT.

Insurance is charged separately, but rates are 'competitive', says the company, and effectively waived for any customer whose car is already covered by Classic Insurance Services Ltd.

The site itself – a historic former wartime airfield, and part of which is now used for testing rocket motors – is protected 24/7 by a manned security gate. For details call Ian Bainbridge on 01296 658422, or e-mail [ian@bsmotorsport.co.uk](mailto:ian@bsmotorsport.co.uk)





# VAN ZWEEEDEN

Since 1957

**Specialist in Porsche**

Elektraweg 9-11  
4338PK Middelburg  
The Netherlands

Tel: +31(0)118-581370

Fax: +31(0)118-582678

[www.v-zweeden.co.uk](http://www.v-zweeden.co.uk)

[info@v-zweeden.co.uk](mailto:info@v-zweeden.co.uk)

*All kinds of engines in stock*



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

*200 new & used gearboxes in stock*



*15, 16, 19 Inch Fuchs Wheels*



*991 & 997 New Bumpers*



*997 Centerlocks clocks*



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



*All kinds of new airbags*



*Over 100.000 Used & New parts in stock*



*New Cayenne & 911 Lights*



*100 different seats in stock*



*Many new Carrerra GT parts*



*100 sets of 991 lights in stock*



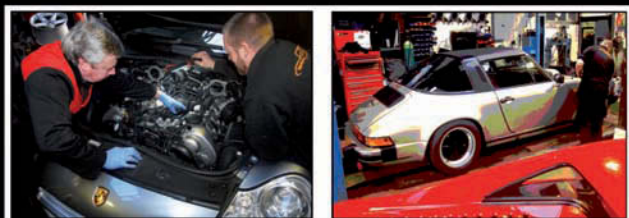
**Like us on facebook**

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





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



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

01271 814144

Porsche Specialist

**DEVON**  
EX33 2JP



VEHICLE SPECIALIST & PARTS

**PIE - PERFORMANCE**

Your Independent Porsche Specialist

Porsche quality that you expect.



Services for the motoring enthusiast...

- Fixed Price Servicing
- Reliable Advice & Guidance
- Car Inspections & Valuations
- Restoration Service
- New & Recycled Parts
- Full Garage Services
- Car Sales

WE CATER FOR **FRONT, MID AND REAR ENGINE PORSCHE**

T 01473 760911

E [info@pieperformance.co.uk](mailto:info@pieperformance.co.uk)

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

Unit 9, Hill Farm, Brent Eleigh, CO10 9PD



3A Brandon Way, West Bromwich B70 8JB

Call: 0121 533 2140

[www.ramusporsche.com](http://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 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:

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST

- PARTS DEPARTMENT
- WORLDWIDE SHIPPING



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

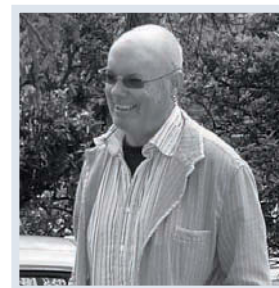
Official UK Distributor - Dansk  
**Dansk**

**DESIGN 911**  
Centre for Porsche



# THE USUAL SUSPECTS

Since his last “Usually Suspect” column Johnny Tipler has been enjoying a rich and varied existence, driving different Porsches across England, Europe and even New England, moving house in the process and relocating to hipsville Glastonbury. Seems he’s not merely a ‘Suspect’, now, but guilty as charged



JOHNNY TIPLER  
*Globe-trotting Porsche  
adventurist*



Speed aware? Tipler’s 964 in typical ‘maximum attack’ mode. However, yet another financial and points bruising run in with the law have curtailed his throttle happy habit. So he says!

## DOGGING ISSUE

His predecessors, Darkie and Spicer, loved nothing more than a road trip. And that usually meant lying doggo on the back seat of a 911. Not Percy though. Needs must, we travel from one side of the country to the other almost on a weekly basis, and he has no option but to come along for the ride. That means going in the 964 Peppermint Pig or the 986 Silver Bullet. As soon as the car goes over 30mph he’s straight down in the passenger footwell, and there he stays, looking anxious, till we reach our destination. Touch wood, he’s never been car-sick, but he must have a different bodily gyroscope to his canine precursors that doesn’t gel with even moderate speeds and brisk cornering. Poor boy. Perhaps it’s because he’s a dachshund, but you’d think that his low-slung centre of gravity would fare better around the bends. And then I wonder if it’s to do with a profound dread of long journeys like the ones he’s been on to Portugal. There are vet traumas along the way there too. Even with the pet passport he gets a jab at Santander or halfway up through France. Now though, he’s just getting used to the Silver Bullet, happily, and can tolerate sitting on the passenger’s lap with a direct view out of the window. The Pep Pig on the other hand is his sworn enemy. Maybe he’s been got at by Yorkshire Constabulary’s traffic division!

## BANGED TO RIGHTS

I’d seen him, but it was too late. It was on the three-lane A1 motorway near Skipton when the blue lights began flashing. I was on my way to Malton to sign copies of my new Carrera book, and was motoring briskly along a clear, dry road, having earlier endured hailstones and been spray-bound at 40mph. Exuberance comes dearly. It was no surprise when the policeboy advised me that the Peppermint Pig had been travelling at 97mph. No point telling him I considered that to be quite restrained – in a de-restricted autobahn context, of course. He’d been bravely hiding up an exit sliproad – clearly out to make a fast buck, or else why not sit roadside and act as a deterrent, rather than a sneaky snapper? Having

zapped the speeding ‘Pig, Copperbottom rushed his Volvo estate in pursuit, and a dramatic velocity reduction on my part was insufficient to dissuade him from making an arrest. He then produced an idiot’s guide to our national speed limits, broken down into ‘speed awareness course’, ‘fixed penalty’, ‘prosecution in court’, and ‘exile to the colonies’. Apparently 97mph is borderline. A disqualification would be just a UK ban, and I could still operate sur le continent. In future I should probably heed the sound council of my colleague Herr Fraser, who, on occasions of high velocity motoring, was fond of saying, ‘you are not invisible, even though you think you are!’ Anyway, I am now over £1,000 poorer and five points richer. Speed aware? You bet I am.

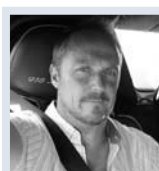




Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



KEITH SEUME



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



PAUL DAVIES

## SANDBANKS OF SANTANDER

Talking of 'abroad,' there's nothing like a sea cruise to relax on and turn off the work switch. Even if it's 24 hours, the time it takes to cross the Bay of Biscay from Portsmouth to Santander aboard Brittany Ferries' SS Cape Finistère. Chill in your cabin, dine in style, and sunbathe on deck (next to the swimming pool, where it's out of the wind!). Spot the whales and dolphins if you can. Approaching land, the sight of the Pyrenees gradually unveiling through the sea mist is quite magical. And then the complex of rocky islands, sandbanks and bays forming the entrance to Santander harbour is breathtaking.

Once landed, we've a five or six hour drive in prospect to our house in northern Portugal. It's visited all too rarely these days, despite the expediency of budget air travel. We prefer the ferry-drive option, and Mrs T's 986 Anniversary, AKA The Silver Bullet, has been pressed into service for this expedition. Lingering in Cantabria, we drive the fabulous backroads heading westward through the pointed peaks of the Picos de Europa and explore a couple of hugging-mugger seaside fishing villages, and spend a night in bustling Santiago de

Compostela. Along with the countless footsore pilgrims, I'm also on my knees, though not so much a confessional imperative as a self-inflicted Rioja rout.

In the heady days of the Noughties, Spain and Portugal converted copious EU millions into fabulous Autovia, two- and three-lane motorways seesawing endlessly over the forested hills and valleys of Galicia and the Minhõ, often so high that one could easily be in a light aircraft rather than the Boxster's wind-free cockpit. And what fun! The Silver Bullet was made for these arcing switchbacks, compliantly taking the curves well over the ton, the only competitor a Porto-reg Panamera. Traffic is way more scant even than the French autoroutes, maybe because of the tolls, and the kilometres melt away. Only when we're about 10km from our Douro riverside residence do we run out of dual carriageway, consigned to serpentine B-roads, on which every other hatchback sees a Porsche as a challenge and proceeds to go twice as fast accordingly. It's a great road trip getting there, whichever route we take. Everywhere there are fabulous curvaceous driving roads, and no shortage of bars and restaurants. What's not to like? It's also a handy bolt hole, if or when faced with a UK ban.



Above: Tipler signing his new book at Specialist Cars of Malton's hugely popular Sunday Breakfast meet

## BOOK UP MY PASSAGE

I launched my new book, *Porsche Carrera: the air-cooled era, 1953 – 1998*, at Specialist Cars of Malton's Big Breakfast event back in November. My literary tour of air-cooled Carrera models is illustrated with masses of rare photos from the Porsche Archives and a vast array of Antony Fraser's finest images, plus contributions from other pros including Pete Robain and Andreas Beyer. Why launch it at Specialist Cars of Malton? I suppose Classics at the Castle, or *911&PW's* summer picnic would have been the obvious venues, but instead I piggybacked onto John Hawkins' Sunday Breakfast, when they gaily throw the doors open and lay on a porcine breakfast for the masses. It's so popular that the first punters were on the scene at 6.45am – on a Sunday morning! They rocked up in their hundreds from miles around, drifting into the showroom, checking out the workshops, scoffing bacon butties and swilling tea. I dare say less than half were Porsche owners, so maybe bangers of the pork variety are dearly priced in the East Riding. While the Malton boys and girls polished cars and dispensed the grub, the cops marshalled a busy one-way system outside the showroom, kindly turning a blind eye to burnouts: bar one; when a dude in an Opel Manta performed a doughnut, spraying a Ferrari and a TVR with gravel, a swift RT message got him pulled on the main road, where they found he had one bald tyre. Three points, buddy. I ask you, which is worse, pebble-dashing mates' cars with illegal tyres, or going a bit quick on an empty motorway (see opposite page tail of woe)? Anyway, as the morning progressed my blond accomplice Annika (John's step-daughter) and I managed to flog a dozen copies of the book to the connoisseurs present, which, as far as the publisher Crowood Press is concerned, counts as a result. It's available from Crowood and all good motoring bookshops or Amazon.

Left: It's Mrs Tipler's Boxster really, but Johnny seems to be putting all the miles on it. Below: High-viz, the health and safety scourge of our time, but a prudent safety measure when changing wheels on the motorway at 3am



## YELLOW PERIL

High-viz vests are like 2.7RS backdates. Twenty years ago you'd be hard pressed to find one; now, it's hard to get away from them. This is not to decry RS reps; far from it as I really dig them; it's rather, simply, to highlight the rash of lime green and turgid orange nylon waistcoats and ponchos that the elfin sayfty mongos now require us to keep in our cars in case we break down, but mostly worn by dour-looking skivvies who perform perfunctory environmental tasks or monitor events and functions. Until a little while ago I'd have bet they wore them as pyjamas too. That is, until

I copped a puncture at 3.00 o'clock in the morning. I'd set off from Norfolk, bound for Somerset, and bent on clearing the M25 before rush hour. Pep Pig felt odd, but not odd enough to stop and check tyres. Big mistake: powering down the A11 at Wymondham, the right rear ContiSport did its Shredded Wheat impersonation. There's no hard shoulder hereabouts, and I had to firmly order Percy to stay put as I beavered around with head-torch, hazards on, displaying warning triangle and hoiking spacesaver out of its well. Ever had to do that? Tight, isn't it? Even at 3.00am in the morning there are other

loonies around, and I was not slow in donning the bright orange high-viz Spa-Francorchamps press tabard that lurks in the Pig's innards. Soon enough, an AA appointed mechanic arrived, compensating for my lack of a compressor, and I was soon limping back to base where I found an old ContiSport in the shed as a temporary replacement. An assignation is due shortly with Kingsway Tyres who are holding a set of Michelin Sport Pilot Cups for me. Or shall I get the Nokians back on ahead of another Historic Monte foray? Winter boots are the law in Germany, so actually it's a no brainer.







## Nine Excellence

Porsche Independent Specialists



### Servicing

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

### Performance

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

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

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



**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](mailto:service@jmggarage.co.uk)  
[mailorder@jmggarage.co.uk](mailto:mailorder@jmggarage.co.uk)

**[www.jmggarage.co.uk](http://www.jmggarage.co.uk)**



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

**EBC**  
BRAKES

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



# FEELING IS BELIEVING



*Performance Exhaust Systems and Engine Tuning Kits now available for the Porsche 991 Turbo!*



**TRANSFORM  
YOUR DRIVING EXPERIENCE**

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

*Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate driver's car. Performance Packages are available for most Porsche models. Visit the website or call for options and pricing!*

*Product videos and dyno graphs available at [www.fabspeed.com](http://www.fabspeed.com)!*

USE PROMO CODE **911PWMAG** FOR SPECIAL SAVINGS



## YOU WRITE, WE READ

## LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



All is not right in Stuart Martin's world after the engine of his 996 failed catastrophically after just 2500 miles of ownership...

## WHILE YOU'RE IN THERE

In your recent article about the gorgeous, red 356 Roadster of Harry Drnec (*You and yours*, January 2015), it seems to me that perhaps this car runs on slightly wider-than-usual rims, but there is no mention of this by the owner.

I myself ran a 1960 356B, with the same Super engine, which I drove in East Africa during the late 1960s and on rough roads! I drove it to Durban, South Africa, where – eventually – it succumbed to the dreaded metal-rot so common in that climate (I have seen new-ish Mercedes Benzes that had body-rust in Durban, believe me!).

In Nairobi there was also a 356A owned by Mrs Lucille Cardwell (she and her husband were both well-known for their rallying exploits in the Safari Rally). Her 356 used to be driven to Rhodesia regularly to deliver a daughter to school down there! On my journey south, I had one small problem the entire way (nearly all on rough roads): to wit, a single puncture!

Robert Coucher, writing in *Octane* magazine (and who should know better!) once referred to 356s as being a bit 'delicate'! What a silly remark: there were a number of Porsches in East Africa and no one ever complained of their breakability, that I know of: on the contrary – they had good ground clearance and were built as stoutly as anything on the roads. They also had good tractability, of course, in mud. The day I sold my old car, it still did not rattle.

I remember an article on Kenya some months ago: was it in *911 & Porsche World*, I wonder? The author made some mistakes about the local concessionaire Gordon Crow and his wife and The Safari Rally, which I should have corrected.

Anyhow, I send kind regards from Massachusetts and thank you, again, for a splendid publication.

**Christopher Godfrey, via E-mail**

**Keith Seume replies:** Thanks for your letter, Christopher. The 356 certainly is a tough old bird and the only way in which I think of them as delicate is in their handling – and by that I mean they are light and easy to drive, requiring only the most delicate of inputs from the driver.

The story to which you refer was, in fact, in sister magazine *Classic Porsche*. As editor, I'd be interested to hear of any corrections you may feel were necessary in the story on Gordon and Diane Crow.



Left: Reader Kim Stacey has his doubts about matching purple with lime green – and also has his doubts about Johnny Tipler's tastes in attire...

## CAVEAT EMPTOR

I have just read the letter (*Letters*, January 2015 issue) regarding the 996 as a potential 'Yes or No', sent in by fellow reader, James Williams.

As a 911/996 virgin up until 2012, but now an owner for nearly three years, I would have to advise buyers to simply go into ownership with their eyes, but not necessarily their wallet, wide open.

Read all the scare stories by all means, but remember it is only ever bad news that travels fast. How many times do we see headlines stating '15-year-old 996 going strong with no problems to report...?'

Yes, problems can arise (and some, sadly, are catastrophic and expensive), but in the main ownership can be relatively pain free, depending on mileage.

Most of these cars will not be daily drivers at this age and hence annual mileages should be fairly low; so with routine oil changes and services by garages who know their stuff, there should be no major headaches.

Remember – these are the supercars of the 1990s and you can't expect to run them on the budget of, say, a Ford Fiesta!

So, be brave, look out for the right 996 (the badly looked-after ones are slowly disappearing), buy carefully with your head (not your heart) and hopefully it should be fairly painless.

It won't be cheap, but it shouldn't break the bank if you look after your 996. Just respect the fact that it is likely to be up to 15 years old and make sure it is thoroughly warmed up before taking the engine too far up the rev range!

I hope I've reassured some readers with my views.

**Graham Lancaster, via E-mail**

**Keith Seume replies:** Wise words. You're right: we do only tend to hear about the bad ones where, in truth, there are certainly more good ones about. But you do need, again as you say, to go into any deal with your eyes wide open.

## A MATTER OF TASTE

Oh dear. For many years I have had my suspicions about Mr Tipler's style, but I finally think he has lost the plot when it comes to the subject of good taste.

I've forgiven him his hats, his scarf – even when the sun is shining – and even his shirts. But I am now having real doubts. In the last issue of your magazine, he penned a story on a backdated Carrera, suggesting how well the quilted purple interior works with the lime green exterior. I rest my case...

**Kim Stacey, via E-mail**

**Keith Seume replies:** We've had our doubts about Johnny's tastes for years...





# Suspension Science, Made Easy.

[www.ElephantRacing.com](http://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](http://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](http://www.ElephantRacing.com) or call and we'll customize a solution for you.

**How easy is that?**



**+1 408.297.2789**

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

Santa Clara, California

**Fast Worldwide Shipping, Low Rates.**





# FAMILY VALUES

Like father like son? That's certainly the case with Andrew and Simon Beevers. Beevers senior runs a 996 C2 and junior a 986 Boxster. We talk to both about their enthusiasm for all things Porsche

Words and pictures: Brett Fraser

**D**o we all turn into our parents in the end? Breathe easy – the answer is probably not. But there's no denying that either consciously or subliminally they exert a strong influence on the way we think and behave.

Simon Beevers, however, protests ignorance of his father Andy's early penchant for Porsches. 'I genuinely didn't realise that Dad was into his classic Porsches,' he says, although in all fairness to the younger Beevers, his father didn't actually buy his first Porsche, a 944, until 2009. (And that particular car, by the way, is now owned by one Mr Editor Bennett.)

Andy's fascination with the Porsche marque began in the 1960s and a friend's toy car. 'One of my mates had a 356 model and it was my first experience of Porsche,' he reminisces. 'I adored that car's perfect shape; its aesthetics are beautiful. And Simon's interest in Porsche sprang from a model car, too.'

'That's right,' confirms Simon. 'I remember back in the 1980s that, like so many other lads, I had models of the Ferrari F40 and the 959. Both were iconic cars but

the Porsche was like a spaceship. Arguments raged about which of those two was the better supercar, but for me the Porsche's incredible technology made it the winner. And from then on with Porsches it was "I want, I want, I want..."'

But before the son could realise his Porsche-owning dreams, the father was enjoying his first relationship with an export from Stuttgart. 'The 944 was a great car,' enthuses Andy, 'and I truly admired its design and its handling. And still do. But eventually I came to the conclusion that one wants to scratch the itch of 911 ownership at some point, and that's what I ended up doing.'

'That was about two and a half years ago. To be honest I didn't do a lot of looking around and found the car, a 1999 996 C2, at Paul Stephens. I saw it and thought it was fairly priced – I have a connection with Ivor Walklett of Ginetta and now Dare fame, and through him I knew that Paul Stephens was a trusted place to buy from. I wasn't looking for a particular model, just a 911, and this car fitted the bill very nicely.'

'I'm generally not bothered about whistles and bells so wasn't concerned that it's a

fairly basically equipped car. Having said that, it was originally specified with a couple of extras – a sunroof and leather interior. And when I bought it from Paul it already had a set of TechArt alloy wheels on it, as well as a Dansk exhaust and a K&N induction kit. From what I've read on forums, the Dansk exhaust is a quality item, and while the system gives the 911 a deeper, throatier voice, it's not overpoweringly loud or offensive.'

'Simon uses his Boxster as his daily driver – I can't quite claim the same for my 911, but I do get it out at least once a week, and I've driven it through both of the winters that I've owned it. Machinery has to be used, otherwise it starts to deteriorate and you can face problems when you do fancy using it. During my two and a half years of ownership I've done about 15,000 miles in it; the car's now done 85,000 miles.'

We've met Andy (and Simon) at Paul Stephens' Essex base where he is collecting the 996 from a service – how reliable has it been? 'On the whole it's been very good, and in part that's because I believe with cars like these you need to keep on top of the servicing; if you can't



Andrew (left) and Simon with their respective Porsches. Interestingly, between them, they've chosen the two cars that turned around the fortunes of Porsche in the '90s, and now represent stunning value for money



afford to have them serviced properly then problems are bound to arise. I've replaced the ignition switch, which seems to be a common fault, and had a front suspension rebuild. And I've replaced all the tyres with Michelin Pilot Sports: you should never scrimp with tyres as they're all that keep you attached to the road!

Like father, like son, Simon's 2001 986 Boxster S also sports a set of newish Michelins, as well as a deep, deep shine on its dark blue metallic paintwork. 'Yes, I'm obsessive about keeping my cars clean,' he confesses, 'and I've become a fan of Swissvax: it's expensive but with two or three coats on the car it doesn't take much effort to return it to being pristine even after getting it quite dirty.'

'It all began with my previous car, an old VW Jetta GTI, quite a rare machine, which was in a complete state cosmetically. I'm not much of a mechanic but I thought I could breathe new life into the Jetta by tidying it up: it looked fantastic by the time I'd finished. But it was the Jetta's untimely demise – I pranged it on the way to work one morning – that finally pushed me into Porsche ownership.'

'As well as being inspired by that 959 model of my youth, I had also read an article in *911 & Porsche World* on a bright green 911 GT2. At that stage my feelings towards Porsches evolved from plain interest into a mild and healthy obsession. I realised that a reasonable 911 was beyond my financial grasp, but I could stretch to a 987 Boxster, so that's where I looked first, even test driving one. But then, perhaps inspired by Dad's success there, I took a look around Paul Stephens' website and there was a 986 3.2S at money I could afford. It had about 92,000 miles on the clock and a full year's warranty, so I grabbed it.'

From the outset Simon used the Boxster as his daily driver, and was quickly impressed at how it could liven up even a mundane journey. 'I love the feedback my car provides,' beams Simon. 'I've been lucky enough to drive a 981 Cayman and, even though it's a brilliant sports car, I don't think I'd swap my Boxster for it, even if I had the money. I got the sense in the Cayman that some of what the car was doing wasn't being done by me; the older Porsche gives a much stronger feeling of connection between car and driver.'

Simon's partner, Laura, was initially nonplussed about the Porsche. 'My other half really isn't interested in cars, but when she discovered that the roof comes down, she was fine with the Boxster. We've been all over the country in the car – it's amazing how much gear you can stuff into it when you have boots front and rear; this practicality is one of the reasons I bought it in the first place.'

But when you talk to Simon a bit more, practicality would appear to be a very subsidiary reason for ownership. 'When you put the roof down in the Boxster it becomes a very different animal. Something changes. I realise that it's unlikely, but it even feels as though it handles better. Plus you get to enjoy the full sound of the flat-six engine.'

Not that Simon goes so far as to complain about it, but there have been a few little glitches along the way. 'The classic things have gone wrong with it,' he

Right: Andrew Beevers at the wheel of his 996 C2, which replaced a 944. It's an early 3.4-litre car and – touch wood – hasn't been afflicted by any of the 996 issues

Below: Beevers junior and his 986 Boxster. A wise choice, as feature elsewhere in this issue will attest



“ My feelings towards Porsches evolved into a mild and healthy obsession ”







## HISTORY

Two different cars, but near identical in so many ways. The Boxster and 996 were the first of the 'modern' Porsches with their water-cooled engines and shared components. Indeed, the first three quarters of each are near identical, right down to the doors. Of course, the 911 is rear-engined and the Boxster mid-engined, but even then they are mechanically the same.

The Boxster was launched in 1996, with the 996 model 911 a year later. Each transformed the fortunes of the company and appealed to a whole new audience.

concedes, 'such as the ignition switch failing, just like on Dad's 996. The oil separator valve failed, too, and one of the front radiators needed replacing – both those jobs were done at a Porsche main dealer, simply because it was expedient to do so at the time.

'Other things though I've had done at Paul Stephens, in part because the workshop guys, George and Lewis, will take you over to the ramps and patiently explain precisely what work needs to be done in terms I can understand. I want to have that sort of relationship with the people working on my car; in big dealerships there's a disconnect.'

As a consequence, the PS boys have over the months renewed all the Boxster's discs and pads, and replaced all of the suspension bushes: 'That really sharpened up the handling,' reckons Simon. And he has further plans for the car. 'At some point

the dampers will need looking at, although I am tempted by the full MO30 factory sports suspension, that would appear to be a bit of a bargain. Possibly a new exhaust would be nice to improve the sound quality –

character that elevates them beyond a mere means of transport, and they share a common goal for the near future: 'We want to take a trip with both cars out to the Porsche Museum in Stuttgart,' reveals

“ We want to take a trip with both cars out to the Porsche Museum in Stuttgart ”

perhaps a Dansk, like Dad's. But what I would really, really like to do is go on a Porsche driving school course to see how I can get the most out of the Boxster.'

Both father and son talk animatedly about their cars having the sort of soul and

Andy. 'And we aim to go driving around the Alps, too,' chips in Simon.

As in all family relationships, it's unlikely that Simon and Andy agree about everything, yet when it comes to Porsches, they clearly share a passion. **PW**



Above: Three coats of Swissvax keeps Simon's Boxster looking ultra shiny. Left: A K&N filter kit and Dansk sports exhaust adds a few extra octaves of inlet and exhaust noise to Andrew's 996. TechArt wheels are another addition



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

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



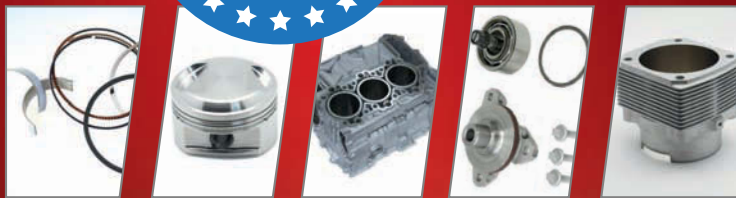
Design911 are proud partners with Dansk & SSi Exhausts.

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

Retail & Trade enquiries welcome



# Performance Parts for PORSCHE



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



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

## FAST FORWARD

### Automotive

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

[www.fastforward-automotive.com](http://www.fastforward-automotive.com)

## 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  
Winter Check Over\*

Quote Ref: FEB15

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

01403 255616

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

Foundry Close, Horsham, West Sussex, RH13 5TX

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





### 356B Roadster

Left Hand Drive • Jet Black • Red Leather Seats  
Black Hood • Fully Restored • Matching Numbers  
Certificate of Authenticity • 1960  
£169,995



### 911 Carrera 2 S (997 GEN II, PDK)

Basalt Black • Black Leather Seats • 19" Turbo  
II Wheels • Touchscreen Satellite Navigation  
9,948 miles • 2011 (11)  
£55,995



### 911 Carrera 4 S (997 GEN II, PDK)

Midnight Blue • Black Leather Seats • 19" Carrera  
Classic Wheels • Touchscreen Satellite Navigation  
16,978 miles • 2009 (09)  
£49,995



### 911 Turbo (997, 6-Speed)

Arctic Silver • Black Leather Sport Seats • Satellite  
Navigation • Heated Seats • BOSE Sound System  
32,959 miles • 2008 (08)  
£49,995



### 911 Carrera 2 S (997 GEN II, PDK)

Platinum Silver • Dark Blue Leather Seats • 19"  
Carrera S Wheels • Touchscreen Satellite Navigation  
38,996 miles • 2011 (61)  
£46,995



### 911 Carrera 2 (997, 6-Speed)

Basalt Black • Flamenco Red Leather Seats 19"  
Sport Design Wheels • Touchscreen Satellite  
Navigation • 33,649 miles • 2008 (58)  
£39,995



### Boxster S (987 GEN II, 6-Speed)

Black Edition • Jet Black • Black Leather Seats  
Touchscreen Satellite Navigation • 19" Boxster  
Spyder Wheels • 26,012 miles • 2011 (61)  
£31,995



### Boxster S (987 GEN II, 6-Speed)

Carrara White • Black Leather Seats • Touchscreen  
Satellite Navigation • 19" Boxster Spyder Wheels  
26,950 miles • 2010 (60)  
£29,995



### Boxster S (987 GEN II, 6-Speed)

Meteor Grey • Dark Blue Leather Seats  
Touchscreen Satellite Navigation • 19" Carrera  
Sport Wheels • 24,628 miles • 2010 (10)  
£28,995



### Cayman 2.9 (GEN II, 6-Speed)

Jet Black • Black Half Leather Seats with Alcantara  
Inserts • Touchscreen Satellite Navigation • 18"  
Cayman S II Wheels • 34,207 miles • 2011 (11)  
£27,995



### Boxster 2.9 (987 GEN II, 6-Speed)

Aqua Blue • Blue Leather Heated Seats • 18"  
Boxster 'S' II Wheels • Rear Park Assist • 35,860  
miles • 2009 (09)  
£20,995



### Boxster S (987, 6-Speed)

Basalt Black • Black Leather Seats • Satellite  
Navigation • 19" Sport Design Wheels • 48,053  
miles • 2008 (58)  
£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](http://www.paragongb.com)

01825 830424







# WINDING BACK THE YEARS

A '73 RS replica? Been there, done that. How about a '74 Carrera 2.7 replica? Using a Carrera 3.2 as a starting point, it makes a lot of sense

Words: Adam Towler Photography: Max Earey



**I**t's highly unusual for a car to remain in production for 15 years, and to look virtually the same by the time the manufacturer calls time, as it did when it first felt the heat of the motor show stand spotlights. Never more so than today, where entire model generations of some German cars seem to pass in the time it takes to memorise that all important model code, whether prefixed with an E, F, W or whatever.

Yet it takes a keen eye to spot the differences between a 1975 Carrera 2.7 and a 1989 Carrera 3.2. Yes, granted, if you're reading this magazine I expect you to pass that particular test: in fact I'd be disappointed if you didn't guess correctly. But for the general populace at large, they're the same car, let's be honest about that. Well, actually, they are the same car, if you discount the driving lamps, the side indicators, the rear wing, myriad interior 'improvements', the brake servo, the wheels, the gearbox

and... you get the picture.

That's the thing about air cooled 911s, I suppose: to someone new to the subject it can all be rather confusing, as so many of them look very much alike, and there's a seemingly endless profusion of model numbers and model years to try and memorise. But of course, the point is that while they might look similar they don't necessarily drive the same, and moreover, the emotions evoked by certain design details, and mechanical items, makes some more appealing than others.

There are still those who don't really understand what a '74-'75 Carrera 2.7 is, but sadly for the likes of me and many others, there are enough out there who do get it for prices to be in the stratosphere compared with what they once were. Note that's not 'in outer space', as one might describe the current values of the 2.7 Carrera RS, which, save a few kilos and a different aesthetic, in Touring guise isn't a great deal different to the impact bumper version. It's amazing what the lack of an

'RS' badge can do: did you know they share exactly the same engine? The 911/83 motor, with its Bosch plunger type mechanical fuel injection, is rightly considered one of the all-time great Porsche engines, not only for how it performs in standard guise, but for also being the basis of the 2.8 and 3.0 RSR engines. It is an exuberant performer, alive from the very first moment it fires and for every rev band thereafter – in that sense similar to the 'Mezger' unit that powered a generation of 911 GT3s, and with the associated gold-plated motor sport history. It probably does the Carrera 2.7's image no favours that it was positioned as purely a high-end road car within the Porsche range, rather than a homologation basis, that particular job having passed to the 3.0 RS and subsequently to the 3.0 Turbo by the time the 2.7 was in production.

So I'll be entirely subjective. The 3.2 Carrera pulls all those '80s nostalgic heartstrings and is an evocative, highly useable iteration of the 911, but when





It's not a dead ringer for a '74 Carrera, but it's close enough, especially in white. Biggest visual difference is the wheels, which at 9in for the rears and 7in for the fronts, really fill out the arches. The stance is just right, too

push comes to shove, there's a leaner, meaner, more sporting aura about the 2.7 Carrera, in my opinion, that comfortably eclipses its younger brother. As nice as the 3.2 is, and of course it's an easier car to live with and to own, if I were choosing a car purely for those blissful imaginary drives, then it wouldn't be the one bought by City boys in their droves back in the day.

Someone that obviously shares that viewpoint is Chris, the owner of the Grand Prix White 1989 Carrera 3.2 you see in front of you. He's owned it since 2008, and has good form with Porsche's 911, having owned a 993 Carrera 2 and then a sequence of 996s culminating in the formidable Turbo. He's even had what he describes as 'a brief affair' with a Cayenne.

"I bought this car in 2008", says Chris. "I wanted one that was straight, but I was realistic in terms of rust; I didn't want pristine, I wanted one to use. I struck a deal on a car at a dealer, and that included an engine rebuild, which I then sourced the parts for myself, via Porsche Reading. The rebuild included the top and bottom end of the engine, so at least I know it's not going to need anything for a long time".

Having dealt with that area of the car, Chris turned his attention to the bodywork. Like most, if not all 3.2s, his car was suffering from the hideous oxidation disease,

and in 2010 was treated to new sills, kidney bowls and a pair of genuine Porsche front wings, topped off with a respray, at Classic Preservations in the West Midlands.

"Greg serviced the car for me at Tognola, and our friendship grew from there", Chris adds. Greg who? That'll be Greg Cranmer, the genial gent standing next to the Carrera with the keys in his hand, and who, after twelve years at Tognola, set up his own Porsche business last year under the

one eye at least on the continually rising market for good, standard 3.2 Carreras. However, while this car isn't a complete copy of a '74 Carrera, it does enough to comprehensively evoke that car in spirit.

Let's start with the bodywork, which features a brand new front air dam – an SC part actually – that loses the 3.2's driving lamps and the rubber front air dam. This is balanced aerodynamically by the removal of the 3.2 whale tail for the inimitable 'ducktail'

“ There’s a leaner, meaner aura to the 2.7 ”

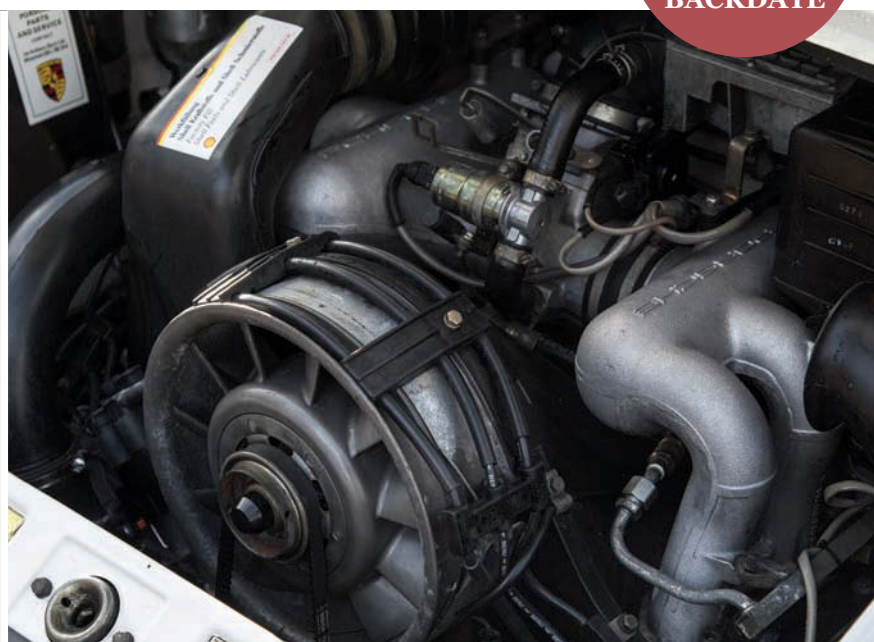
Heritage Autowerks banner.

"A longstanding plan was to work towards the early impact bumper style but also to do the occasional trackday in it too", says Chris. "Greg took the car under his wing last July and it went from there".

Hailing originally from Ohio, USA, Greg's passion for all cars, and in particular Porsches, is patently obvious from the moment you meet him, something confirmed by the healthy workload and congested bookings diary Heritage already enjoys. "Everything we've done can be put back to how it left the factory", he says, with clearly

spoiler, in this instance sourced from MA Shaw in California whose bodykits and panels are "the best fit I've seen" according to Greg. The chrome engine lid grille also came from the States, and there're chrome headlamp surrounds too. There are also chrome exterior door handles from Dansk, which required "a bit of fettling" to work with the doors, and genuine Porsche chrome mirrors in place of the 3.2 Carrera's 'flag' items. This seemingly innocuous modification actually took a lot of hard graft, requiring the holes in the doors to be welded up and then precisely measured new fixing holes to be





drilled by Greg, but not until he'd made his own template jig from an early car that could then be locked in situ on Chris' car. As Greg says, one wrong move, and it would have been back to the bodyshop to start the whole process all over again, which clearly would have had expensive ramifications.

To match the mirrors and door handles, and preserve the right look, it made sense to chrome the door surrounds at the same time, but the cost was prohibitive. Instead, Greg used a three-part painting process to replicate the look at a third of the price, and it's the sort of modification that unless you were told in advance, from most angles the mind just takes it as read that it's matching

chrome. As an aside, by 1975 Carreras were manufactured with the more popular and, for the time, more 'modern' all black look, with chrome only available as an option.

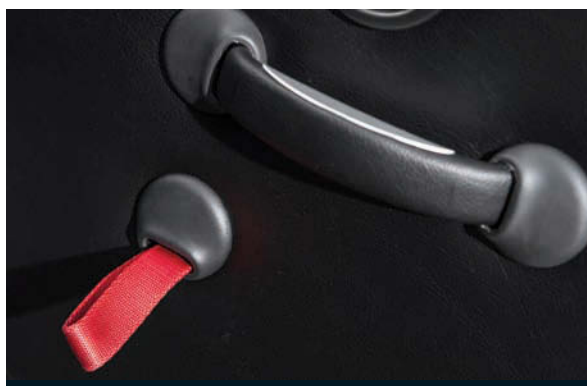
Perhaps the biggest visual difference though is the wheels and their relationship with the body and to the ground. The standout feature is a set of reconditioned Fuchs alloys in 7in and 9in sizes, crucially, finished in 'double frost' RSR finish – the 'petals' picked out in the silver and the correct 'shiny, matt, shiny' treatment on the rims, so evocative of the factory RSR racers in period. What really reinforces the visual presence of this car is the combination of those wheels and the greatly reduced ride

height. "It took me three goes to get the ride height just so", says Greg, having measured and calculated and stripped down and rebuilt the components repeatedly, the finished stance – if we can use that overused word that carries with it rather different connotations these days – is perfection. The set up also features a Cambermeister strut brace (locking both suspension towers and the actual strut mounts); Turbo track rod ends and Bilstein dampers, while the brakes are simply rebuilt 3.2 Carrera items in excellent working condition. Given the weight loss achieved with this car, they should be more than man enough for the task.

Opening the door and climbing into the

The 3.2 Carrera engine doesn't quite have the 'zing' of the mechanically injected 2.7 unit, but it's better suited to modern motoring

964 RS door cards and leather clad, fixed-back Recaros add a modern touch. Ducktail is an instant rewind to 1974







Replica '73 RS 2.7s have been done to death. The '74 Carrera makes a huge amount of sense to clone because it retains the impact bumpers, wings and sill covers that the G-Series cars came with right up to 1989

car, Greg's work on the interior is obvious. While the gorgeous Momo Prototipo immediately catches the eye, the simplified, darker interior clearly evokes the earlier car. The Southbound carpets are pure black (rather than the black with grey fleck of the later car – a particular bugbear of Greg's), and there are door cards in the 964 RS style. The Recaro seats not only do a far better job of locating the driver in the car, compared with the originals they also save a significant amount of weight. Talking of seats, the rear benches have been removed, although the mounting brackets are still there below the

has a deeper, more immediate sound at idle in line with the additional visual potency of the car. Nevertheless, it's also a much less demanding car to drive than a '74 Carrera, thanks to the Bosch Motronic engine management system, additional torque, later-spec braking system and perhaps most of all, the G50 gearbox, the latter requiring no more forethought than any other modern car with a manual gearbox. Depending on your viewpoint these factors are either – or both – positives or negatives, because you either revel in the ease with which you can just get on and drive, or – as classic car

and the overall ride quality, despite the racy looking ride height, is excellent: keenly damped but pliant enough even on a typical English B-road. Only larger intrusions, such as the unavoidable pothole in busy traffic elicit a protest from the suspension, which runs out of suspension travel quicker than the standard car.

Despite its long-stroke configuration, the 3.2-litre motor likes some revs on the dial to give its best, a characteristic it shares with the old MFI engine, although it's not a screamer to the red line. Pushed to the maximum, the performance is strong and useable, although without wishing to state the obvious, it can't compete for soundtrack, energy and in particular throttle response with the old stager. To be fair, it probably uses a lot less fuel by the same measure, too, and 3.2 engines are known for their generally bombproof longevity as well.

But the real star here is the chassis, because even today, with more than one eye on the glistening sheen of asphalt subjected to little more than 1 degree centigrade, this car is a real blast to drive. The steering is fabulously communicative, but doesn't weight up oppressively with lock on, and the braking is powerful with really nice feel to the pedal. In short, it inspires a massive amount of confidence, something which is not only obvious here and now, but must also make the car really effective on track. "I can't understand why they didn't set them up like

“ The performance is strong and useable ”

carpet. The 3.2 centre console and radio have also been removed, with a factory blanking plate for the latter modified by Greg to provide a home for the left over switchgear. With the more basic dashboard, and greater floor area (including 915-style gearlever bellow), I already feel that excitement that only seems to be conjured by the early Carreras, a sensation reinforced as I twist the key and the 3.2-litre motor fires up for the first time.

With a Steve Wong chip and a Turbo Thomas pre-silencer and rear box the engine

enthusiasts have a rather weird habit of doing – you actually enjoy the challenge and idiosyncrasies of driving an old car and miss those elements of the Carrera 2.7 package.

The flat six is still finding its operating temperature as the freezing, wintry lanes of Oxfordshire stretch out before us. Meanwhile, this Carrera is effortlessly swift in everyday traffic, and yet refined too – in fact it has to be one of the most solid and 'together' feeling impact bumper 911s I've driven. There's not so much as a squeak from the structure, suspension or interior,





this from new", says owner Chris later, and it's hard to argue with that sentiment when comparing this car with the standard-spec 3.2 Carrera. While it's not really fair to judge a freshly built car with your typically average condition 3.2 Carrera on tired old suspension, there's a real gulf between the two that completely transforms the driving experience.

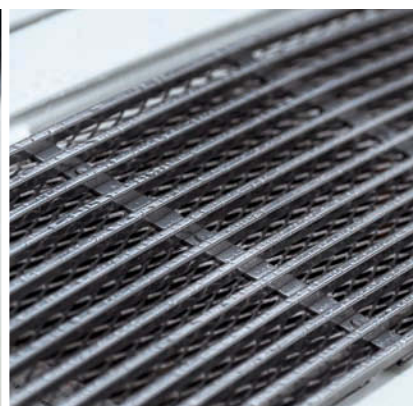
Chris is more than happy with the end result. "I find this car a lot more exhilarating and enjoyable than a lot of the others I've owned. It's the one that floats my boat I suppose you could say. In the future I might look to convert the headlamps to the more modern type, but right now I just want to go out and enjoy my car. It's all credit to Greg

how it's been set up, and I did really enjoy the process of seeing the project coming together, in particular watching the engine being built and keeping abreast of developments while the body work was being done".

The Carrera 2.7 arrived at a difficult time for Porsche: sales had fallen, the fuel crisis had completely reshaped the market, and suddenly a mechanically-injected and raucous 911 that wasn't even eligible for sale in the US was a much trickier sell than when all those 2.7 RSs had been snapped up in very short order a couple of years previously. Even so, with the benefit of hindsight the appeal of those particular years, and of that car, has shone through

vividly, and as the market for 2.7 RS replicas becomes over saturated and even starts to reverse itself, then the idea of replicating this lesser-known Carrera becomes ever more attractive.

This car doesn't fully capture the original: given the mechanical specification you could hardly expect that to be the case, but certainly in terms of visuals it really presses the right buttons. In the way it drives it blends the more modern, mellow muscle with a grippier, slightly more heavyweight experience that's probably faster and undoubtedly easier to drive than the real thing. It's one of those cars that, once sampled, you just want to keep on driving and driving until the fuel runs out. **PW**



#### CONTACT

Heritage Autowerks  
Tel: 07814 582932

Web:  
heritageautowerks.  
com

Fuchs are the real deal and feature RSR style 'double frost' finish, with smooth, polished rim. Mirrors were a faff to fit, but a great improvement over the standard 'flag' style mirror



**Turbo Thomas**  
 stainless steel exhausts  
 handcrafted in the UK

Hand made stainless steel exhaust specialists



Cater for:  
 356  
 912  
 912E  
 911  
 914-4  
 914-6  
 930  
 964

**Stainless steel exhaust systems,  
 hand made in England**

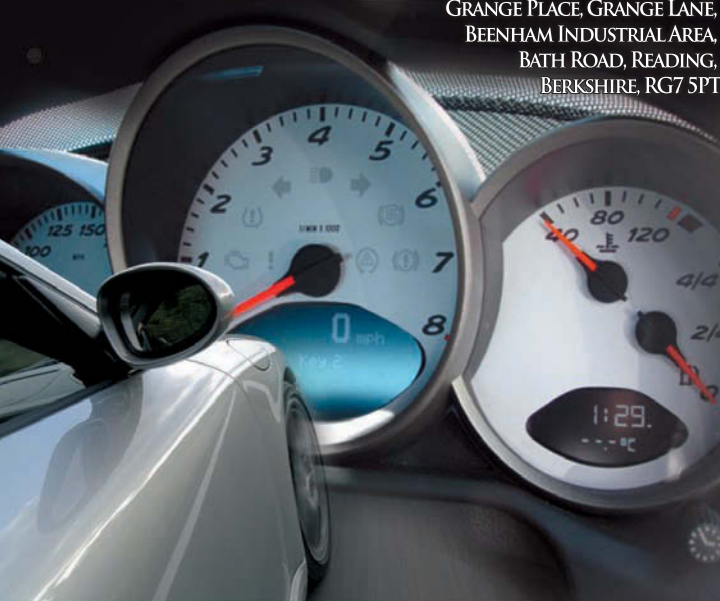
**Custom builds**

**Coming soon: 996/997 na and turbo systems**

View our website: [www.turbothomas.com](http://www.turbothomas.com)  
 Call: 07817 602239 dealer enquiries welcome

**NORTHWAY PORSCHE LIMITED**  
 INDEPENDENT PORSCHE SPECIALISTS

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



*Repairing and servicing of Porsches  
 for over 20 years*

*USED PORSCHEs IN STOCK AND WANTED FOR  
 OUTRIGHT PURCHASE*

TELEPHONE: 0118 9714333 MOBILE: 07831 424911  
 EMAIL: [INFO@NORTHWAY.CO.UK](mailto:INFO@NORTHWAY.CO.UK) [WWW.NORTHWAY.CO.UK](http://WWW.NORTHWAY.CO.UK)

**JTs THOMAS J.SCHMITZ Js**  
[WWW.GERMANSPOrTSCARS.NET](http://WWW.GERMANSPOrTSCARS.NET)




**993 GT 2, only 1267 km ( 800 mls ), NEW !!!**



**964 RS/L, flower yellow, 24 K KM, first paint**



**964 RS/L guards red, only 21500 km, superb condition**



**993 RS/L, midnight blue, 67 K KM,**



**964 RS/L, summer yellow, 3 K KM ( 2000 mls ), NEW !**

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

**ALL EUROPEAN CARS WITH FULL HISTORY - NO ASIA IMPORTS !!!**



# Choose the right fit for YOUR car.



P204A (1965-68)  
911/912

P204E (1968)  
911/912



P204B (1969-73)  
911/912

P204 (1974-89)  
911/912



**Restoration Design.**  
Parts tailored for your Porsche® Automobile.

24 Hayes Avenue, Guelph ON  
TEL: 519-836-3555 • FAX: 519-836-3577  
[www.restoration-design.com](http://www.restoration-design.com)



# NEW MODIFIED ARMY

The ultimate road race 996 might be the GT3, but these two modified Gen 1 and Gen 2 996 C2s run our own Project GT3 pretty close at a fraction of the price

Words: Steve Bennett Photography: Antony Fraser







**M**odifying, tuning, enhancing, improving. Call it what you will, but it's a slippery slope and a rather personal one at that, fraught with risk, compromise and even delusion. Manufacturers like Porsche spend zillions on developing their cars, and us enthusiasts come along and reckon that we can do a better job. I mean come on, who are we kidding.

I know, I've been there and ruined all sorts of perfectly acceptable cars in the process. In the days of carbs and camshafts, I spluttered, banged and popped around in various pieces of tat, waiting for the bloody thing to 'come on cam' or the turbo to finally wake up, before tearing off down the road on suspension that felt as if someone had filled the dampers with concrete. Happy days.

And as long as there have been Porsches on the road, there have been folk modifying them. Just look at our own fleet in the back of the mag. Very few of the cars that we run are actually standard in any

way. Most have mods – even my boggo 944 Lux is running on a mutated version of the standard injection system, and our own Johnny Tipler has just seen his infamous 964 enhanced with another 20bhp. Just about all of them feature suspension upgrades. After all, when the original stuff wears out, it makes sense to explore uprated kit. Hell, it's often cheaper too.

Some Porsches lend themselves to the tuning/modifying game more readily too. Recent trends have centred on the backdating route, but values of the air-cooled donor cars are such that it's not so prevalent now. That said, with RSs going stratospheric in value, there will always be a certain appeal and value to backdating, say, a Carrera 3.2. As you can see in this issue, even the '74 Carrera 2.7 is on the agenda to be cloned. The 964 was a prime candidate for modifying a few years ago, largely because it was somewhat unloved and it could be turned into an RS lookalike very easily. Not now though. With prices marching on, its value is in its standard state.

All of this brings us neatly to the 996. It's no secret that we're championing the 996 a bit these days. As the front cover star of our Dec 2014 issue, we hailed the 'Return of the 996.' The reasoning being two-fold really: It's a fine car, and a bloomin' bargain to boot and the market will at some point wake up to its potential. In fact there is a stirring right now as the dross sinks and the good cars out there start to make their climb out of the doldrums. It's a Porsche, it's a 911, it's inevitable.

But right now, the 996's bargain status makes it ripe for tuning. Why? Well, with a bit of imagination you can build yourself something quite special for not a lot of money. Something that will quite easily hang on to the slipstream of a passing GT3 and something to which you can integrate all those life enhancing engine mods that will future-proof a 996. Which is why we've gathered a trio together here at Bruntingthorpe for a bit of a showdown. And to liven things up, we've included our own Project GT3, which, after all, is what we're aspiring to here.





On a wing and a prayer. The view from the GT3's rear. Truth be told it's got the power to keep the 996 pretenders at bay, but on the handling front all three are pretty even

## THE REAL DEAL: PROJECT 996 GT3

So let's start there then. Project GT3 belongs to our very own *911&PW* resident snapper, one Antony Fraser, and it's been making sporadic appearances in the mag for three years or so now. Fraser's mission is to turn it into a track weapon of repute, while also retaining some on road prowess. To that end it's been extensively modded. Engine wise the mighty Mezger produces 400bhp, thanks to a Cargraphic exhaust and a DMS remap, and with a lightweight flywheel none of that extra fizz is lost either.

Suspension, though, is where he's really gone to town recently, which is another reason we're at Bruntingthorpe, to give it a bit of a shakedown. As documented in the last issue, the whole standard set up has been binned. After 15-years or so it was on its last legs. In its place is bolted a Bilstein/Eibach coilover set up, with extensive RSS suspension arms/links and coffin arms, all rose-jointed and running with minimal compliance on Powerflex 'Black' urethane bushes. To finish he's just fitted a new set of Yokohama AD08R track day tyres. In short then, this is a Gen 1 996 GT3 with all the bells and all the whistles. It's a well used car too, with over 80,000 miles on the clock, but hey it's a Porsche,

so no reason to be afraid of big miles. Plus the Mezger engine is reckoned to be indestructible and the inside of the bonnet on Antony's car has been autographed by father of the GT3, Andreas Preuninger, which must count as a blessing of sorts.

## READER'S RIDE: GEN 2 996 C2

It was all Dominic Bryant's idea – sort of. Dominic got in touch with us to concur wholeheartedly with our December 996 special issue, and to tell us about his highly modded Gen 2 996 C2, which was just the sort of evidence that we were looking for of life within the 996 market – folk like Dom who could see beyond the issues and

starting to negate their track day appeal (although don't tell our man Fraser). A 996 track day car in the spirit of a GT3 "but not a GT3", as Dominic puts it, seemed to be the best plan, so Dom picked up this black 996 C2 from Dorset Sports Cars in August 2014 for £17,000.

It came complete with full KW Variant 3 coilover suspension, plus GT3 top mounts, anti-roll bars, drop links and poly bushes, not to mention 996 Gen 2 GT3 wheels. A tidy amount of kit considering the asking price and proof that it can be best to let a previous owner soak up the cost of modifying.

Dom's car was reputed to have had engine work by Hartech, but a peak down the bores was enough to see that these

“Folk like Dom could see beyond the scare stories”

the scare stories and the potential of moving forward.

Dom was looking for a new track day toy after running a 944 Turbo for a few years (one of five 944s previously owned, plus a 993 Turbo, a 968 Club Sport and two 928s). He wanted a 996 GT3 but was put off by increasing values, which is

were not Hartech cylinder liners, so Dorset Sports Cars honoured the warranty and undertook a full rebuild. Dom is quick to point out that this wasn't Dorset Sports Cars' fault in any way, and that the service provided was exemplary. It also allowed him to go ahead and really spec and future proof the engine.



# KEEP THE VALUE OF YOUR PORSCHE

Drive with confidence and peace of mind!

# SAVE YOUR ENGINE



Street reliability, Race proven.

## ▶ ARE YOU FAMILIAR WITH THE IMS FAILURE?

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

\*excluding GT3 and Turbo models

**Don't wait until it's too late.**

For more info please ask your Service Advisor

Patent Pending



### ▲ Direct Oil Feed (DOF):

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

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



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



TRS 4" Under drive pulley w/A/C



TRS 2 Quart Deep Sump Kit

Porsche 986 Spec Boxster Racers  
by Tuners Motorsports



**ORDER YOURS TODAY**

**TUNERS**  
MOTORSPORTS.COM

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

facebook.com/imsbearingdirectoilfeed

@tunersmotorspor

@tunersmotorsports

**DESIGN 911 UK**  
PORSCHE SPECIALIST

U.K. Distributor

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





De-badged, Dominic Bryant's Gen 2 996 C2 looks super-stealthy in black. The GT3 wheels fill out the arches perfectly and the car sits just right on the road

The crank case was split and sent to Hartech for six new Nikasil liners, while the heads were degreased, de-coked and inspected for cracks. New OE pistons and rings were fitted and attached to Carillo rods and the whole bottom end was balanced including the crank, which obviously received new bearing shells too. Add to that the full gamut of future proofing upgrades including RMS bearing upgrade, cooler running thermostat kit, X51 style front radiator, FVD deep sump kit with X51 type baffles and a magnetic sump plug. The vast majority of this kit came from Design 911.

And there's more. A lightweight flywheel was fitted, Grippa plate type LSD plus IPD aluminium intake plenum and a Manthey racing exhaust. Phew, that's a lot of kit, but also the basis of one very strong engine. Power wise you're probably looking at an extra 20bhp over standard thanks to a careful build and the benefits of the IPD intake and the Manthey exhaust, so let's say 340bhp over 320bhp.

Dominic was, of course, lucky that his engine was rebuilt under warranty, not least because it allowed him to add a whole bunch of extra and upgraded parts at the same time. His spend was £5000 here, but then his labour costs were zero, making this one very cost effective, modified 996.

Dom's car looks very stealthy in black and sans any sort of badging. The stance is

just right and visually lowered further with the GT3 side skirts, and the GT3 wheels really fill out the arches. He's tempted to leave it at that although a rear ducktail spoiler does appeal and Recaro fixed back seats would be a bonus on track, but then it's currently a useable road car too. Decisions, decisions.

### THE ONE JOHN BOUGHT: RPM 996 CSR

John Aylward is another *911&PW* reader who can see the 996's potential in modified form and, like Dominic, he's a serial Porsche owner having run a Gen 1 996 on a daily basis in the early 2000s over a 150-mile daily commute, before exchanging it for a 987 Boxster S, which he ran for four years. There was also a 968 Club Sport for track use too, but right now he's the owner

the graphics and carbon fibre ducktail spoiler (complemented by a carbon bonnet, should you want it), it's quite subtle, helped by the bronze highlighting of the mirrors and the wheel centres. Ah, yes, the wheels. They're HRE three-piece split rims and they look the business, and at £6000 they should, but you have to say that the wheels maketh the car on this occasion. Oh, and the GT3 bodykit too.

RPM is another outfit enlightened in the potential of the 996 and wise also to the pitfalls. But with prices where they are, it's easy enough to work in engine upgrades and still not spend a fortune on a modified 996. That said, RPM didn't exactly scrimp when it came to this car. But then they have all the advantages that come with a pro run garage, where labour etc can be offset. This is eventually passed down to the buyer too. John is a lucky guy in that RPM have

“ RPM didn't scrimp with this car ”

of this here rather well known 996.

Built by RPM Technik to promote its CSR range of upgrades for 996, 997 and Boxster, John's car benefits from all the tweaks that you would expect from a 'demo' model. Not that it's OTT. In fact even with

absorbed all the big bills for this car, even those HRE wheels.

As you can see from the famous 'fried egg' headlamps, this is a 3.4-litre Gen 1 996, so the cheapest of the breed, which is what makes it perfect for modding. RPM





start with the suspension and again it's a KW Variant 3 coilover set up that's fitted, including top mounts, drop links, Powerflex bushes and Eibach hollow anti roll bars, with a set up that's biased between road and track.

The engine has been compression tested, borescoped and rebuilt with an upgraded IMS bearing, deep pan oil sump kit, low temperature thermostat, lightweight clutch and flywheel, Wavetrac LSD and a cooling system top up with Evans Waterless cooler. Finally, to make the CRS heard, RPM's own exhaust system is fitted, which is, er, loud! It's also complemented by a BMC induction kit.

RPM don't quote any performance or

power figures as such, but there's nothing to doubt that this freshly built and uprated engine is producing anything less than its full 300bhp, and quite possibly more with the exhaust and induction mods, so 310-315bhp wouldn't be out of order.

Costs? Not cheap. Present your standard 996 to RPM for a similar makeover and you'll be looking at close to £20,000. But then you don't have to go for the full monty straight away. You might already have the engine upgrades anyway, so a suspension makeover would be transformation enough. You don't have to have the bodywork additions, or you can do it bit by bit, and with Gen 1 996 prices where they are, there's a very cost effective machine to be built here.

## SHUT UP AND DRIVE

So let's return to the beginning of all this, or specifically the bit where we say that it's really very easy to make a pig's ear out of this modifying malarkey, because now it's time to drive these creations.

First up, we're expecting all three of these cars to perform well from a driveability point of view. None have been fitted with uprated cams or had the cylinder capacity increased. In other words, they haven't been interfered with internally. Engine performance mods extend to induction, exhaust and mapping, so it's all about the breathing and, with modern fuel injection systems, there's no excuse any

Top: The Gen 1 GT3 rear wing was easily one of Porsche's finest aero sculptures. Above: RPM CSR wears a GT3 bodykit, but goes with a carbon ducktail for rear downforce



John Aylward let RPM do all the hard work on the CSR and then jumped in and bought it. Sensible move! Far left: HRE wheels are pricey, but really set the car off





Subtle graphics and clever use of colour gives the RPM CSR a 'grown-up' look not normally seen on a modified 'demo' car. It sits just right too, and those HRE wheels are beguiling

## CONTACT

**RPM Technik**  
Units 6/7  
Old Airfield  
Industrial Estate  
Cheddington Lane  
Long Marston  
Herts  
HP23 4QR  
01296 663824  
rpmtechnik.co.uk

## Dorset Sports Cars

Three Cross Garage  
99 Ringwood Rd  
Three Legged Cross  
Wimborne  
Dorset  
BH21 6RD  
01202 825911  
dorsetsportscars.co.uk

more for bad manners and poor driveability. The GT3 has benefited most here, with a rolling road confirmed increase of 40bhp, which is pretty good going. Dom's Gen 2 3.6 is a little harder to quantify, but a careful build and upgrades would point to an extra 20bhp, while we would estimate 10-15bhp on similar grounds for John's CSR.

Significant to the driving experience with all three cars is binning the dual-mass flywheel in favour of a lightweight single mass job. Immediately the lack of inertia in

replaced clutch needs a firm shove, and the gearshift has a little more drag too.

On solid-mounted suspension, with tight damping and competition bushes, not to mention stiff walled track day tyres, it's actually surprisingly compliant. On the track, of course, this doesn't matter too much. Here it feels alive, with a front end that bites into corners, and with endless grip, even on a near freezing day like this. On the road it's rather more lively, although no more than, say, a 997 GT3 RS, and

surprise. For example both Dom and John's cars use effectively the same narrow bodyshell as the GT3 and both have modified suspension that is not far removed from Antony's car, although neither have gone for quite such a hardcore set up. All three cars could very easily be tuned to pretty much the same spec in terms of geometry, although that is, of course, a personal choice.

First impressions? Again it's the sheer pick up and the buzz and response from the engine that catches your attention, not to mention that flat six howl. And then there's the whole sum of the parts, the 911 feel that's accentuated by the stiffer chassis. Dom admits that he's yet to have it set up properly, but it doesn't feel far off. The 911's handling nuances are all there, but with extra clarity. There is more control over the weight transfer and seemingly more grip from the rear, which translates into that characteristic 911 steering feel as the front end goes momentarily light exiting a corner and loads going in. On the road Dom's car is perhaps a little stiff, with the back end feeling a little too lively, but a softening of the dampers would probably improve grip. Overall, though, it's a spectacular bargain considering the spec sheet.

John's CSR feels the lightest and the most nimble. Again it positively zings in

“ Dom and John's car use the same narrow bodyshell as the GT3 ”

the drivetrain can be felt and the extra throttle response is palpable. Each also has a short-shift (standard on the GT3) gearchange to match the extra response and each works with similar efficiency.

Needless to say the GT3 feels like 'The Daddy!' It's the car the other two 'wannabe'. You can't argue with 400bhp and the extra torque that comes with it. It feels relentlessly strong, but it's also the heavier car to drive in terms of inputs. The recently

without that particular machine's plain obstructive clutch and gearchange. It's beyond what is truly comfortable for the road, but not so much that you would never choose to take it out for a blast. On the right road and devoid of traffic, it would make a devastating companion.

Dominic's Gen 2 C2 is proof of what an underrated machine the 996 is for the money. It is probably 8/10ths the car the GT3 is. This shouldn't really be any great





response to the throttle, and the 3.4-litre engine relies more on revs for performance, but that's no hardship, and while the exhaust wasn't popular with Bruntingthorpe's noise meters, it didn't half sound good on the road.

Inside, the fixed back Recaros seats and dished Momo steering wheel make for a more track biased feel, but that said, it's still got all the creature comforts, and you're drawn to the odometer which is registering 116,000-miles. We mention this because the bodysell feels tight and there's no rattles to speak of. Well, 996s get an unfair rap for build quality.

RPM obviously set up the suspension on the CSR as they did, incidentally, on Project GT3. So do they feel the same? Well, not quite, but certainly similar, with the CSR being more compliant on the road and less inclined to wiggle over cambers. Of the three it certainly felt the more sorted, with incredible LSD induced grip out of corners and a balance that encourages pushing and exploring grip levels to its limits. Steering response, as with the other two, is a stand out feature. The most fun and accessible of the three? Yes, probably, but Dom's car is but a suspension tweak behind, and Antony's GT3 is conceived for more

hardcore pursuits.

So an enjoyable exercise in the art of 996 tuning. Were we right to pitch in with the GT3? Yes, not least because when our project was born, Gen 1 GT3s could be had for well under £40,000. Not now, but that is where the standard 996 comes in to be built up to as near as dammit GT3 spec for a fraction of the cost. And yes, we know that the GT3 Mezger engine is super-strong, but that doesn't mean it's going to last for ever and all those titanium bits won't come cheap, you know.

In the meantime, we'll keep the 996 flag flying whether standard, or modified. **PW**

Above: 996 GT3 is the range topping 'halo' car, but in reality there's not much to separate it from its 996 siblings. Most suspension components are interchangeable, although engine is a different matter. Antony's GT3 runs on Bilsteins, while Dom and John's car both use KW kit



Dominic Bryant sporting essential 'on the day' head gear. Cold doesn't really cover it. As ever there's not much to see under the back, although Samco induction hose cheers the engine bay up a bit. Gen 2 GT3 wheels hint at performance and handling





**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.



08-2008  
**987 RS60 SPYDER**  
SILVER WITH BLACK  
MANUAL GEARBOX  
FULL SERVICE  
HISTORY  
LOW MILEAGE  
**£20495.00**

- Car Sales
- Porsche Servicing And Mot's
- Full Diagnostic Facilities
- Air Conditioning Repairs
- Suspension Alignment
- Engine And Gearbox Rebuilds
- Race Car Preparation
- Race And Track Day Support

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

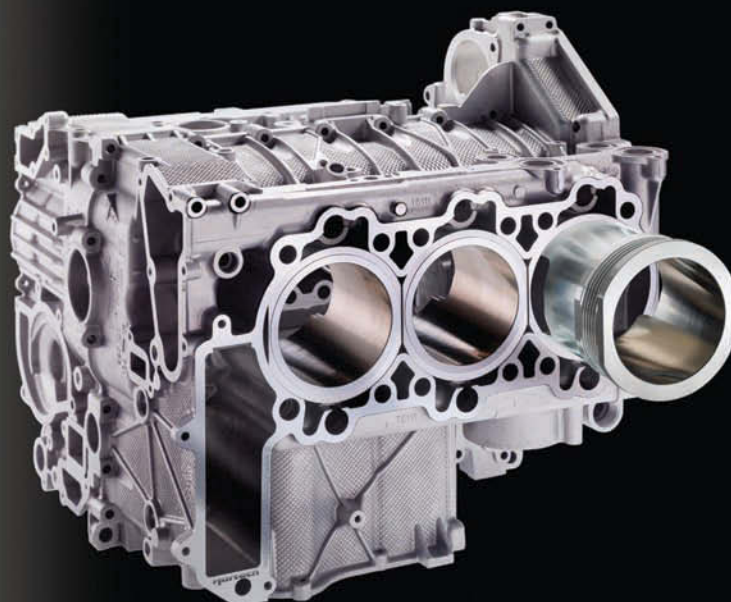
**01423 865602**

Email : [info@rpmspecialistcars.co.uk](mailto:info@rpmspecialistcars.co.uk)  
Web : [www.rpmspecialistcars.co.uk](http://www.rpmspecialistcars.co.uk)

## PCGB Team Championship & Class 1 Winners 2013



## ENGINE REPAIR SPECIALISTS



**986 987 996 997 Cayman**

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






# Don't expect a different result by using the same flawed part.

Replacing the stock Porsche IMS ball bearing with another ball bearing based IMS will not solve the possibly catastrophic, prevalent and imminent danger. The only real and permanent solution comes from EPS' **IMS Bearing Upgrade Kit**. A patent pending cylindrical roller bearing with thrust control that holds 5 times the load capacity of ball bearings, feeds pressurized oil through the shaft, can be installed without disassembling the engine, has a one year warranty and best of all, prevents future catastrophic engine failure.

Visit [europeanpartssolution.com](http://europeanpartssolution.com) or see videos on this issue on [vimeo/europeanpartssolution.com](https://vimeo.com/europeanpartssolution)



The **EPS IMS Bearing Upgrade Kit** is available at [vertexauto.com](http://vertexauto.com) and [design911.com](http://design911.com)

*(Dealer inquires welcomed)*



# HEAVYWEIGHT BOXSTERS

With 986-series Boxsters now available for little more than used hot-hatch money, it would be easy to dismiss them as nothing more than cheap runabouts with a Porsche badge. But think again. We get behind the wheel of a Boxster 2.7 and a first-generation Boxster S to champion the cause for two cars which deliver a knock-out punch in today's used car market

Words: Keith Seume Photography: Antony Fraser







**A** little more than 18 years ago, the Porsche world was alive with talk of the new kid on the block. A new mid-engined kid, with a water-cooled engine at that. One which heralded a new era in Porsche history: the Boxster.

It wasn't the first time Porsche had built a mid-engined car for the road. After all, the very first Porsche – the VW-based 1949 roadster with the beguiling name 'Number 1' – featured a drivetrain that placed the engine behind the driver, but ahead of the rear axle.

The 550 Spyder – technically a race car but one which saw plenty of road use (ask James Dean all about that. Hmm, on second thoughts, maybe not...) – was mid-engined, as was the ultimate road-racer of its time, the Porsche 904GTS. Then, of course, there was the 914 which, in both four- and six-cylinder versions, stayed true to the mid-motored ethos.

Clearly it was a layout in which Porsche saw many advantages, but the concept was never really exploited to the full for a variety of reasons. A big problem with mid-engined cars is that they can be difficult to 'package', placing the engine behind the driver pretty much rendering any thoughts of a 2+2 irrelevant. It also means that cockpit space is cramped for taller drivers as there is only so far you can move the seat back to accommodate long legs.

Porsche had already made it clear that the 911 was not going to disappear – the 'plot' to replace it with the front-engined 928 famously came to nought – and all 911s are rear-engined. So it is and so it always shall be, OK? Porsche, though, needed a boost in sales to help bolster its finances.

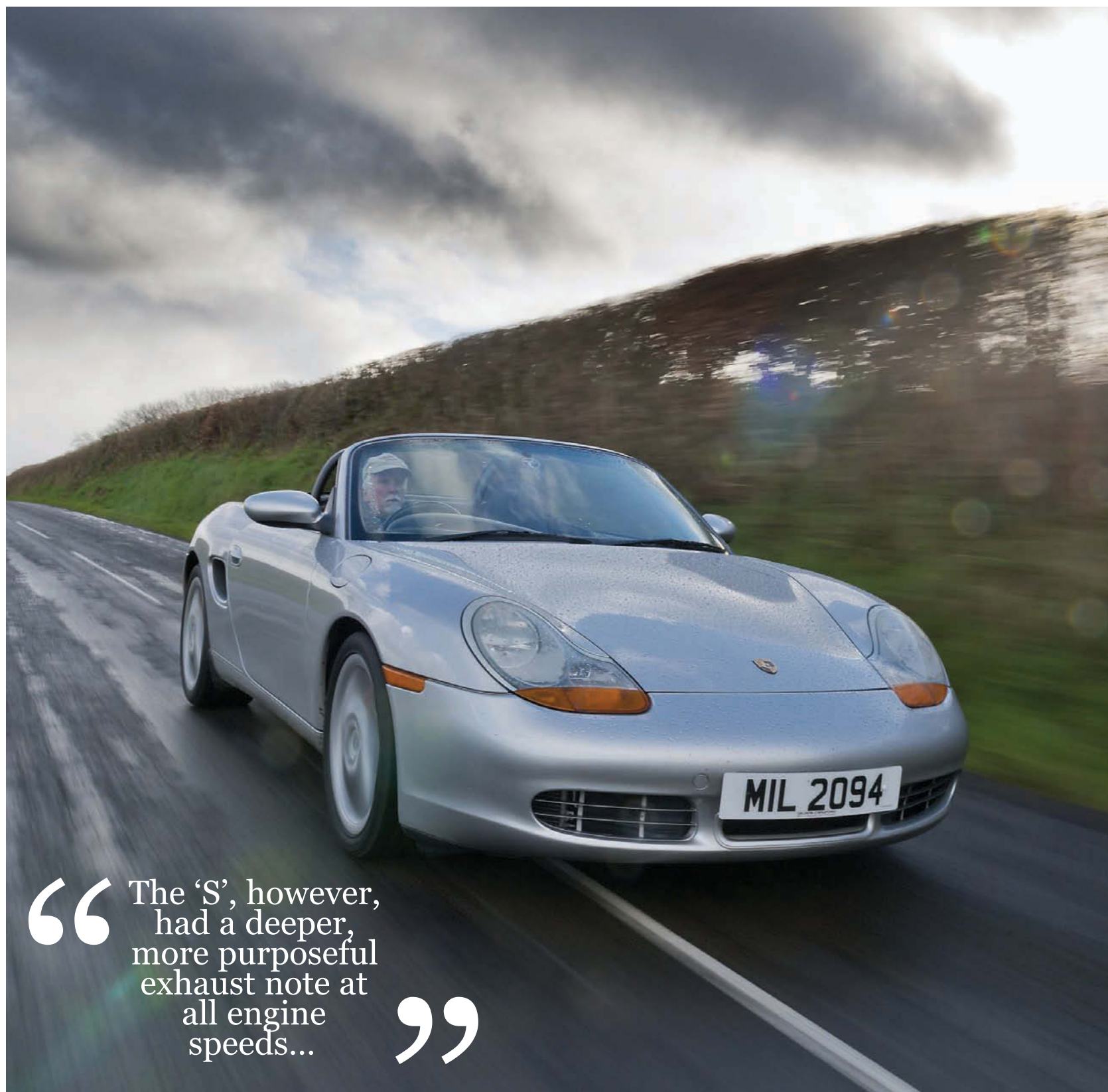
There had been a lot of talk about a new entry-level model which could stand alone – not a down-spec'd 911 but something which would create a new avenue for Porsche. And if, in an effort to reduce costs, that car

could share some of its vital DNA with a new 911, then all the better.

The result was, of course, the Boxster, a car that created so much interest in the marque that the motoring media almost ran out of column inches in its collective efforts to tell the world about what Porsche was up to. And while (almost) everybody enthused about the new mid-engined roadster, it was clear that it was no 911 in terms of performance or charisma. It was a great all-rounder but it somehow lacked sparkle.

Porsche, though, was already one step ahead of the game, for just two years into its life, the 2.5-litre 204bhp Boxster got a much-deserved kick up the backside in the form of a more capable 2.7-litre 220bhp heart transplant. That was great news – but even that was overshadowed at the time by the release of a third model, the Boxster S, powered by a new 3.2-litre engine pumping out a far healthier 252bhp. The 2.5-litre engine was consigned to some dusty corner





“The ‘S’, however, had a deeper, more purposeful exhaust note at all engine speeds...”

of the factory and quietly forgotten, while everyone revelled in the fact that, at last, full advantage could be taken of the Boxster's fine chassis.

The decision to launch two new Boxsters caught many by surprise, most people expecting Porsche to keep the 2.5-litre model alive, while offering an upgraded version (maybe with a bigger engine, maybe simply with a few other performance modifications) to market alongside it. So when Porsche announced that there would be a 220bhp 2.7-litre Boxster and a 3.2-litre 'S' model, some felt a little confused – or wondered if Porsche was.

Externally, there was nothing much to distinguish the 2.7 Boxster from its

predecessor – no new badges or extra spoilers – but inside there were some noteworthy changes which helped address some of the criticism which had been levelled at the earlier models.

The standard seats were now faced in that new wonder material, Alcantara, while the steering wheel, handbrake and grab handles were treated to a dose of finest leather. But the rest of the interior still looked a little low-rent, with a mixture of plastics and textures that didn't quite match. But, hey, there were now side airbags in the doors to keep you safe.

The 2.7 scored over the 2.5 with its greater torque (192lb ft compared to 181lb ft) and power outputs, thanks to the dual-

stage induction system and revised engine management. There was fly-by-wire throttle control, too. The upshot was a noticeable boost in performance, with the 0–100km/h time falling by 0.3 secs, and the top speed increasing by 6mph to 155mph.

These may seem like marginal increases but out on the open road the 2.7-litre Boxster definitely felt more lively than its forebear. Not immediately, maybe, but after a few miles it became clear that the two-seven felt, well, more muscular. Overtaking became less of a game of chance on a country road, while the greater spread of available torque meant you could hang on to each gear a little longer, making each journey a little more relaxed.



## THE BOTTOM LINE

OK, so you've decided you'd quite like a Boxster but you're not sure if you can really afford one just yet. You've already looked at an Audi TT, and casually glanced your eyes over a Mazda (see our 'Alternative outlook' sidebar on page 68) but have come to realise that only a Porsche will do.

Turning to our favourite barometer of values ([www.pistonheads.com](http://www.pistonheads.com)), at the time of writing there were over 60 986-series Boxsters for sale, ranging from a £4000 2.5 manual up to a £13,500 2.7 with just 16,000 miles on the clock. In between was a whole raft of 2.7s and Boxster Ss to suit most pockets. The cheapest 'S' was a 114,000-mile example for just £5500, while the same money could buy you a 100,000-mile 2.7.

From what we can see, the determining factors between the two models are mileage and history – so no surprises there – with little difference in values between cars with manual and Tiptronic transmissions.

What about running costs? RPM Technik (01296 663824) quote just around £250 (+VAT) for a 12,000-mile service, rising to around £850 (+VAT) for a 96K service on a car with Tiptronic. Changing the front pads and discs works out at a tad over £450, with rears being £460 (both, again, plus VAT). Clutches – a bit of a weak point – come in at £830 (+VAT).

Now, what about the IMS – one of the known problem areas on all cars with the M96 engine? RPM Technik can install their IMS upgrade for £690 (+VAT) if the work's carried out at the same time as a clutch replacement. So beware of any 'cheap' Boxster with a sketchy history file, for it may turn round and bite you in the wallet.

So what of the M96 engine, then? Yes, there have been many well-documented failures of the IMS (intermediate shaft) bearing, caused by a lack of oiling – Porsche fitted a sealed bearing, for some reason – and the RMS (rear main seal) is a common source of oil leaks.

Some engines – more notably the larger variants used in the 911 – have suffered from serious problems with cylinders cracking or breaking up altogether, and you can read all about the subject by scouting through our back issues where, notably, Chris Horton has studied the problems and remedies in considerable detail. A number of companies offer specialist advice and services in this area, so it may be worth having a chat to allay your concerns.

The bottom line is that yes, any Boxster can fall victim to the great M96 engine disease, but it might just as easily not. To be frank, it's not something to lose sleep over – there are far more cars out there that haven't suffered any kind of failure than have.

When you consider how expensive the Boxster S was in its day (£42,000 plus any extras), finding a good one at a reputable dealer like Williams-Crawford (01752 840307) for £8000, or less, is nothing short of a huge bargain. In fact, why not form an orderly queue now – behind us, that is...

But the chassis still screamed out for more power – or, more correctly, the press screamed out for more power to allow full use to be made of the chassis (and brakes). The 2.7-litre engine was better than the old 2.5 but it still didn't quite scratch the itch, according to press reports of the time – including our own road test of the then-new model back in December 1999.

So, enter the Boxster S. With an extra 33bhp over and above the 2.7 (taking it to 252bhp, with torque correspondingly increased to 225lb ft), the 3.2-litre 'S' felt like a quicker car – and not only in terms of get up and go. Thanks to the firmer suspension, with its stiffer springs and uprated dampers, the 'S' allowed the driver



to take full advantage of the excellent chassis design. The rear control arms were longer, minimising toe-in as the suspension was compressed, while larger wheel bearings were said to improve camber stiffness, enhancing the car's high-speed handling and stability.

The brakes came in for attention, too. Whereas the 2.7 shared the same brakes as the outgoing model, the larger-engined 'S' turned to the sibling 911 Carrera 2 for its stoppers. Contemporary tests suggested that the new brakes lacked feedback but all commented on the lack of fade, and greatly improved stopping power from speed.

Externally, the 'S' looked a little different from its stablemate – the giveaways were the addition of the letter 'S' to the rear Boxster badging and the appearance of twin exhaust outlets, compared to the 2.7's single oval tailpipe. At the opposite (sharp) end, the Boxster S featured three air intakes, the 2.7 just two. This helped increase the Cd figure by one point, to 0.32.

The new model also came with 17in-diameter wheels as standard, the sibling continuing to wear the 16in rims of old, while 18-inch rims were a factory option which many customers chose to select. Behind them you couldn't help but notice the bright red brake calipers straddling those Carrera-sourced vented brake discs, which measured 318mm in diameter at the front, and 299mm at the rear.

Step inside the Boxster S and the first thing to have struck you would probably have been the part leather seats, silver dials on the dashboard and the standard air-conditioning. And, more importantly, the gear lever which informed you that you now had six ratios – not five – at your disposal.

Contemporary reports praised this as 'a good thing', with well-spaced ratios that allowed you to keep the 3.2 spinning at optimum revs no matter what conditions. On paper, an engine that produces more torque across a wider rev range shouldn't need an extra gear ratio but the 'S' felt a more complete car because of it, suggesting perhaps that the 2.7 might have benefited as well, had Porsche seen fit.

Both cars were available with Tiptronic transmission, too, and this was a popular choice, especially on the 2.7. It's horses for courses: do a lot of city driving? Get a 'Tip'. Enjoy real driving? Go manual.

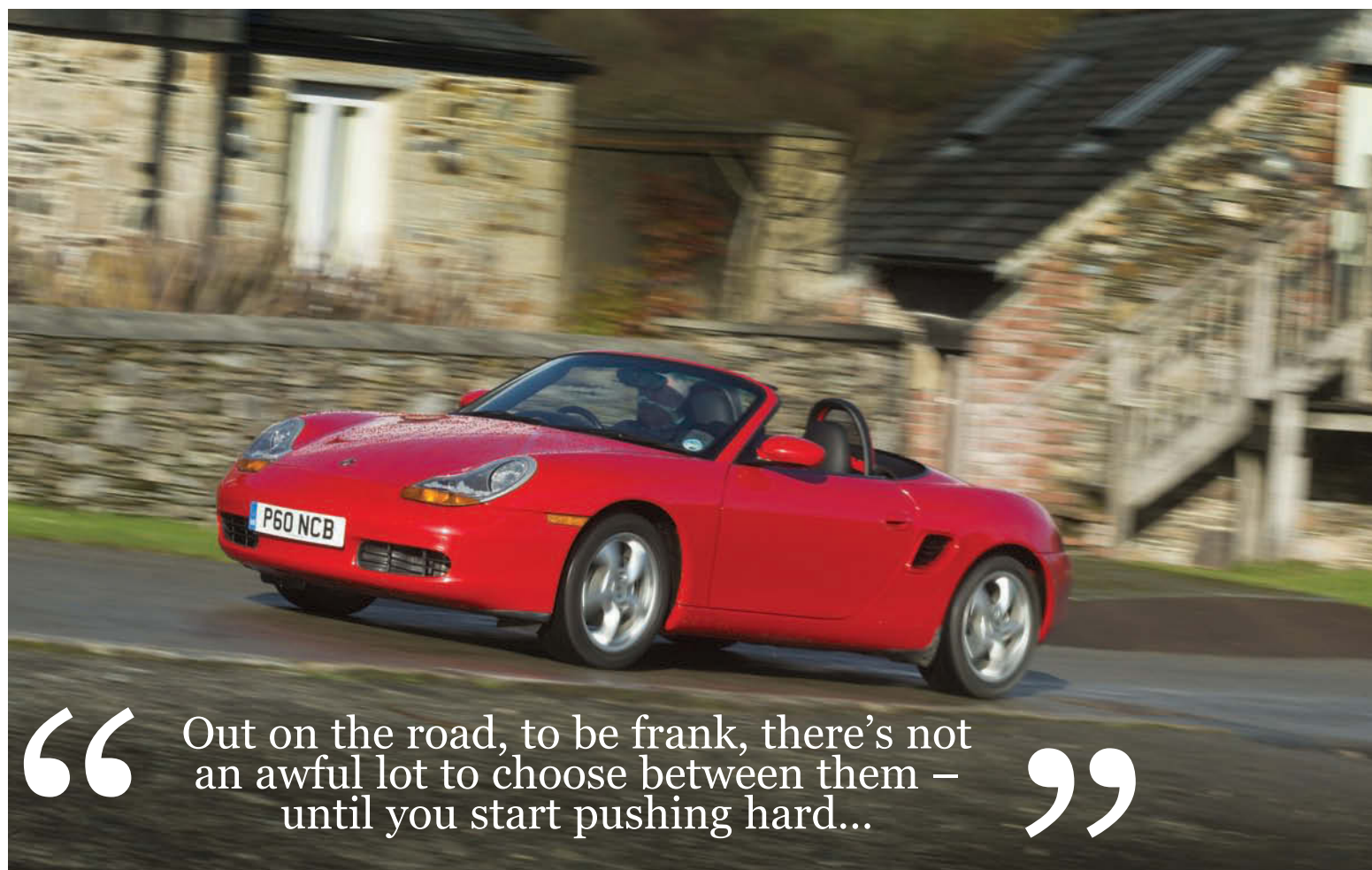
Another area in which the Boxster S garnered praise was its sound. The original Boxster had been accused of sounding a little, well, *emasculated* compared to a 911. You could probably put that down to a mixture of engine specification and the design of the exhaust system – certainly the aftermarket hadn't been slow in coming up with 'sports exhaust systems' to make the 986 sound a little more exciting. The 'S', however, had a deeper, more purposeful exhaust note at all engine speeds, and sounded truly glorious at high rpm.

At its German launch, the Boxster S was the subject of a lengthy Q&A session with Porsche's press and marketing people. Anton Hunger, head of PR at Stuttgart, referred to the 'S' as being 'stronger, swifter and superior' compared to the standard model. 'It closes the price and performance gap between the original Boxster and the 911, and we fully expect it to take Boxster sales to over 20,000 a year,' said Hunger. 'We know, of course, that the Boxster S will inevitably take some sales away from the standard car, but we expect it to have

Left and below: sitting slightly lower on its haunches, the 252bhp Boxster S is the more purposeful of the two and feels more 'complete' thanks to the suspension and brake upgrades. The extra power and torque available adds to the experience, but the 'S' still fell a long way short of the contemporary 996 Carrera 2 for sheer driving pleasure







relatively little effect on the 911 – our customers will still be buying a Porsche, in any case!

What Herr Hunger didn't impress on UK journos was the fact that, despite what he considered 'closing the gap', at a shade over £42,000 the Boxster S was still some £25,000 cheaper than a basic 911. That was a heck of a price differential and stood to clearly define the two markets at which the models were aimed. Of equal interest is the price differential between the two new Boxsters: the 2.7-litre model came in at £34,232, or £8000 less than its more powerful sibling. £8000 – that's quite a bit of money, whatever way you look at it.

Was the 'S' really worth almost 25 per cent more? Did it offer 25 per cent more fun? After all, £8000 could buy you a lot of aftermarket upgrades. By way of comparison, the old 2.5 model ended its days costing £33,950, or £282 less than its replacement. Looking at things from this perspective, the 2.7-litre Boxster looked to be excellent value for money, compared to either the old model or the new 'S'.

And unless you were really dead set on knocking a few hundredths off your 0–60 time, or boasting about an extra 7mph top speed, you could have ticked a few of the options when ordering your new Boxster 2.7

and fooled many of your neighbours into believing you'd gone the extra mile (well, £8000...) and bought yourself an 'S'.

Optional 17-inch wheels and tyres came in at £1075, climate control (air-con) was £1850, a three-spoke leather wheel just £196 and a part leather interior a snip at £1015. That would then have left you with £3800 to spend on engine and suspension mods – or buy a pretty decent hatchback for the daily commute.

But that was then: what about now? There are plenty of Boxsters to choose from on the used car market, both 2.7 and 'S'. The silver car – a Boxster S – you see here has just been sold by marque specialists Williams-Crawford in Saltash, Cornwall, while the red 2.7 belongs to Nick Hartley from Newton Abbott, Devon.

First, the 2.7: registered in March 2002, it's only covered 43,000 miles and was bought as a 60th birthday 'treat' by Nick for himself and his wife, Carole. 'We were at a party and a friend told me that someone he knew was selling the car. I told him after a few pints of ale that I'd buy it!'

It was a good choice for, at £8500 (in May 2014), the Boxster had had just one fastidious owner, Len Haynes, who had only decided to sell because he was buying a new Carrera 4. The dealer must have loved

Len when he ordered the Boxster, for he ticked several items on the options list, including a sports exhaust system, colour-matched roll-over bars, 19-inch rear wheels (with 18-inch fronts), wind deflector and a genuine Porsche car cover.

Aside from the badging, it looks much like an 'S' and certainly sounds like one thanks to the twin tailpipe exhaust. And apart from £600 for a service and two new tyres, the new owner hasn't had to spend a cent on his toy.

The Boxster S is stock and has covered 88,000 miles, but you wouldn't know it. It looks as fresh as the day it came off the line and at £7995, the two previous owner Porsche represented something of a bargain for its new owner. But which represents the better choice: 2.7 or 'S'?

Out on the road, to be frank, there's not an awful lot to choose between them – until you start pushing hard. The five-speed gearbox of the 2.7 is a joy to use, precise and smooth, but as soon as you get behind the wheel of the six-speed 'S', I couldn't help but think how much nicer the 2.7 would be if it had an extra ratio to hand. It needs a little more work to keep on the boil and a set of closer ratios would be a definite bonus, at least in my opinion.

The brakes are clearly far superior in the

Above: Neil Hartley's 2.7 model was well spec'd by its first owner and looks particularly appealing in bright red, as opposed to the more common silver

Below, left to right: switchgear looks dated; the Boxster S came with the red calipers and vented discs of the 911 Carrera 2; black-faced dials of 2.7 have stood the test of time better than the silver dials of the 'S'

#### Thanks to:

Neil Hartley for the loan of his lovely red Boxster 2.7 (which is not for sale...).

Also our thanks go to Adrian Crawford at Williams-Crawford for providing the silver Boxster S (which has now, unsurprisingly, been sold!). Check the latest stock by logging on to [williams-crawford.co.uk](http://williams-crawford.co.uk) 01752 840307





## 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](http://www.hwm.biz) for more information on the company and our stock.

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

**2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles**  
Black Leather int, 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

### 2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles

Black Leather Interior, PSM/PSM/PCM-Sat Nav/Telephone/Recaro Sports Seats, Chrono pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy wheel, Full Porsche Service History

### 2009 - 997 GEN II C2S PDK COUPE (SILVER METALLIC) 28,000 Miles

Black Leather Interior, PSM/PSM/PCM-Sat Nav, Telephone, IPOD Connector, Chrono Pack, Heated Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History, One former Keeper Only

### 2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles

Black Leather Intr, PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History

### 2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 Miles

Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

### 2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles

Black Lther Intr, PSM/PSM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

### 2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles

Black Lther Intr, PSM/PSM/PCM-Sat Nav, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

### 2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles

Full Black Lther Intr, PSM/PSM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Spiltrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

### PORSCHE 996 TURBO

**2002 - 996 TURBO COUPE TIPTRONIC S (RACING GREEN) 38000 Miles**  
Sand Beige Lther Intr, PSM/PCM-Sat Nav, Telephone, Porsche CD Changer, BOSE Sound system, Heated Seats, Sunroof, Fully Electric Seats, Rear Wiper, Alcantara Headlining, Rear Park Assist, 18" Turbo Alloys, Fully Service History.

### PORSCHE PANAMERA

**PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)**  
2012-14,000 Miles, Black lther intr, PSM/PSM/PCM-Touchscreen Sat Nav, Telephone, MFSteering Wheel, BOSE, CD Changer, Memory/Heated/Electric Seats, Sports Exhaust, Cruise Control, Chrono Pack, Sunroof, Rear wiper, Front and Rear park Assist, 20" Alloy wheels, Full main dealer Porsche Service History, One Owner from New.

### 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.

### 1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles

Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, 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 Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

### 1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER METALLIC) 73,000 Miles

Full Grey Leather Interior, Carrera 2S (Widebody Specification), Manual (6 Speed) \*VARIORAM, Sport Seats, Electric Mirrors, Original Porsche Stereo and CD player, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo Alloy Wheels, Full Main Dealer 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

### 1997 - 993 C2S COUPE TIPTRONIC (ARENA RED METALLIC) 73,000 Miles

Grey Lther Intr, Sports Seats, Fully Electric Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloys, Full Service History

### 1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 Miles

Sunroof, Black leather electric seats, 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.

### 1994 - 993 C2 COUPE TIPTRONIC (BLACK) 93,000 Miles

Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

### 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 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)

126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, 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

### 1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles

Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted AC, Factory Fitted Alarm system, Fully documented service history.

### 1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 Miles

Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

### 1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) - 108,000 Miles

Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full service History

### FERRARI - MODELS FROM 1967 +

**2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles**  
Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magnerie Dual Mode Suspension, Tyre Pressure Monitor, Full Climate control, Ceramic Brake Calipers, 19" Forged Diamond Wheel Rims, Scuderia Shields, Full Ferrari main Dealer Service History

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

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

### 2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles

Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields,

Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

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

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

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

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

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

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

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

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

### 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.

#### 1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997

11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITH BLACK CARPET WITH PIPED GREY LEATHER, FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower aluminium inlet manifold/upper aluminium inlet manifold body with performance 65mm throttle body

#### 1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

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

#### 1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles

finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system. The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32 years, totally restored to a very high standard. Total miles is 25,000. Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

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

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

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

#### 1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD

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



## ALTERNATIVE OUTLOOK

With early 2.5 Boxsters now available for as little as £4000 (or less!), they are undoubtedly tempting buys for someone after a fun car at relatively little cost. But there are a couple of other cars in the same price bracket that might prove just as tempting.

The first, as hinted at on our 'Coming next month' page in the last issue of the magazine, is Mazda's worthy MX-5 (or Miata, to some of our overseas readers). This little roadster did as much to rekindle interest in the traditional sports car as Volkswagen's first Golf GTI had done to kill it off.

For years, major manufacturers had turned their backs on this sector of the market, convinced that the overwhelming success of the hot hatchback concept had killed the traditional rag-top sports car once and for all. After all, why get cold and wet in an anti-social roadster when you can get from A to B equally as fast in a full four-seater with proper heating and plenty of luggage space? In 1989, Mazda took another view and turned the clock back to 1962, drawing inspiration from the jewel-like Lotus Elan – which many considered to be the ultimate lightweight roadster – by releasing the MX-5.

The little Mazda was not without its faults – many were disappointed that it wasn't powered by Mazda's free-revving rotary engine, while rust was to prove a problem on the early cars – but it has survived to this day, following a number of revisions. The third generation models, launched in August 2005, fall very much in early Boxster territory, both in terms of price and appeal. Powered by 1.8- or 2.0-litre engines, with five- or six-speed manual, or as an automatic, the MX-5 offers something to appeal to everyone, being available as a full soft-top or as a 'roadster coupé', with removable hardtop.

The cheapest third-generation examples are available at around £4000 (sound familiar?) but you'll need to spend £5000 or more to get behind the wheel of an 06 or 07-plate example with decent mileage. A later face-lifted (ie, post-September 2008) model will set you back at least £8000.

But what if you don't like the idea of a Japanese car in your garage (and who can blame you)? There is another Teutonic alternative which, to the author at least, appeals a whole lot more than the MX-5: the Audi TT. But not just any Audi TT – we're talking the full-monty 3.2 V6 version, with the DSG (Direct Shift Gearbox) transmission.

Now I know what you're thinking: the Audi TT's not a real sports car, with its VW Golf underpinnings. It's viewed by many as a victory of style over substance and, in the case of the old 180bhp 1.8 Turbo front-wheel-drive versions, you'd be right. Things got (a little) better with the 225bhp version, with its Quattro all-wheel-drive specification, but it still somehow lacked a certain something: refinement.

As worthy as the tried and trusted VW-developed four-cylinder engine may have been, it was a little rough and ready for use in as spectacular a car (and, yes, in its day the TT was spectacular in its design...) as the Audi. These days, old TTs have become so cheap – you can easily pick up a basic 180bhp model

for under £2K, with the cheapest we've seen a throw-away £800! – that it's easy to dismiss them as serious rivals to the Boxster. But the 3.2-litre VR6-engined TT is a very different kettle of fish.

Launched in 2003, the 246bhp V6 Quattro TT was a fast and relatively refined coupé. The engine was wonderfully smooth, as only a VW-designed VR6 can be, and the Haldex four-wheel-drive system well proven. The icing on the cake was the availability of the amazing DSG transmission, which allowed super-fast gear changes enabling the driver to take full advantage of the seamless power delivery of VAG's legendary six-pot.

The TT's performance was not to be sniffed at, either. A top speed of 155mph was matched by a 0–60mph time of 6.2 seconds, with just under 30mpg being achievable with care.

Prices for good ones with history start at around £5000, and there are plenty to choose from if you add another £1K to that. Again, very much Boxster territory – even a decent Boxster S, if you're patient.

But can either the Mazda MX-5 or the Audi TT, even with 3.2 VR6 and DSG, match the 2.7-litre Boxster or 3.2-litre Boxster S for appeal? Hand on heart, what would you rather have in your garage: a Japanese copy of a 1960s British sports car, a VW Golf in fancy clothes or a mid-engined thoroughbred with a Porsche badge on the nose? I rest my case...



'S', but then that's to be expected. However, there's nothing wrong – nothing at all – with the non-vented discs of the 2.7, unless you like to get stuck in at track days.

What else? Visually the two cars look great – you can't really fault either. The 'S' looks more aggressive with its slightly lower suspension and red brake calipers, but there's little else to choose between them visually. Step inside and the 'S' is undoubtedly better equipped but I feel the silver-faced gauges looked a little dated – they may have been all the rage in 2002

still has the edge, with a deeper growl that grows to an ear-tingling crescendo as the tachometer needle heads towards the red line. The 'S' is faster, no doubt, but was it really worth the extra money back in its day?

Time has been a great leveller of values and today there is little to choose between the two models. Our natural choice would be the 'S', but you'd be better off buying on mileage, history and condition in my opinion. Don't get too hung up on the badge – many 2.7s you'll see for sale will have been spec'd with air-con, bigger wheels and

“Don't get too hung up on the badge – many 2.7s will have been spec'd with air-con, bigger wheels and leather...”

but they haven't aged well.

Personally, I prefer the Alcantara seats of the 2.7, too, as leather isn't very welcoming when it's cold (which it was on our photo session) and I always find myself sliding about on the shiny surface. Maybe the Boxster S seats simply weren't designed for skinny Brits like me...

But crank up the rpm by dropping down a gear or two and listen. Yes, the 2.7 here has the optional sports exhaust but the 'S'

leather anyway, meaning that unless you really do need those bigger brakes and a little more grunt, you're unlikely to be disappointed.

But what of the other major decision: manual or Tiptronic? Sorry, but as much as I appreciate the finesse of the semi-automatic transmission, I'd suggest you go for manual every time. The Boxster, be it a 2.7 or an 'S', is a sports car after all. And a damned good one at that. **PW**



An Audi TT (above) may not seem an obvious rival to the Boxster, but with the silky-smooth 3.2-litre VR6 engine, coupled to the fast-shifting DSG transmission, it's a car that's worth a second look. The Mazda MX-5 (below) rewrote the sportscar book, proving once again that the days of the two-seat roadster had not passed with the birth of the hot hatchback. Both cars are available at Boxster prices, but we know which we'd prefer to drive.





# FROM THE BEGINNING



It's hard to believe, but it's almost 22 years ago that the Boxster first broke cover, albeit as a styling exercise on display at the LA Auto Show. Porsche doesn't have a big reputation for exhibiting concept cars, but the men from Stuttgart made an exception this time – and for good reason. You see, Porsche had been going through something of a lean patch and was in desperate need of a fresh model to kick-start sales as the new Millennium approached.

Porsche had looked at ways to open up new market sectors before, entering into two joint projects with Volkswagen. The first liaison gave birth to the mid-engined 914, a model which to this day remains relatively little appreciated; unjustly so in our minds.

Let's face it, what wasn't there to like? Mid-engined means great handling – and two good-sized luggage compartments – but sadly it was the 914's controversial styling, a whole raft of internal politicking and VW's lack of enthusiasm that led to the 914's early demise.

This was proved to be a familiar story when Porsche once again found itself left holding the baby when its sibling business partner dropped out of another joint project, this time to develop a front-engined water-cooled sports car. When VW got cold feet (a change in management brought about a distinct lack of enthusiasm), Porsche took the decision to forge ahead regardless. The result was the 924, a model which fought

against the traditional rear-engined, air-cooled layout. The 924 might have been scorned by purist insiders, but it helped save the company, ultimately leading to the development of the 944 and 968.

In the early 1990s, with 911 sales going nowhere, Porsche dealers were only too aware there were precious few new customers entering their showrooms. Porsche's product range was seen as too expensive and too esoteric to have widespread appeal. Enter the Boxster project. After all, an entry-level sports car was just what the dealerships had been crying out for.

The reaction to the LA Auto Show concept was overwhelming, press and public falling over themselves to praise the design. The handiwork of Harm Lagaay, the production version (designated '986') finally appeared late in 1996 as part of the 1997 model line-up. Powered by a mid-mounted 204bhp water-cooled 2.5-litre engine, the Boxster (a play on 'boxer' – as in the engine design – and 'roadster') was available with both manual and Tiptronic semi-automatic transmission. The styling was fresh and modern, reflecting a new image which Porsche was keen to show off.

The Boxster is still regarded by many as the first 'modern' Porsche, a project which began with a blank sheet of paper, the first of a new generation of models to share many major components (including certain body panels and the basic engine

architecture). It was also the first Porsche in modern times to also be built outside Germany – in a bespoke factory in Uusikaupunki, Finland, courtesy of business partner Valmet Automotive.

If only for this reason alone, the Boxster should be regarded as a landmark model in Porsche's history, for not since the days of the old sawmill in Gmünd, Austria, had a Porsche been built anywhere other than the Fatherland.

911 & Porsche World first drove the Boxster soon after its launch in the summer of 1996, and lavished it with praise, the Boxster proving a delight to drive, roof up or down. The handling proved to be extremely neutral in a way that typifies the feel of a well-balanced mid-engined design. In a Boxster, we discovered that you'd really have to be pushing hard to discover its limits on the road, but if you did succeed in spinning the car, then look out, for things tend to happen fast. The only real drawback we noted was the reduction in cabin space due to the central location of the engine, with taller drivers finding things a little cramped.

The styling of the 986 was simple and pure, devoid of spoilers, splitters and swage lines. The new look carried across the range to the new 996-series 911, but arguably worked better on the Boxster than its more costly sibling. Even the so-called 'fried egg' headlamps, with the lower section housing the turn signals and which

Above: Original LA Auto Show concept is generally considered better-looking than the production model, with its low-set intakes and the Speedster-like windscreen treatment



Right: Boxster concept is now on display at the Porsche Museum, where it still attracts favourable comment. It's full of neat details, such as the exposed gear linkage and cute fans for heat and ventilation



have come in for a lot of criticism in recent times, attracted favourable press comment at the launch.

It was obvious from the outset that the Boxster's chassis could handle more power than was available from the 2.5-litre engine. But sadly this is where the Boxster was firmly kept in its place as 'number two' in the Porsche range, for there would be no high-performance 'Turbo Boxster', while the mid-engined layout effectively precluded the development of a four-wheel drive version.

Eventually, in 1999, the engine capacity was increased to 2.7 litres (producing a

helped bring the Boxster's looks a little more up to date. However, most people still agree that the production model never quite matched that original LA Auto Show concept for style...

This first generation Boxster's final fling came in September 2003 with the release of just 1953 examples of a limited edition 266bhp Boxster 'S' launched to celebrate 50 years since the original 1953 Porsche 550 Spyder – supposedly the Boxster's spiritual cousin. The circle was thus complete. In September 2004, production of the 986 models came to an end, to

grips with volume production at this time – both the Boxster and the contemporary 996 have come in for criticism of the fit and finish, especially of the interior. It's true, the older Boxsters do seem a little dated in this respect, and you'll probably have to accept a few rattles from far-flung reaches of the dashboard and innermost recesses of the bodywork, but it's probably equally true to say that almost any rival product from the late 1990s will be far from perfect.

What about the performance? 'Perfectly adequate' is a good way to sum it up. An early Boxster isn't going to pin you to your

“ You'd be doing yourself a disservice by not taking one for a test drive... ”

useful 220bhp), with a 253bhp 3.2-litre 'S' model also available. The new engines helped improve the Boxster's status, without any adverse effect on the drivability which made it so popular. With sub-six-second zero-to-sixty times and top speeds in the 160mph region, the Boxster 'S' was certainly no slouch, as you'll read in the main feature, but there have been some well-publicised engine reliability problems that are shared with the 996.

Another shortcoming of these early Boxsters was the plastic rear window, which had a tendency to go cloudy and split if care was not taken when folding it away. However, Porsche finally addressed this in 2003, installing a glass rear window at the same time as a giving the car a minor facelift, including revised turn signals, which

make way for the new 987 series that appeared in November.

Because the first 2.5-litre models are available for so little money these days, it's too easy to dismiss them as hardly being worth a second look. But you'd be doing yourself a disservice by not taking one for a test drive if you want a modern Porsche but only have a hot-hatch budget.

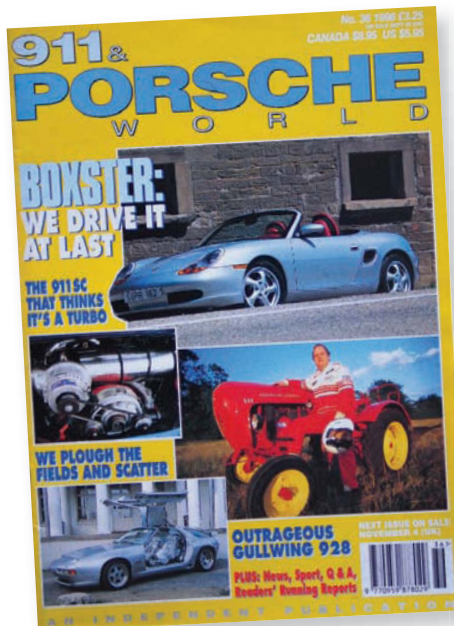
Ignore the jibes about 'hairdresser's car', usually from people who've never driven one, for the Boxster is a true sports car. It is without foibles and maybe that's what puts some diehards off – it's relatively refined (compared to an older 911, certainly) and vice-free. In some ways, it's almost too perfect.

What does let it down is the build quality. It seems that Porsche did struggle to get to

seat under acceleration, or suck out your eyeballs when you hit the brakes, but you'll still have a smile on your face after a lengthy drive through mid-Wales, or some similar twisty cross-country route. And unlike many rivals, you'll have enough luggage space for you and the passenger of your choice to enjoy a weekend away at your favourite hotel.

We're not setting out to 'big-up' the early Boxster (because we don't need to), but suggesting you take off any blinkers you might be wearing and get behind the wheel of one. As we suggest elsewhere in this feature, wouldn't you rather rest satisfied in the knowledge you have a Porsche in your life, rather than some 'lesser' car of with which you're never quite satisfied? Of course you would... **PW**

Right: It was way back in issue 36 in 1996 that we first got our hands on the new Boxster. Were we impressed? You bet! Ian Kuah reckoned it would soon be snapping at the heels of the 911, even going so far as to hint that the 911's days were numbered...





**Sportswagen**

**ECKERT**



*Porsche spare parts for all models since 1950*

## Heating tube inside sill left and right

Heating tube left

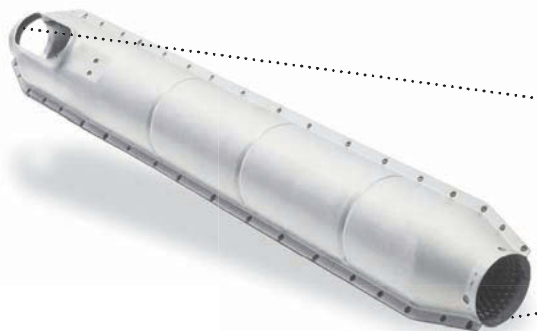
911/912 `65 - `68

249,00 Euro

Heating tube right

ECK 8159

249,00 Euro



## Additional head lamp, chrome

Fog lamps

complete set 911/912 `69 - `73

385,00 Euro

High-beam lamps

ECK 9058

ECK 9057

385,00 Euro



## Repair panel set, rear axle torsion tube

Repair panel set left

3 pieces 911/912 `65 - `89

335,00 Euro

Repair panel set right

ECK 8157

ECK 8158

335,00 Euro



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

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



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

  
**PRECISION**  
PORSCHE SPECIALISTS

01825 721205



Your South East Independent **Porsche** Specialist for all Porsche servicing and maintenance using genuine Porsche parts to maintain manufacturer's warranty.



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ  
email: [info@precisionporsche.co.uk](mailto:info@precisionporsche.co.uk) [www.precisionporsche.co.uk](http://www.precisionporsche.co.uk) t: 01825 721205





Boxster / Carrera Oil Service - £99+VAT  
Boxster / Carrera Minor Service - £190+VAT  
Boxster / Carrera Major Service - £315+VAT  
AirCon Regas - £75+VAT  
Brake Fluid Change - £60+VAT

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

**18,000 sq.ft of Shelved Parts**

Used Cars & Parts Bought and Sold

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

**9-APART Ltd**

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

t:01706 824 053

e:sales@9-apart.co.uk

f:01706 824 665

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



Find us on Ebay and Facebook



## Your Porsche.

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

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



Independent servicing and repair specialists for classic and modern Porsche.

**Call 020 8903 1118 or 01727 866 075 or visit [www.jazweb.co.uk](http://www.jazweb.co.uk)**

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





# MAGIC BUS

Plenty of VW fans have shoehorned Porsche motors into their buses, campervans and pickups over the years, but in the mid-1980s Porsche made a handful themselves. We catch up with a rare B32 in Belgium, plus a few other VW/Porsche hybrids

Words: Johnny Tipler Photography: Antony Fraser





**Y**ep, it's true: you wait ages for a bus and then four come along at once. Only we had to go to Belgium to live the cliché. And strictly speaking, only one of them is a bus; one is a van, and the two others are trucks. But they do fall into the category of Volkswagen buses. Why are they in a Porsche mag? Three have 911 engines, and the fourth trucks a Porsche race car.

Crucially, the bus was actually built at Zuffenhausen in 1985, and that's the one we'll concentrate on. It's found a home with Porsche enthusiast Johan Dirickx at his 911 Motorsport garage near Antwerp, and he'll give us the specific lowdown in a minute. But first, let's ease ourselves into the arcane world of aircooled VW campers and buses.

Beloved of surfer dudes and hippies

raised on Divine Right's Last Trip (featuring '63 microbus 'Urge'), legend has it that Dr Ferdinand Porsche originally conceived the Volkswagen bus during the 1930s in the wake of the Beetle and Porsche tractor. Others say it was actually sketched by the future Dutch Porsche concessionaire Ben Pon in 1947. At any rate, the post-war Wolfsburg factory picked up on the idea and the forward-control T1 (Type 2) kombi/transporter was introduced in late



## GET YOUR OATS

Porsche wasn't the only firm with a vested interest in re-engining the T3; German tuner Oettinger was engaged by VW to produce a six-cylinder engine version using the water-cooled engine, and 3.2 and 3.7-litre versions were made. When VW rescinded the contract, Oettinger went ahead and produced the conversion itself, called the WBX6.



Above: Suitably restrained in metallic grey the Porsche bus gives little away as to its true identity, save for the wheels, but then Porsche wheels on a VW is hardly unusual. Below: Standard VW dials except for central oil temp gauge. 911 gearknob a giveaway

1949, followed by the microbus in 1950 and single cab pickup truck in 1952. Flat-four engine capacities gradually rose from 1.1- to 1.5-litres. Built in Wolfsburg until '56 when production transferred to a new plant at Hanover, the T1 was also assembled in Melbourne, Australia, and in Brazil until 1975. It morphed from T1 'Splittie' to T2 'Bay' (bay-window) in 1968, while retaining the rather confusing Type 2 designation. More than a simple facelift, but still retaining all the basic hallmarks of the traditional VW bus, the 'Bay' or 'Loaf' was a heavier beast, powered by flat-fours rising from 1.6- to 2.0-litres. But the redesigned T3 version with bluffer, squared-off lines like the one featured here came out

in 1979, still powered by rear-mounted 1.6- and 2.0-litre flat-fours, until 1984 when water-cooled 1.9- and 2.1-litre flat-fours replaced the air-cooled motors.

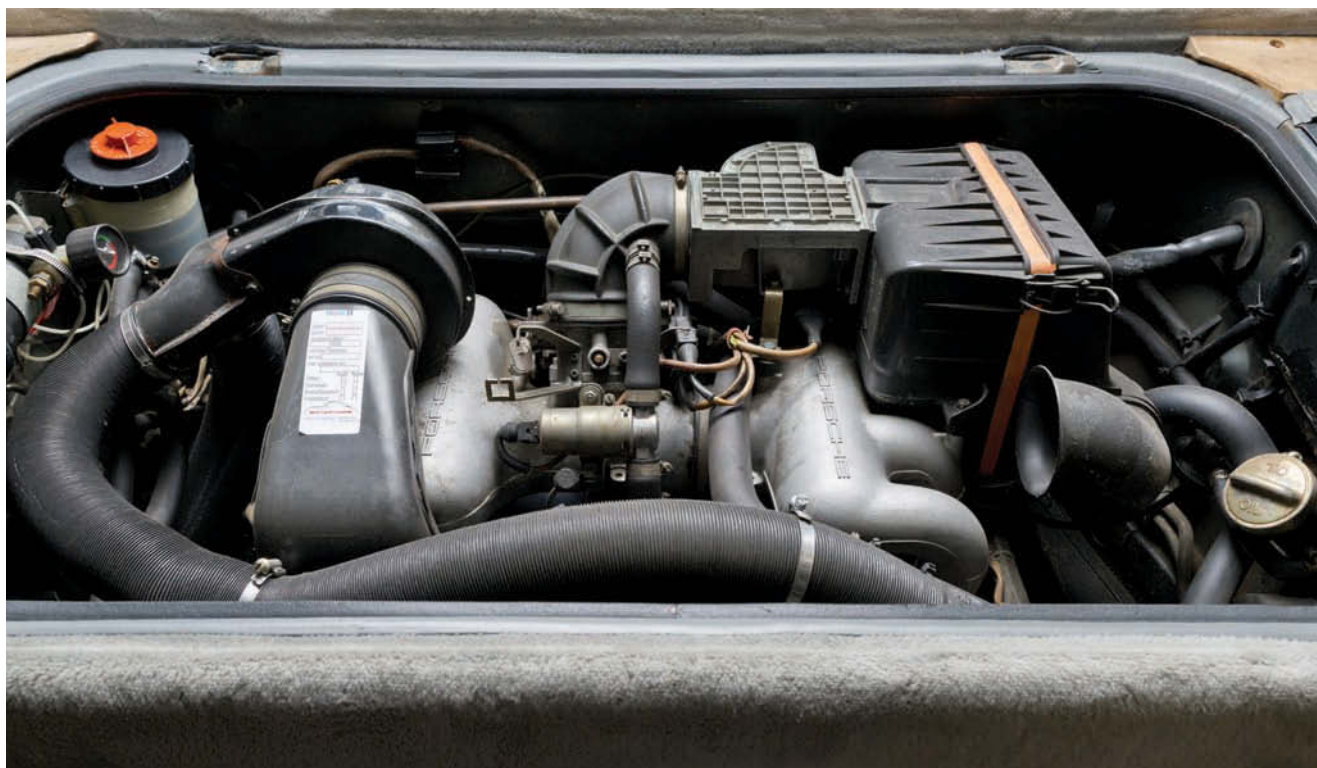
Along the way, VW buses were offered in a bewildering array of configurations, rejoicing in such epithets as High-roof, Panelvan, Samba, Caravelle, 23-window Barndoor, Westphalia, Vanagon and Adventurewagen. And those were just the factory editions, supplemented by aftermarket specialists like Danbury and Devon. There were military and service applications too: ambulances, fire tenders, postal vans, and even the train-tracked Draisine that ran on railway lines. The fact that Splitties are so popular amongst

VW aficionados in the USA stems from the scarcity of panel vans and pickups post-1964, thanks to the 'Chicken Tax', a vindictive tit-for-tat put-down that slapped on 25% of the vehicle's value in tax in return for swingeing European import quotas on US chickens. Really! It was actually a veiled placebo to the US truck industry, which had become increasingly alarmed at the success of VW commercials, and the tax had the desired effect, as VW sales in the States consequently slumped, making commercial buses post-'65 quite rare. Bizarre, but the US Chicken Tax is still in place.

That's enough history; let's cut to the chase. And that takes us over to North Africa







## CONTACT

Stena Line, Harwich  
to Hook-of-Holland  
stenaline.co.uk

911Motorsport  
Blauwesteenstraat  
122  
2550 Kontich  
Belgium  
Tel: 0032 (0) 475  
270 404  
911motorsport.be  
info@911motorsport  
.be

That certainly isn't a VW engine. As any discerning Porsche engine spotter will testify, that is 230bhp's worth of Carrera flat-six 3.2. Enough to give the bus a fair turn of speed

in 1981, when Porsche was busy testing in the Algerian desert ahead of its competitive forays in the Paris-Dakar Rally. The logistics of transporting not only the service backup materials halfway across North Africa, but also ensuring mechanics and crew members were in the right place on schedule, demanded robust service vehicles too. The company had already experimented with VW T3 buses fitted with flat-fours from the 914/4, and in '81 chief engineer Helmuth Bott sanctioned the use of a 3.0 SC engine with promising results. With the introduction of the 3.2 Carrera for the 1984 model year, it was logical to install that car's 231bhp 3,164cc flat-six in the prototype T3 bus, allied to the

belong to the 944S. Our subject car currently runs Cup wheels which owner Johan Dirickx is keen to replace with correct Fuchs rims. Rear drums, stiffer springs, gas dampers and uprated driveshafts complete the running gear spec. The bus body has extra cooling grilles in the sides of the engine compartment and in the trailing edge of the rear apron that shrouds the 911 exhaust. There's a Carrera badge as ID on the rear lid as well as Porsche logos on the wheels and the lower A-posts. There's a rear wiper and a pair of elephant's ear mirrors, and the stance of the vehicle is more purposeful and pugilistic than the stock T3. The version of the T3 bus they

used was the luxury-liner Carat Caravelle, so it wasn't too onerous to glamp up the inside. The leather chairs in the main passenger compartment have arm- and headrests, and the forward ones swivel round to face the rear ones, with a fold-down table between for eating or map-reading, plus storage bins either side. Thick pile carpet clads the floor, there's a state-of-the-art Philips hi-fi, and a Bosch telephone which must be contemporary, and has its own proto hands-free system: simply tuck the handset between your chin and cheek and carry on driving! It's got a ten-vent air-con system too. Instrumentation is recognisably Porsche but

“ It was logical to install the Carrera 3.2 flat-six ”

current 915 gearbox with shorter ratios. The more torquey 3.2 unit enabled a longer final drive ratio to be fitted which improved performance and economy. The aperture to the engine bay was expanded accordingly, involving raising the rear parcel shelf by 6in and incorporating 3.2 Carrera drivetrain mounts, flanked by cubbyholes including the screenwash reservoir, swathed in sound deadening material and rubber insulation. On our subject vehicle it is a properly finished job rather than a cut-and-shut lash-up. A front-mounted oil cooler is installed, along with an additional oil tank and bigger 22.2-gallon petrol tank, located behind the front axle for optimum weight distribution. Plundering the in-house parts bin yet further, Fuchs wheels and ventilated front discs



## VEEDUB PIGGY-BACK

The Type 2 T1 split-screen drop-side pick-up has a 2.0-litre flat-four VW engine, so as far as we're concerned it's the Porsche-built Formula Vee single-seater it's piggy-backing that's of more interest. That's one of five US-made Formcar Formula Vees assembled by Porsche mechanics in 1965, powered by the 1.3-litre flat-four VW motor. Distinguished works drivers including Hans Herrmann, Gerhard Mitter, Günther Schmitt, Helmut Marko, Gijs van Lennep and Dutch importer Ben Pon raced them in the inaugural Formula Vee series at Rossfeld hill climb, the Norising, Solitude and the Nürburgring Sudschleife circuits on the itinerary of works racing manager Huschke von Hanstein's so-called 'Porsche Formula Vee wandering circus'. As delightful a pairing as any you could wish for.



VW makes some very quick turbodiesel vans these days, but you can't argue with the magic of factory built/fitted Porsche power

## VANTASTIC DAY

Not content with one Porsche-powered Volkswagen, Johan has two more, plus a fourth that transports a Porsche product. The second T3 in our Porsche-haulers line-up is a 1979 panelvan powered by a rorty 204bhp 3.0-litre 911 SC engine. What sets it apart visually is the lowered stance and wide Fuchs wheels, embellished with front splitter and four spotlamps, and it actually manages to sound even more awesome than the B32. The cab contains a trio of Recaros and five-point Schroth harnesses, modern Ruf steering wheel, plus 911 gauges and gear-knob logo. There's nothing in the back except the cube that conceals the SC engine, for which all the mounting points have been changed. It's not such a neat job as the factory fitted engine, but there's no doubting the efficiency of its installation, nor its performance, heralded by the in-your-face serpentine sports exhaust projecting from the rear quarters. Johan grins, 'it's fun whenever you drive it, people are staring because there is the sound of a Porsche engine, and all they can see is this VW bus. My son Maxim absolutely loves it.' Only giveaway to the T3's lurking power potential is the 3.0-litre badge from the SC discretely placed on the lower rear valance. 'It's pretty well done,' he says, 'but if you compare it to the B32 which was made by the factory, you can tell this was done by somebody who did a good job but not a perfect one. I was thinking of putting some Martini striping on it to give it a bit more of an identity!'



down to the minimum, and there's a four-spoke 3.2 Carrera steering wheel.

It's not unknown for Porsche to build short runs of vehicles on behalf of other manufacturers – the Audi A4 RS2 (2,891 units made) and Mercedes-Benz 500E (10,479 units) for example, but the VW B32 buses were initially designated for use in-house. Project engineer Friedrich Bezner supervised development of the buses in 1982 under the watchful eye of CEO Peter Schutz, who clocked up some 10,000kms in one of the prototypes, including a 130mph Autobahn

rush. That said, the official quoted top speed was a more modest 116mph as Porsche anticipated the weight of six people on board would severely restrict the max-out figure. Acceleration was rated at 9.6s from 0-60mph, and fuel consumption was a measly 12mpg when the bus was opened up. The formula passed muster, the board agreed the project could go ahead, and the prototype was quickly followed by ten additional 3.2-litre T3 buses. Designated the B32 on account of the engine size, the six-seaters did duty on the Paris-Dakar as well as on more prosaic

outing conveying technicians accompanying test drives of mainstream Porsches.

The board also saw the B32 as a cost-cutting exercise, because now a team of technicians could travel on a job in one vehicle instead of two or three. They were also offered for sale on the official dealer network, each priced at DM150,000 (£40,000), which was a tidy sum back in 1985.

That sale price meant the B32 was always destined to be a collector vehicle, covering relatively few miles and probably tucked away from adverse climatic ravages. A couple of decades on, Johan, who'd hankered after one for years, was aware of a B32 that changed hands in Switzerland in 2008 with 170,000km on the clock for 70,000 Euros. 'I thought that was way too expensive at the time,' he says. 'It went to a collector in Austria, and he already had three of them, so he'd almost cornered the market. That one finally went to the Volkswagen collection at Wolfsburg. But meanwhile he kept on calling



“ They were offered for sale at £40,000, a tidy sum in 1985 ”

me as he knew I wanted a B32, and eventually I agreed to buy one from him – chassis number 3.' It joined Johan's other Porsche powered 'Dubs, but there are aspects that he plans to rectify, and that could extend to a respray, but so far it's just had its underneath ice-blasted to clean it up.

It's time for an outing in the plushmobile. No hanging around at the bus stop: I climb





Based on a Caravelle, there's a lot of luxury going on inside. Eighties grey leather prevails and note the equally '80s full size car phone

## FLAT-SIX FLAT-BED

The T2 flatbed recovery vehicle is not yet restored, though Johan anticipates it will be done in due course, including as much of the original patina as possible and reproducing whatever is lost. Starting life as a T2 two-door pick-up, it was recreated as a six-wheeler in the '60s in the USA, Johan believes, as 'a fast intervention tow truck, to haul VWs and go to shows and drag racing events.' A 2.2-litre 911T engine was shoehorned in, and the roof of the cab was lowered by about 4cm. The middle pair are the driven wheels, and the rear axle is narrower and the camber is negative possibly set up deliberately to counter the weight of winching a car on board. The cabin's quilted velour upholstery is like a playboy tart trap, evocative of a sleazy brothel. That's real '70s customising, isn't it, says Johan. 'It's a well-known VW in the US, because it was featured in different magazines in the '60s, like *Hot VWs*, and basically I bought it to get it restored, and then it will carry another '60s Porsche at shows.' The airbrushing is typical '60s artwork, which appeals to Johan and will be reproduced during a restoration. The original patina is still good enough to make him ambivalent though. 'Recently I've been thinking about restoring, or not restoring, because I kind of like the rat look, but it's gone a little bit too far to keep it like that, but whatever happens, I'm probably going to put in a 2.7 double ignition engine, just for fun.'

on board and swing myself into the luxury driver's seat. It's a bit like a posh office chair. I turn the key. The engine bursts into life, and it is just uncanny, a Porsche flat-six snarl coming from a VW bus. It's also kind of weird, though Johan is entranced. Who wouldn't be? The leggy shift lever is simple to orientate, and even the sitting-up-at-the-table driving position is pleasant enough, thanks to the commanding view of the road and scenery, which of course Cayenne and Macan drivers take for granted. To start with, the most striking thing is how rapidly and efficiently it accelerates, and it bears no relation to the progress of a normal VW bus. There's a strong element of wolf-in-sheep's-clothing, as its raucous don't-mess-with-me

Belgian country lanes. Having pushed it a little I relax into camper mode. When not trying too hard, it becomes an easy vehicle to drive, given a slight tendency to wander, so I wouldn't especially relish a high-speed pursuit over the Atlas mountain passes, though I suppose the Paris-Dakar does itself encourage a strong reckless tendency which one would inevitably get carried away by. As The Who might have sung, Too much Magic, Bus! So, cruising and brisk acceleration are its forte, then. But the B32 is something else as well: a mobile conference

room that boasts the added panache of Porsche power and the kudos of Zuffenhausen assembly. Soul stirring? Well, no, not unless you're a devoted aircooled freak or bus catcher. It doesn't have the handling to match that of Johan's other Porsche-powered Type 3. But think away the unprepossessing workmanlike body, relax into the boardroom chairs and gloat at the cramped-up coupé dwellers beneath you. Anyway, there is a kind of magic to it when you fire up that 3.2 Porsche motor. And I'll queue up for that anytime. **PW**



“ Only when accelerating do you hear the flat-six ”

surge off the line at the traffic lights is so unexpected. The engine runs superbly, though the insulation is so refined within the beast that it's only when accelerating hard that you do hear the distinctive sound of the flat-six. I glance at the dials: 4,000rpm in fourth equals 120kph. It is stable going straight ahead; it's lifting off the gas that unsettles it.

So much for straightline prowess; there's only so much power that the fundamentally Volkswagen-based chassis can cope with in the turns, and it is something of an understeering barge, requiring a certain amount of prudence as I haul it around the tight corners of our test route along the





## ROGER BRAY RESTORATION

Milestone Services, London Road  
Whimble, Exeter, Devon EX5 2QB



Due to high demand we will be having an open day on  
**Saturday 25th April 2015 10am to 5pm.**

There will be workshop tours various  
demonstrations, various parts on display and  
for sale and BBQ and refreshments.

Everyone is welcome.

Please can you let us know if you are  
planning on attending.

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

Tel: 01404 822005 Fax: 01404 822007

e-mail: [parts@rogerbrayrestoration.com](mailto:parts@rogerbrayrestoration.com)



## Yorkshire Classic Porsche

Yorkshire's No. 1 choice for  
classic to modern Porsche

Please call us on 08434 996 911



'91 PORSCHE 3.3 964 TURBO

£POA.



'05 PORSCHE 911 CARRERA S

£25,995.



'00 PORSCHE 3.6 TURBO 4WD

£34,995.



'91 PORSCHE 911 3.3 TURBO

£54,995.



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

Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA

## Is your Porsche ready for Winter?

Free winter check for every Porsche model

Porsche trained Technicians. Over 28 years experience.

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...



**Cavendish**  
INDEPENDENT PORSCHE SPECIALISTS

### EXPERIENCE IS EVERYTHING

From servicing to full engine re-builds, your beloved Porsche is in very safe hands. Our technicians are fully Porsche trained with many years of experience.

We use the latest PIWIS official Porsche diagnostic systems and can offer you the same workshop facilities that you would find at any Official Porsche centre, but at independent prices.

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



# GANTSPEED

## ENGINEERING LTD

- Founded in 1975 by Proprietor Robert Gant.
- Highly Professional, Personal and Cost Effective Service.
- Extensive Purpose Built Facilities.
- High Standard of Workmanship and Business Integrity.
- Experienced Team Dedicated to All Things Porsche.
- Depth of Knowledge from 356 to Current Models.
- Restoration, Project Work & Competition Builds and Preparation on 356 and Early 911 a Speciality.
- Latest Diagnostic Equipment.



**Complete Restoration**



**Concours and Competition Preparation**



**Engine and Transmission Rebuilds**



**Bespoke Replicas**

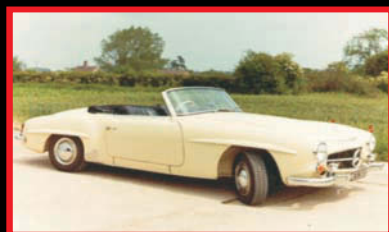


**Accident Repairs and Paintwork**



**Servicing and Maintenance**

Whilst GANTSPEED has attained an enviable reputation specialising in Porsche, we do occasionally take on other interesting projects



## GANTSPEED ENGINEERING

Chapel Lane,  
Mareham-Le-Fen,  
Boston  
Lincolnshire PE22 7PZ

**Telephone : 01507 568474 • Fax : 01507 568664**

email : [info@gantspeed.co.uk](mailto:info@gantspeed.co.uk) or visit our website : [www.gantspeed.co.uk](http://www.gantspeed.co.uk)

FOR ALL THINGS PORSCHE





# SPORTOMATIC



# SHIFT EASY

Years before Porsche developed its PDK double-clutch technology, there was another semi-automatic transmission available for the 911: the Sportomatic...

**Words:** Keith Seume **Photos:** Porsche Archiv, author and as credited

**M**ost people are by now familiar with Porsche's PDK technology, which allows high-speed gearchanges to be made with nothing more than a flick of the fingertips. No more time-wasting antics with a clutch pedal: just 'zap' and up she shifts in a nano-second.

We looked at the story behind the PDK – *Porsche Doppelkupplung*, or Porsche Double Clutch – system back in our November 2013 issue, tracing its roots back over 70 years. It's an amazing design which takes the strain out of high-speed driving but at the expense of driver satisfaction. By that, we mean the pleasure that is derived from driving a manually-shifted Porsche to its limits. Or yours.

We've all felt pretty smug at times when we've executed a perfectly-timed double-

declutched downward shift as we head at speed into a favourite corner. It's one of life's simple pleasures and, for that reason, it's easy to see why many enthusiasts shake their heads in dismay when it seems likely that, in the not too distant future, you may not be able to buy a 911 with a manual transmission as standard.

You could easily be forgiven that the concept of making a 911 'easier' to drive was something new, something which forms part of modern society's mollicoddling which seems determined to not only protect us from ourselves (after all, who are we, mere drivers, to know when and how to change gear without making a mistake?) but also make us feel rather more detached ('you just sit back and let the Porsche take the strain...'). But you'd be wrong.

Thankfully, Porsche never fitted the 911 with a fully-automatic gearbox, but they

might have done had one been available. In fact, I am pretty sure that had Volkswagen introduced the automatic version of the Type 3 (Fastback, Variant, etc) earlier than 1969, then there's a good chance that Porsche might have investigated the possibility of adapting it for use in, if not the 911, then the four-cylinder 912.

But what Porsche did do was follow in Volkswagen's footsteps (and those of several other European motor manufacturers) by adopting a semi-automatic transmission with the aim of widening the 911's appeal.

In 1961, Volkswagen began offering a semi-automatic version of the Beetle which featured a transmission that could be manually shifted without the use of a clutch pedal. The system was made by Fichtel & Sachs (best known today in Porsche circles as a supplier of clutch components) and

Above: Cover of the September 1968 Sportomatic brochure (above) made it clear from the get-go that the days of the clutch pedal were numbered. But was the market ready for such a bold move? Right: Porsche clearly reckoned so, even for the sporting 'S' model





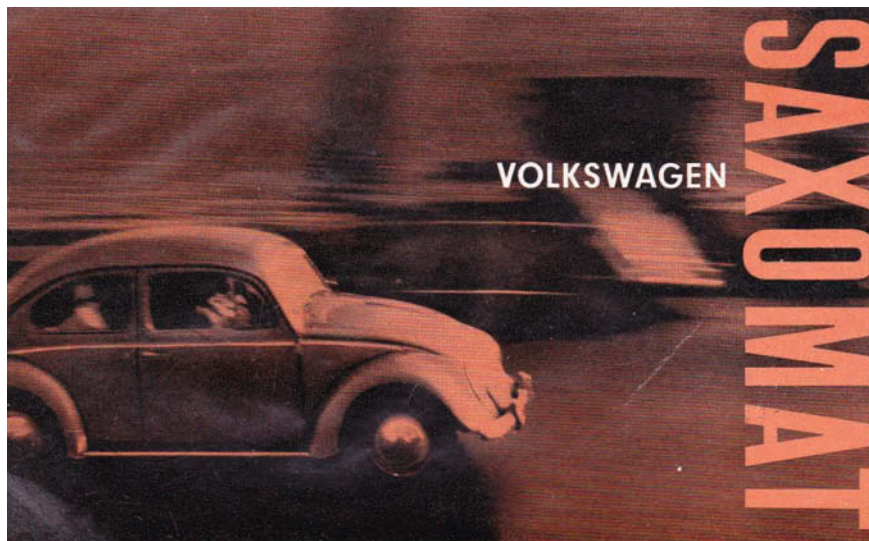
marketed under the name 'Saxomat'. It was an interesting design which was adopted by a wide range of manufacturers, including Fiat, Lancia, Ford, Saab, Borgward, NSU, Opel (who renamed it 'Olymat') and BMW.

The principle of the Saxomat transmission was very clever, and intended to overcome the deficiencies of contemporary fully-automatic gearboxes. In the 1950s, auto transmissions tended only to be found on cars with large-capacity engines. The problem was that early automatic gearboxes were inefficient, wasting a lot of power, and were slow to shift and not without reason did they become known as 'slushboxes'. To make the most of them, you need a big, torquey engine – a typical American V8 was ideal for this role.

Not only were conventional automatic gearboxes inefficient, but they were also bulky and, as yet, nobody had developed a compact transaxle design which could be used in a rear-engined, rear-wheel-drive vehicle. Like a Porsche or Volkswagen...

But what if you could adapt a conventional manual transmission in a way that would allow the driver to sit back and relax if he so wished, yet still be able to take control if a situation dictated some form of manual override? A manual gearbox that didn't need the driver to operate a clutch pedal, maybe? Or one which could be put in any gear and driven away from rest if the driver wanted to be really lazy?

The Saxomat design allowed for all this, and this is how. First of all, the basic unit is a four-speed manual gearbox but the difference lies with the clutch and its matching flywheel. In fact, there are two clutches, one relying on a conventional sprung pressure plate, the other a



centrifugal design, which disengages at low engine rpm. The conventional sprung clutch was referred to as the 'gearshift clutch', the other as the 'starting clutch', each of which worked independently of the other.

When moving from rest, the driver selects first gear as he would with a regular manual (except, of course, there is no clutch pedal to push...) and then lets go of the gear lever. As he applies the throttle, the centrifugal ('starting') clutch gradually locks up, causing the vehicle to move forward. Simple, but what happens when it's time to change gear?

The action of putting your hand on the gear lever activates a switch, thereby completing an electrical circuit to a solenoid-operated control valve mounted in the engine bay. The valve allows inlet manifold

vacuum ('stored' in a vacuum tank on the right-side of the engine bay) to operate a servo mounted on the transmission. This then pulls the clutch release arm, similar to that on a regular manual VW gearbox, to disengage the clutch.

With the drive disengaged, the gear lever can now be used to select the next gear, the action of releasing the lever breaking the electrical circuit to the solenoid control valve and causing the clutch to re-engage – and off you go!

Once the transmission is in top gear, you can sit back and relax. If you wish, you don't even need to change down when coming to a rest, as the act of allowing the engine revs to fall below a predetermined level (dictated by the centrifugal clutch's settings) disengaged drive, allowing the car

Volkswagen's Saxomat gearbox was developed by Fichtel & Sachs, who later would work with Porsche on the Sportomatic. The VW system used a centrifugal clutch rather than a torque converter to take up initial drive

## For the sports car enthusiast —now available in all 6-cylinder Porsches—



**PORSCHE**  
**SPORTOMATIC**



### HOW FAST?

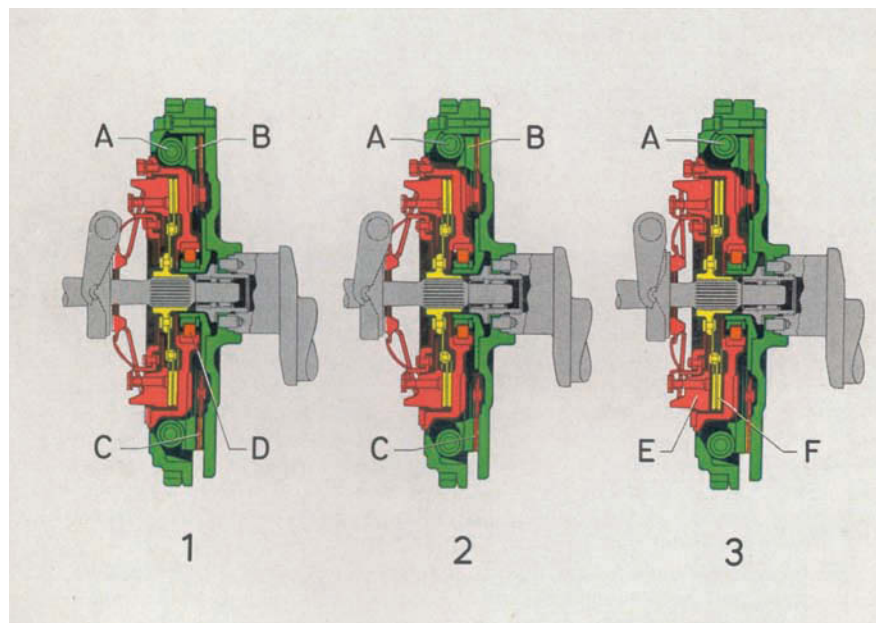
So, how well did the 911 perform with a Sportomatic gearbox? *Autocar* recorded the following times in 1968 with a 911L:

0-50mph: 6.9secs  
0-60mph: 9.8secs  
0-70mph: 12.4secs  
0-80mph: 15.1secs  
0-90mph: 19.6secs  
0-100mph: 23.7secs

Standing 1/4-mile:  
17.1secs

Maximum speed:  
127mph





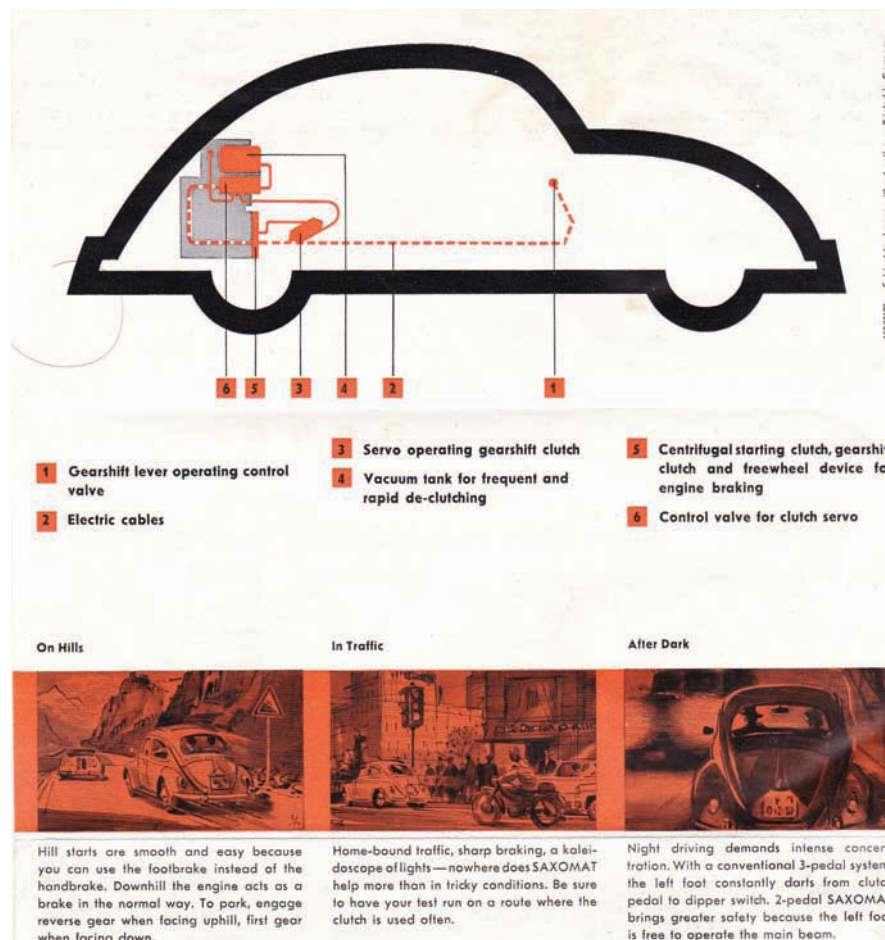
to come to a halt without stalling the engine.

This is a simplified explanation, obviously, but you'll get the general idea. It was a very clever design, one which took the strain out of city driving in particular, with the added bonus of there being little or no loss of performance compared to a similar car fitted with a manual gearbox. It was a win-win situation.

Apart from cost – and added complication. The Saxomat increased the price of a Beetle by almost a third, at the

same time making servicing the drivetrain considerably more complicated. Vacuum leaks through split or perished hoses would make the system sluggish, while wear in the centrifugal clutch (which relied on a series of rollers that were forced out against the flywheel to take up drive) led to clutch slip or a jerky driveline.

But it was a clever concept and one which was put to good use by VW until 1967, when it made way for the new 'Stickshift' – another semi-automatic design



Saxomat: A = centrifugally-operated rollers; B = secondary friction ring; C = primary clutch disc; D = secondary clutch friction surface; E = secondary dry clutch; F = secondary clutch disc. Drawing 1 shows car at rest; 2 – in driving mode; 3 – while changing gear

which, this time, relied on a torque converter in place of the double-clutch system. It was a more advanced concept which had already been tried and tested at Porsche in the form of the Sportomatic...

Introduced for the 1968 model year, there were sound marketing reasons why such an option should be offered. After all, more than half of all new Porsches sold went to the USA, a country where, as far as domestic vehicles were concerned, the automatic transmission was king.

Although alien to the European way of thinking, there was an increasing number of younger American drivers who had never even driven a car with manual transmission. Added to that, the two main domestic sports cars – Ford's Mustang and Chevrolet's Corvette – were both sold with fully-automatic transmissions, meaning there was less of a stigma attached to driving an enthusiast's car equipped with a 'slushbox'.

Bearing that in mind, why did Porsche, then, not go the whole way and build a 911 with a fully-automatic gearbox? The problem was principally one of cost. In the early- to mid-1960s, as the 911 was undergoing development, automatic gearbox technology was nothing like as advanced as it is today.

As Volkswagen had discovered years earlier, there were no compact automatic transaxles available and the cost of developing one – or commissioning its development – would have been prohibitive. Don't forget, years later, Porsche turned to Mercedes for an automatic gearbox to use in the 928 for this very reason.

Porsche had experimented with a two-speed semi-automatic transmission on the 356, which relied on a torque converter to transfer the drive. A single-disc clutch was operated by oil pressure (as opposed to the Saxomat's vacuum assistance) and used to select gears.

However, this particular transmission, developed by Voith for Volkswagen, didn't match up to Porsche's expectations (or VW's, for that matter), but it did sow seeds in the minds of the development engineers at Stuttgart. Clearly the idea of a semi-automatic using a torque converter was deemed worthy of further investigation.

What Porsche proposed was a similar design but one based around a four-speed transaxle which, internally, was virtually identical to the regular four-speed manual gearbox used in the 911. The new transmission was known as the Type 905.

The overall concept was similar to the Saxomat in many ways except that, instead of the centrifugal clutch, a three-element torque converter was used to allow drive to be taken up progressively. This was, once again, used in conjunction with a conventional dry clutch, which was activated by vacuum each time a gear change was made by the driver.

The torque converter, which was manufactured for Porsche by Fichtel & Sachs, meant that the stock flywheel could no longer be used – in fact, as with all



## OH DEAR

You'd be hard pressed to get away with advertising like this today, but back in the 1960s sexist ads were commonplace. Volkswagen suggested that a regular manual transmission might 'scare the wife', so buying her a semi-automatic Beetle would be a smart move. Porsche, on the other hand, tried to push the Sportomatic as a real alternative to the manual on the 911, using the 1967 Marathon de la Route victory as a good example of what the system was capable of.

Saxomat brochure illustrates how easy it is to perform hill starts, as well as showing how much more pleasurable city driving is with a semi-automatic gearbox. Less convincing is the suggestion that it makes night driving easier – the lack of clutch pedal means you can concentrate on using the floor-mounted dipswitch!



automatic transmissions, a flywheel was no longer needed, the converter itself assuming this role.

The beauty of a torque converter is that, as the name suggests, it multiplies the available torque at low rpm before 'stalling' (effectively locking up) by, in the case of the F&S unit, a factor of 2.15:1. The stall speed was 2600rpm.

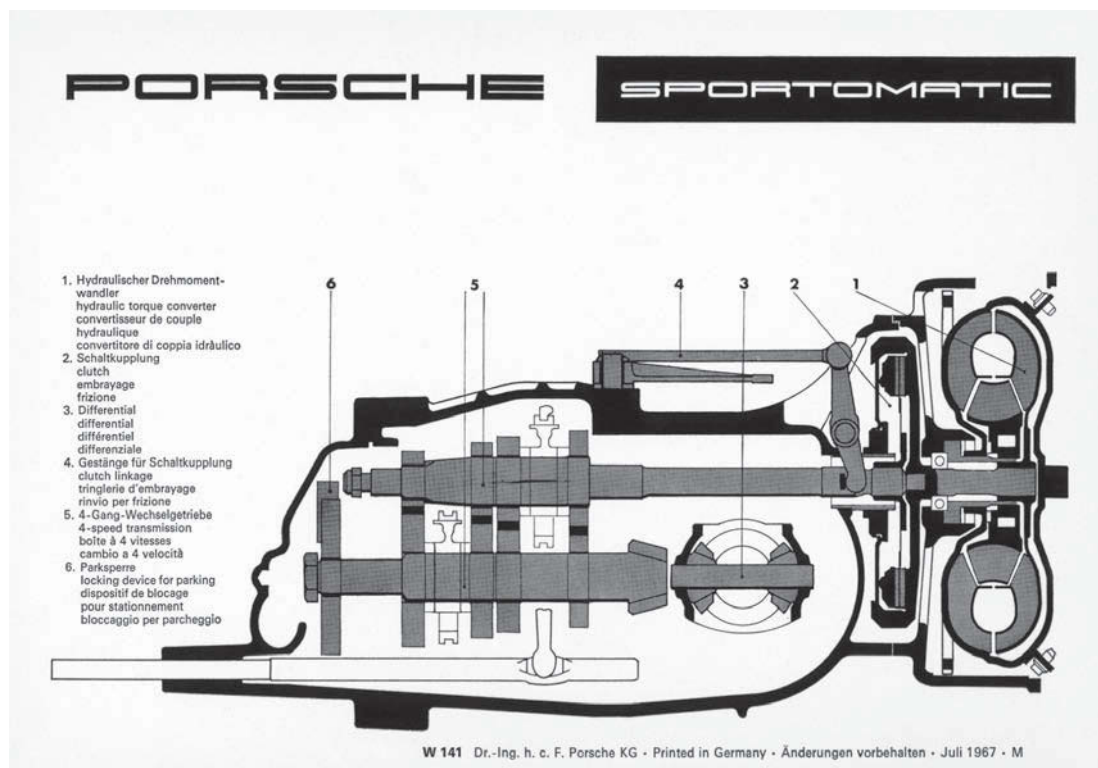
A further benefit of a hydraulic system like this is that it is smoother in operation compared to the centrifugal mechanical design of the Saxomat's primary clutch. The downside is that, as with virtually all hydraulic couplings, there was an element of slip at high speeds.

The converter allowed the car to be moved from rest regardless of which gear had been selected. As the converter 'slipped' as it operated below its stall speed, it behaved in a similar way to gently feeding in the clutch on a car with a fully manual gearbox and dry clutch. In stop-start city traffic, this meant you could simply leave the car in any gear and drive it as a full automatic, although the performance was greatly reduced by doing so.

Again, in a similar way to the Saxomat, the process of changing gear was controlled by the driver. Placing your hand on the gear lever triggered a switch which activated a vacuum servo at the rear of the car. This was attached directly to the clutch release mechanism.

The clutch was smaller in diameter than that used with the manual transmission because it did not have to cope with the heat generated by slippage as the vehicle moved from rest. That was the domain of the torque converter. In fact, the new clutch was just 190mm in diameter, compared to the contemporary 911's 215mm.

The microswitch used on the gear lever



was very sensitive, and the mere act of resting your hand on the gear lever between gearchanges, as many do on a car with a manual transmission, was enough to prevent the clutch from engaging. As a way to discourage drivers from being lazy, it was an effective tool!

The gearbox itself was a regular transaxle unit like that fitted to every other 911. Porsche deemed it only necessary to use four ratios, feeling that the Sportomatic

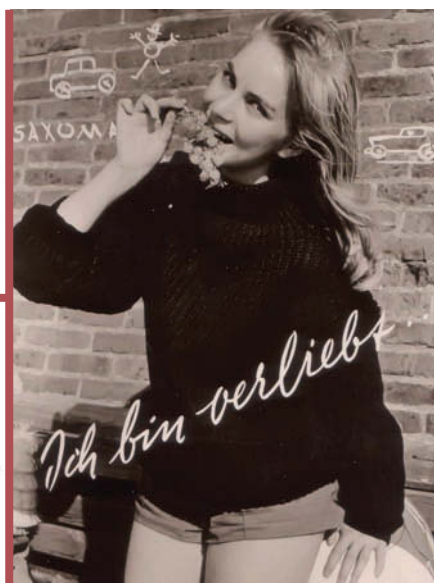
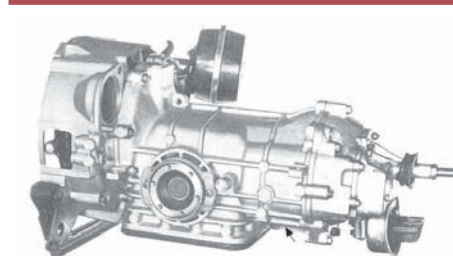
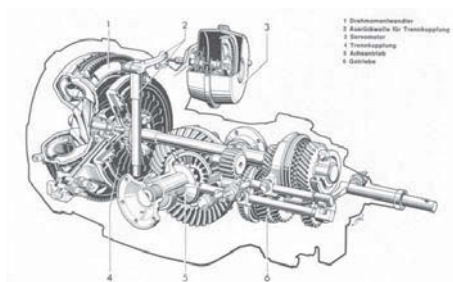
would be chosen by drivers with slightly fewer sporting pretensions than others.

The gear ratios were, however, adjusted slightly, with the lower three ratios closely spaced. The ratios used in the Sportomatic gearbox, compared to those of the manual four-speed (shown in parenthesis), were as follows: 1st gear – 2.40:1 (3.09:1); 2nd gear – 1.68:1 (1.68:1); 3rd gear – 1.12:1 (1.12:1); 4th gear – 0.962:1 or 0.926:1 (0.86:1). The numerically higher fourth gear was used on US-spec models, as well as the 911L in other markets, while the numerically lower ratio was fitted to the 911S and 911T models.

The final drive ratios were different, too, with the Sportomatics running a 3.86:1 ratio, which was higher (ie, numerically lower) than the manual's 4.43:1 in order to take into account speed-reducing slippage in the torque converter.

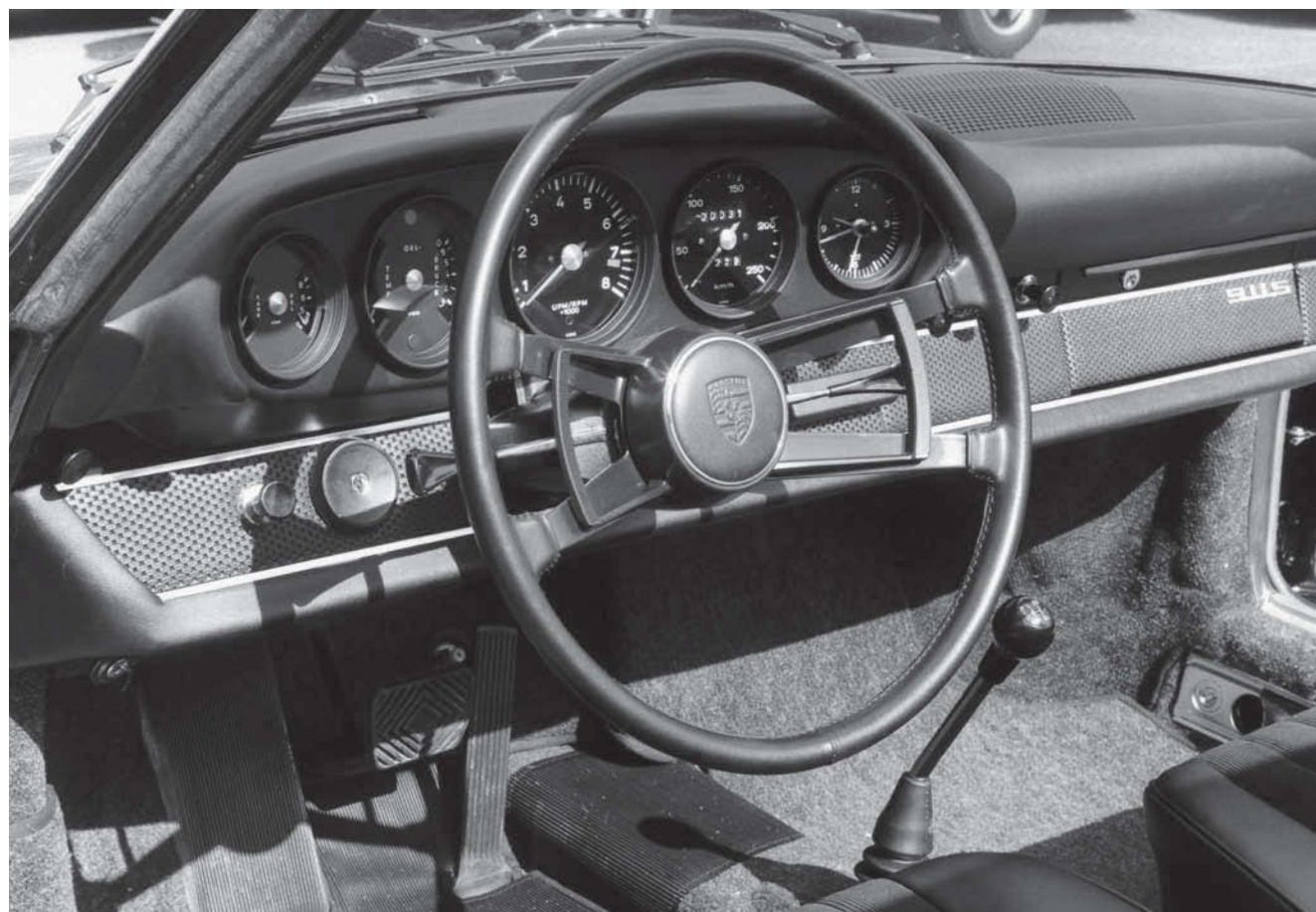
Schematic drawing of the Sportomatic appeared in the first sales brochure and probably only served to confuse buyers than convert them. Note the parking brake located at the end of the gearbox

“ The mere act of resting your hand on the gear lever... was enough to prevent the clutch from engaging ”



Far left (upper and lower): Volkswagen further developed the semi-automatic transmission with the introduction of the 'Stickshift' gearbox in 1968; Saxomat's model (centre) said she was in love with the system; both Fiat and DKW (left) offered some of their models with the Saxomat gearbox





What's missing in this picture? Oh yes, the clutch pedal! The 911S wasn't the most obvious choice for the Sportomatic gearbox and sales confirmed that. However, factory driver Vic Elford liked it so much he chose a 911S Sportomatic as his daily driver

## “ How was this slightly oddball machine received by the press? Well, to be fair, on the whole not too badly ”

There were other differences between the manual installation and the Sportomatic, too. Both the manual and semi-automatic units relied on their own supply of oil to lubricate the gears and differential units, but the Sportomatic also required a separate supply of oil for the torque convertor. This was in fact engine oil, supplied to the convertor from the engine's dry sump oil tank via a dedicated oil pump driven off the end of the left-side camshaft.

Another significant difference is that there was a parking brake incorporated at the nose of the gearbox, which acted to lock the transmission in the same way that engaging the 'Park' position in a fully-automatic gearbox locks the transmission

solid, stopping the car from moving.

With the Sportomatic having four forward gears, plus 'Park' and reverse, the knob on the gear lever was unique to the model. To select the gears, the lever was moved to the left and back for reverse, or left and forward to select 'Park'. The four forward gears were located on a conventional H-pattern, but the knob was marked 'L' (for low ratio), 'D' (for 'drive') and then rather cryptically 'D3' and 'D4'. What happened to 'D2', we will never know...

The Sportomatic was launched in July 1967 for the 1968 model year across all 911 models. However, poor sales led to the 911S Sportomatic being dropped from the range in August 1969, customers (and the

marketing department) clearly feeling that a semi-automatic gearbox, no matter how efficient, didn't really go hand in hand with the 911S's sporting image.

How was this slightly oddball machine received by the press? Well, to be fair, on the whole not too badly. You could be forgiven for thinking that the very concept of a semi-automatic 911 would be anathema to most motoring journalists, but not so. And a little more surprising is the discovery that it was Europe, rather than America, which embraced the 'Sporto', as it soon came to be called, rather more openly.

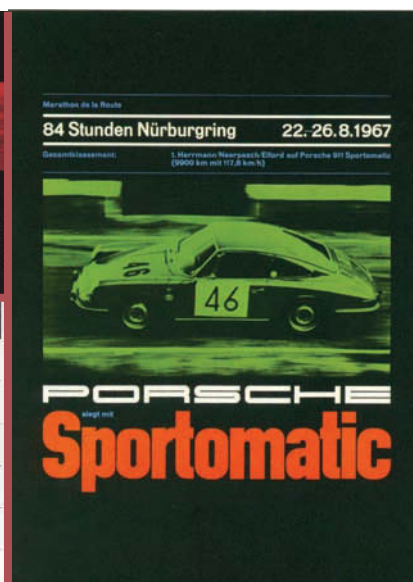
*Autocar* magazine's road test of the 911S Sportomatic reckoned it was the best 'selective automatic' they had ever sampled, and that it was a joy to drive at speed on twisty roads, whether shifting 'manually' or by just leaving it in third gear (D3) and letting the torque convertor sort things out at lower speeds.

Intriguingly, *Autocar's* reports included this reference: 'If you are driving hard you can easily keep the revs in the best working band (3500 to 7000rpm), heel-and-toeing down for the corners being a naturally fluent



Far left: *Car and Driver* magazine was disparaging about the Sporto; unique gear knob showed how to find your way around the gearbox; 911E Sporto remained on sale after the demise of the 911S





## AND THEN?

The Sportomatic was given a new lease of life in August 1973 when the technology was applied to the new 915-series gearbox, to become Type 925. Sales were poor, though, and in 1974 it became available as a no-cost option on the 2.7-litre 911. To exploit the torque of the larger-capacity engines, the Sporto lost a ratio, becoming a three-speed. This, for many, was the final nail in the coffin as far as any sporting pretensions were concerned. In August 1979, the Sport disappeared from the line-up, with the 911SC being the last 911 available with a semi-auto trans until the advent of the Tiptronic-equipped 964 in 1990.

movement'. Normally this would suggest the driver was double-declutching on downward shifts – something which is not actually possible on a Sportomatic. After all, you can't pause momentarily in neutral, release the clutch, dab the throttle, depress the clutch and select the next ratio on a semi-automatic 'box! Presumably he was braking and then dabbing the throttle while his hand was still on the lever with drive disengaged, which doesn't actually serve any real purpose...

The test concludes with the note that 'rarely have we been quite so unanimous in our acceptance of a road test car, and rarely, too, have we disagreed so much with some of our contemporaries...' That last comment was clearly a dig at the US-based publications, principally *Car and Driver* and *Road & Track*, neither of whom expressed overwhelming affection for the Sporto.

*Road & Track* was particularly scathing of the Sporto's perceived lack of refinement, suggesting that 'the 911 becomes excessively noisy with the Sportomatic. To put it bluntly, it sounds very much like a GM city bus when moving away from rest! A very odd comment and one which we can only assume results from insisting on pulling away from rest in fourth gear, where the engine note at low revs might well have sounded unrefined.

*Sports Car Graphic* was slightly more impressed, saying that 'Porsche has accomplished successfully what it set out to do with the Sportomatic, even though some Porsche owners might weep and cry "Give me a stickshift, or give me death!"'

Both titles commented on the fuel consumption, *R&T* recording figures of 16–19mpg (US) over the course of the road test, compared to 15–20mpg for a similar 911 with manual transmission.

*Car and Driver* was merciless. 'Well, it doesn't work,' said its road test report. 'Not only is Sportomatic a funny name, but the transmission is a funny transmission – though there is little humour in the added \$280 tacked on because they've taken away the clutch.

'The whole thing puts you to mind of Detroit's bizarre efforts at clutchless shifting that died a merciful death in the middle Fifties. We understand the reasons for it, but we disagree and we don't like it...' So

we'll take that as a 'No thank you', then.

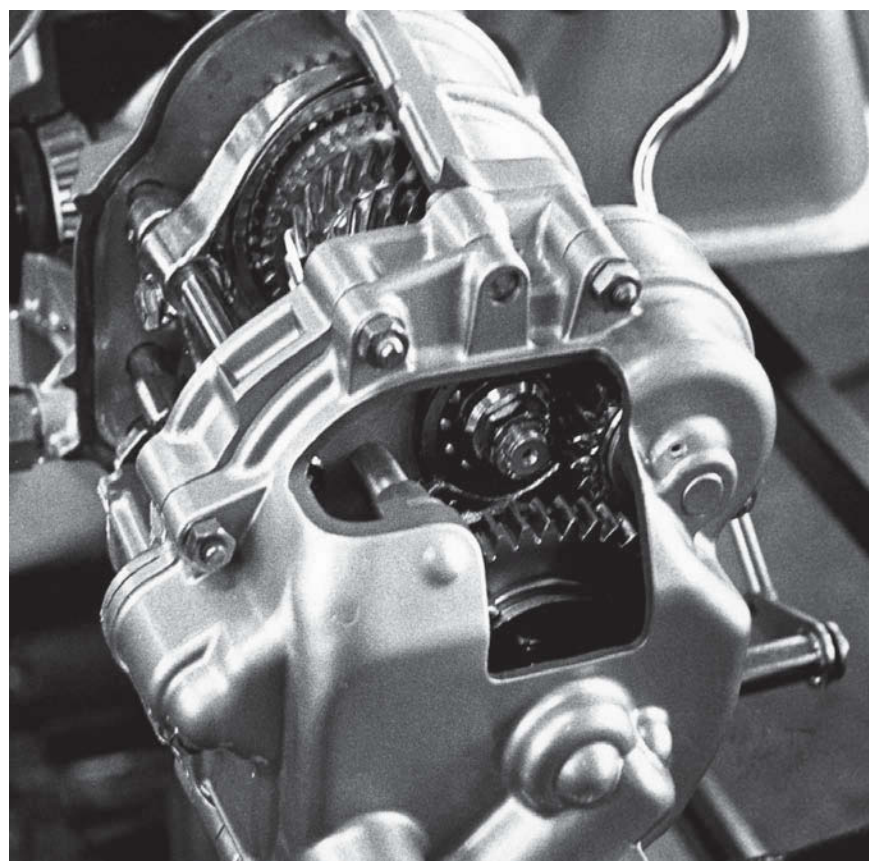
A large part of the problem, hints Karl Ludvigsen in '*Porsche: Excellence Was Expected*', was that the *Car and Driver* team had probably failed to break old habits – ie, failing to take your hand off the gear lever after every shift. Indeed, the test commented on the way the merest touch of the lever disengaged the clutch.

The team also said that they couldn't tell the difference between driving in any of the gears: 'They all seemed the same. The engine sounded the same, the performance seemed about equal and we just didn't know what to make of it'.

But Vic Elford liked it. He, along with Hans Herrmann and Jochen Neerspach, drove a Sporto-equipped 911S in the 1967

Marathon de la Route, an 84-hour flat-out drive, mostly on the full Nürburgring. And guess what? The Sporto won, impressing Elford enough that he chose a Sporto as his personal transport. 'It was absolutely wonderful', he reported, 'less fatiguing and entirely reliable. It just ran on and on!' Take that, *Car and Driver*!

Herbert Linge is quoted as suggesting that all 911s should be equipped with a Sportomatic, with a manual gearbox being an option. Fortunately, one might say, Linge's suggestion never came to anything – until now, when it rather looks like the days of the manually-shifted 911 are numbered. It seems that Porsche's amazing PDK semi-automatic gearbox has finally turned the tide of opinion. **PW**



Top of page: Even Porsche's advertising department knew it had a job on its hands to persuade would-be owners; 1969 brochure went to lengths to explain how best to use each gear; poster makes the most of Sporto victory in the 1967 Marathon de la Route

Left: Tail end of Sporto gearbox contained the parking brake, which locked the unit solid

Thanks to the following for supplying brochures for illustration: Bryce Harvey Stephen Stuart Hen Truong



# Porsche Torque Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop  
Bodywork and Restorations  
Diagnostics and Tuning  
Free Estimates  
Engine & Gearbox Re build  
Specialists  
Collection & Delivery Service  
Alignment and Geometry Facilities  
Audio & Alarm Fitting

50 YEARS COMBINED EXPERIENCE  
FROM EX OPC MASTER 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

## PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

### FLYWHEEL & CLUTCH PACKAGES

- Billet Steel Lightweight / Conversions
- Precision Computer Balancing  
Standard with all packages!



Exclusive Conversions & Parts Since 1989!



Phone: (602) 244-0911 | [www.patrickmotorsports.com](http://www.patrickmotorsports.com)  
Phoenix, Arizona - USA | Daily Worldwide Shipping

© 2014 All Rights Reserved - J Patrick Motorsports, LLC - BMW 1312 | PORSCHE is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE.

## SPECIALIST CARS OF MALTON LTD

## APPROVED MOTOR CARS



# WANTED

356 Speedster  
2.7 RS  
2.8 RS  
3.0 RS  
3.2 Speedster  
959  
964 RS  
964 Turbo  
964 Cup Car  
964 Speedster

993 Carrera 2  
993 Carrera 4  
993 Carrera S  
993 Carrera 4S  
993 Turbo  
993 GT2  
993 GT2 Evo  
993 RS  
993 Cup Car  
GT1

996 GT3  
996 GT3 RS  
996 Cup Car  
996 RSR  
996 GT3R  
997 Cup Car  
997 GT3  
997 GT3 RS  
Carrera GT  
Le Mans cars

**Any other interesting or rare Porsches  
RHD OR LHD**

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – [www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies



# CARBAND™

PROTECTS AGAINST DENTS, SCRATCHES & ACCIDENTAL DAMAGE  
MANUFACTURED IN THE UK BY PROTEC COVERS  
SUITABLE FOR INDOOR & OUTDOOR USE  
KEEP IT SNUG, KEEP IT SAFE



DESIGNED  
MANUFACTURED  
IN THE UK



## 360° ULTIMATE CARBAND PROTECTION



PROTEC COVERS · [www.proteccovers.com](http://www.proteccovers.com) · [info@proteccovers.com](mailto:info@proteccovers.com)  
4 Guy Street · Bradford · West Yorkshire · BD4 7BB

**CALL NOW**

01274 780088

- SUPERIOR EXCLUSIVE FABRICS
- INDOOR & OUTDOOR COVERS
- OVER 80,000 PATTERNS
- THE WORLD'S #1 TAILORED COVER MANUFACTURER



**THE ORIGINAL  
CAR COVER**

*Tailored* SINCE 1965



01274 721133

[sales@covercraft-europe.com](mailto:sales@covercraft-europe.com)  
[covercraft-europe.com](http://covercraft-europe.com)

## WANTED all Porsche models



Join the conversation

*Car illustrated for sale*

*Specialist in Porsche*

Sudbury Road, Little Maplestead, Halstead, Essex, CO9 2SE  
[email@paul-stephens.com](mailto:email@paul-stephens.com)  
01440 714884

[paul-stephens.com](http://paul-stephens.com)



**PAUL STEPHENS**  
EST 1994



elite motor tune

Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

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

Recent new workshop with latest  
German technology and 7 service bays

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

NORTHAMPTON Tel: 01604 757510

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](mailto:service@promaxmotorsport.com) • [parts@promaxmotorsport.com](mailto:parts@promaxmotorsport.com)



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

## PORSCHE PARTS



01257 472866

07801 456066

[WWW.DOUGLASVALLEY.CO.UK](http://WWW.DOUGLASVALLEY.CO.UK)



## TECH SECTION

PRACTICAL  
PORSCHE

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

## QUICK GUIDE

HOW TO P92

Q&amp;A P111

SPECIALISTS P98

OUR CARS P104

BUYERS' GUIDE P120

T&amp;T P125

DETAILING P116

CLASSIFIEDS P119

## HOW TO 92

They say removing the engine from a classic 911 is an easy job, so we've put it to the test, hauling out the engine from a 3.2 Carrera. You'll need a good trolley jack and a spirit of adventure!



## SPECIALISTS 98

Is it really 12 years since we last dropped in on 911 Virgin? It would appear so and our return visit finds the Uxbridge based company in rude health

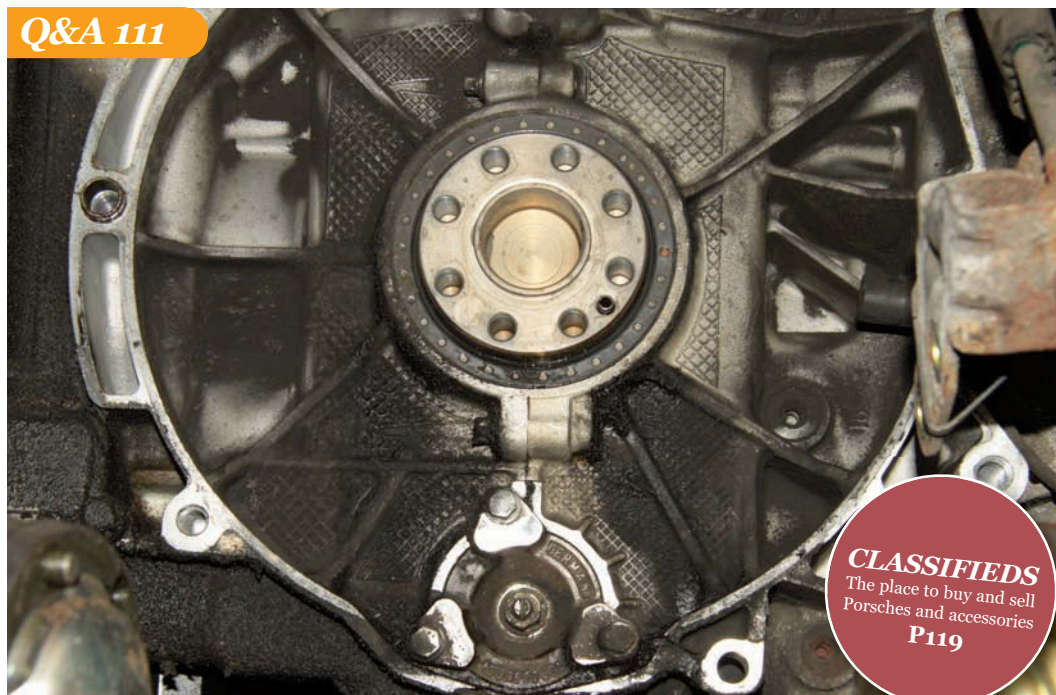


## OUR CARS 104

After last month's bumper 10-pages, Christmas did rather get in the way of work, but it didn't stop Johnny Tipler trotting off to Specialist Components to have them fit their ECU kit to his 964. The result is a very healthy 280bhp. Not bad for a day's work. Elsewhere, Kieron Fennelly reflects on a year and 9000-miles with his Cayman



## Q&amp;A 111



**CLASSIFIEDS**  
The place to buy and sell  
Porsches and accessories  
P119

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle 928 air con issues, 911 door check strap, 993 suspension and Dansk Boxster exhaust

## BUYERS' GUIDE 120

Looking for something different and a classic Porsche that hasn't appreciated beyond the reach of mere mortals? Enter the Porsche 928 GTS



## TRIED &amp; TESTED 125

Getting out there and kicking the tyres! This month our man Horton checks out a 924S and, in view of this issue's Boxster feature, a rather timely 986 Boxster 2.7



## DETAILING 116

We thought the exterior of Snapper Fraser's GT3 needed work, then we saw the interior. Now it's looking as good as new thanks to an interior makeover





# TECH: HOW TO DOWN AND OUT

Traditionally, it is almost as quick and easy to remove an air-cooled 911's engine and transmission as it is a VW Beetle's. As Chris Horton discovered, though, while watching the procedure being carried out on our Carrera 3.2 project car, there are still a number of potential pitfalls for the unwary

Photographs by the author



The 911 would go up on a lift for easier access to underside during the early stages of the engine-removal process (see opposite page), but the power unit would eventually be lowered with the car back down on axle-stands again. It's a time-honoured process that has become familiar to probably tens of thousands of Porsche enthusiasts over the last 50-odd years. And to VW Beetle owners for even longer. The flat-six was running tolerably well when the vehicle was taken in by Auto Umbau (especially given the 313,000 miles recorded on the odometer), but its precise internal condition is not known. It won't turn again until it has been fully stripped for inspection, and the remedial and overhaul work that will almost certainly be needed. Servo (left) hints at continuing 'viability' of the braking system; suspension and steering have yet to be dealt with, too. Wiring seems to have accumulated over the fuel tank, inside the front luggage compartment: a result of AU's stated aims of preserving as many expensive components as possible, rather than simply cutting and discarding and then having to buy new

**T**he stripdown of our long-running 911 restoration project continues, despite its absence from these pages over the last couple of months. Robin McKenzie at Auto Umbau (above) has deservedly become increasingly busy

tackling major structural issues in a number of other customers' air-cooled cars (primarily 'B'-posts and their associated 'kidney bowls'; more on these in a future edition), and this writer has only limited opportunities to make the journey over to the company's premises in Silsoe,

Bedfordshire, with my camera equipment in order to document what's going on. Slowly but surely, though, we are making progress.

The most recent major task, pictured in as much detail as we can squeeze in on this and the next three pages, was to remove the engine, the gearbox and not





One other result of raising the car on the lift was to reveal the full extent of the rampant structural corrosion. Both sill members have almost completely disintegrated, leaving jacking points and heater tubes waving in the breeze (far right), and rust has started eating its way through the adjacent floorpans. All that you don't see here was either missing already, or else pulled off by hand alone. So where to place the lift arms (right)? The ARB mounts would have been best, but those needed to be accessible for the bar's removal, itself necessary for access to the forward transmission mounts



least the fuel tank. That leaves the car on its wheels and steerable, and still with the bulk of the wiring harness to be extracted (somewhat paradoxically, the brakes are still viable, too), but another couple of days' work should see the shell ready for the planned chemical dipping and stripping at Enviro-Strip in Tamworth, Staffordshire. How much – or how little – of it we get back after that fascinating process remains to be seen, but such is really the only way of successfully preparing the structure for the large-scale welding it is going to need.

In the event, raising the car on one of

Auto Umbau's two-post lifts for some of the under-body work necessary to remove the power unit (although you can do the job on the floor; it's just more laborious) was, frankly, a bit of a shock. We had all been aware from the very beginning that the 3.2 appeared to be in a pretty horrendous state – a view confirmed by the earlier removal of the front wings, and the shoddy repairs to the inner rear wheelarches, below the side windows – but the view from this normally inaccessible angle was little short of horrifying. (And bear in mind that the car had a valid MOT certificate when it came to

Auto Umbau in 2013, since when it has been stored under cover. The rust you see now hasn't appeared overnight.)

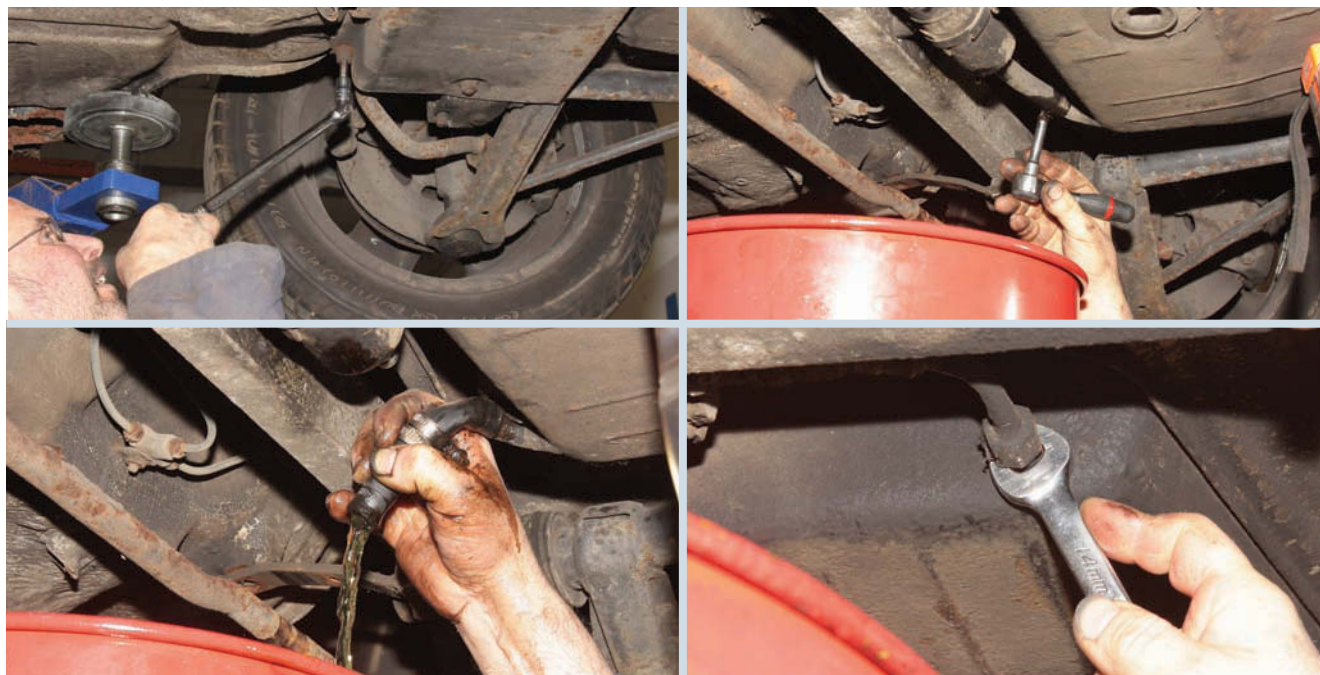
Essentially both outer and both inner sills have completely disintegrated, leaving what remains of the two jacking points entirely unsupported – and the edges of the floorpans are seriously compromised, too. Predictably the kidney bowls are history, and even the two heater tubes will need to be replaced. So bad is the rust, in fact, that Robin and his assistant, Terry Parker, had serious problems placing the lift's four arms without the shell simply collapsing down on

Key to painless engine removal is first methodically to disconnect all pipes, cables and linkages beneath the car. You don't want to have to dive back under to tackle something you have overlooked when the power unit is balanced precariously on a trolley jack. Main engine earth strap (top, near right) is often forgotten. Throttle linkage and clutch cable are easy enough; where possible, replace clips and other fixings, so that they don't get lost. Drive shafts need correct splined driver for cap-headed securing screws – and here both will need new rubber covers for the constant-velocity joints at the very least. Bagging them up was partly to prevent further ingress of dirt, but also so we didn't covered in grease





# TECH: HOW TO



Since we were going to have to disconnect the fuel supply it made sense first to drain the tank (by detaching the rubber hose to the pump, left), and then remove it completely. Observe all the usual and obvious safety precautions: this petrol was obviously quite 'stale', but would still be highly flammable. Luckily there was no more than about five litres in the tank, but even that would need to be disposed of in the correct manner. Take care with pipe unions (left). There is a hexagonal section behind this nut that needs to be held as you undo the latter, or you risk tearing the whole thing out of the side of the tank

them like something out of a Salvador Dali artwork. On several occasions that day Robin looked (briefly!) as though he might not unreasonably be questioning the merit of the remaining work ahead, but having seen what he has achieved on those other 911s I have absolutely no doubt that this one, too, will live again.

Removing the complete powerplant was, unsurprisingly, relatively straightforward. The first task – often forgotten – was to detach the main earth strap at the rear end of the central floor section, plus both the

throttle linkage and then the clutch cable. (This car has a 915 transmission; only the later G50-gearbox models have a hydraulic release mechanism.) Off, too, came the rear anti-roll bar (it gets in the way of the gearbox's forward mounting), and both drive shafts (although again the one on the left-hand side of the vehicle is partially obscured by the adjacent gearbox oil-cooler). Robin drained off the engine oil from both crankcase and tank, but despite his very sensible policy of saving as many components as possible – at least until they

prove themselves to be unusable – unfortunately had to cut one of the connecting pipes between them. There was just no way that the union was ever going to come undone with a major struggle, and ultimately time is money, too.

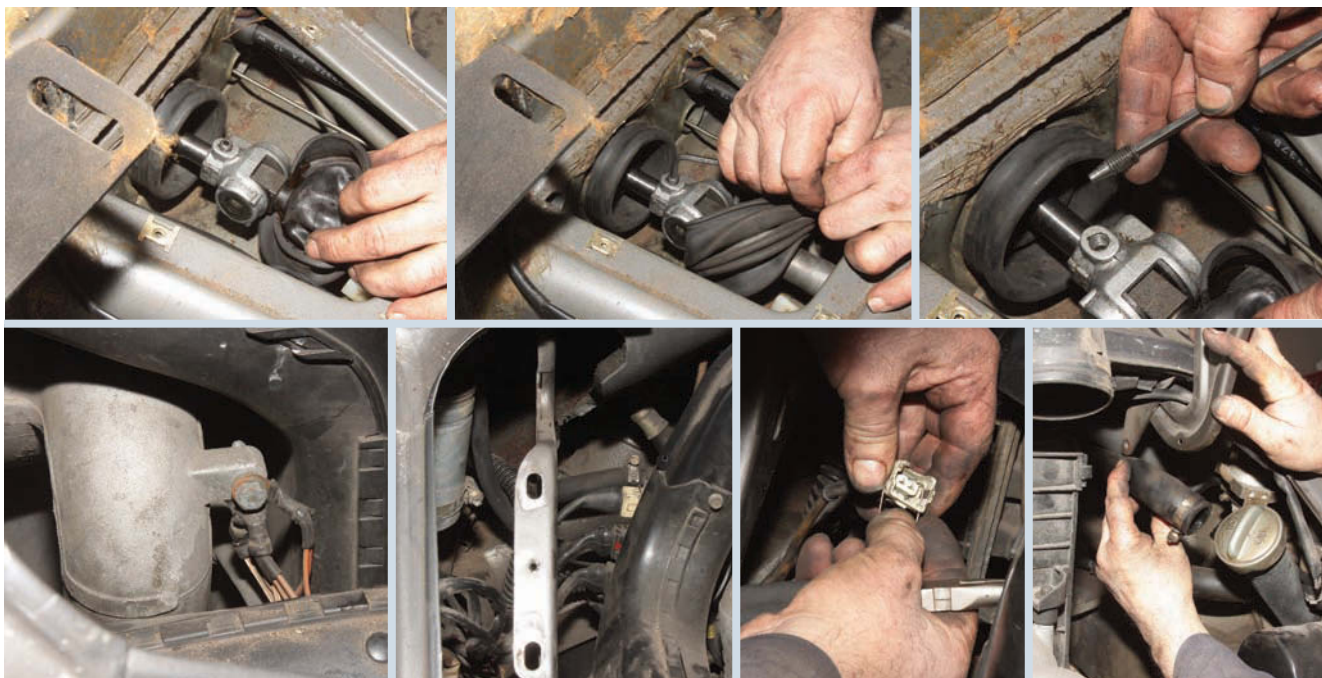
The fuel system needed to be disconnected as well, of course, and it was that which took us on a slight detour to the front of the car to drain and remove the tank, after first taking off the protective skid plate beneath the steering rack and front anti-roll bar. Then we were back in the



Photo top left shows Robin McKenzie wrestling with the octopus-like (and surprisingly heavy) wiring harness, in order to reach the fuel tank's securing screws and tabs, inside the front compartment – and top right proudly displaying the 'prize'. So far no evidence of the sort of internal corrosion shown on the final page of this month's Q&A section – must be just about the only piece of tinwork *not* riddled with rust. Lubrication system would need to be drained, too, of course. Tank and sump no problem, but this union (bottom row of pics) defied all attempts to unscrew it, so in the end Robin cut his losses and, well, cut through the rubber hose. Some you win, some you lose



Another task often overlooked is to disconnect the gear-shift linkage, at the coupling beneath the access panel at the rear end of the central tunnel. Undo the special pointed grub screw and push the front rod forward, if necessary aiding it by gently pulling the gear lever back into second or fourth. Neglect this step and you could bend the rod entering the gearbox as you lower the engine, with serious consequences for the ease and quality of the shift. Carefully work your way round the engine compartment next; disconnecting all cables, pipes and hoses. There will always be a few more than you think



engine bay, dealing with the remaining electrical and vacuum connections, and finally inside the cabin to disconnect the gear-shift linkage through the inspection hatch at the rear of the central tunnel.

In fact, this is one of the most important elements of the entire operation. In the heat of the moment it is all too easy to overlook that tiny grub screw until you have undone the four mounts and started to lower the engine, and any resulting bending of the rod entering the transmission will seriously affect the subsequent quality of the gear

shift. (And it's almost as easy to bend the rod during the lowering of the engine simply by getting the angle even slightly wrong.)

All's well that ends well, though, and after the traditionally somewhat fraught few minutes of pushing and pulling – and the occasional expletive not deleted – several hundred kilos of Herr Mezger's finest was standing safely on a wooden pallet, awaiting its own exploratory surgery in due course. Next time: the final big push to strip the shell and then assess the full extent of the corrosion damage. **PW**

## THE STORY SO FAR

There have been five previous instalments in what will truly become the saga of this 1985 911 Carrera 3.2's restoration. See the March 2014 issues of *911 & Porsche World* for the first, and then the May, July, September and December editions. For back copies please go to [www.chpltd.com/shop](http://www.chpltd.com/shop), or call 01883 731150. PDF versions of the individual features are available, too. Auto Umbau is based at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; [www.classicporsche.repairs.co.uk](http://www.classicporsche.repairs.co.uk).

Just about there now.

In order to make life as easy as possible –

and why not? –

Robin McKenzie loosened off the front

mounts for the gearbox with the car still raised on the lift,

but crucially left the bolts still engaged by several turns. Then it

was time to lower the 911 and position a suitable trolley jack

beneath the power unit, before undoing the bolts completely,

and finally the two rearmost mounts inside the engine

compartment. Photo top right shows that crucial gear-shift rod

getting perilously close to the top of the aperture in the body

shell: engine needs to be pulled backwards as you lower it, all the

time making sure that neither this nor any other connection

is in danger of becoming stuck.

All good here, though: no wonder Terry Parker (middle

row, far right) looks pleased. Bottom row shows what remains to be removed from

space vacated by engine and gearbox, and that wiring again,

hanging from the fuel-tank aperture like entrails.

No words needed for final photo: another major stripdown for the future





# 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 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**



# 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](http://www.classicporscherepairs.co.uk)  
WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

**Mobil 1** SERVICE CENTRE

**Dansk**

## Enviro-Strip (UK) Ltd

Industrial Paint Stripping | Metal Finishing | Engineering Services

### Auto Restoration Division

Enviro-Strip (UK) Ltd have been supplying Paint Removal services to the Automotive, Manufacturing & Process industries for over 14 years which has led us to becoming a highly valued business partner to the vast majority of the UK's car manufacturers including Bentley, Rolls Royce, McLaren and BMW.

We are proud to offer our Auto Restoration division housed within its own 7,000 Sq. Ft secure factory which carries out Paint Stripping for complete Body Shells, Car Doors, Bonnets, Wings, Chassis Units, & associated small parts.

### THE PROCESS ENCOMPASSES THE FOLLOWING

- STAGE 1 > PAINT REMOVAL USING PYROLYSIS
- STAGE 2 > COMPLETE DE-RUSTING
- STAGE 3 > PROTECTIVE COATING
- STAGE 4 > 2 PK ETCH PRIMER COATING



All Body Shells & equipment processed on our site are stored within the secure factory which is fully alarmed and CCTV protected which gives all customers peace of mind in the safe guarding of their valued items.

Collection & Delivery Service Available within the UK & Europe  
Enviro-Strip (UK) Ltd. Unit 4 Hedging Lane Industrial Estate, Tamworth, Staffs, B77 5HH  
Telephone: 01827 284333 Fax 01827 284555  
Email: [vb@envirostripukltd.com](mailto:vb@envirostripukltd.com) or [md@envirostripukltd.com](mailto:md@envirostripukltd.com)  
website: [www.envirostripukltd.com](http://www.envirostripukltd.com)

# EuroCupGT.COM

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

986

987

955



## SERVICE WITH STYLE: 911 VIRGIN

Goodness, can it really be 12-years since we last dropped in on 911 Virgin? It can, but our visit finds the Uxbridge outfit in rude health, putting customers first and with plenty of machinery to choose from

Words and photography: Brett Fraser



**T**om Harris and Dan Green are consummate hosts. The 911 Virgin frontmen ensure that I'm furnished with some excellent coffee and palatial restroom facilities before we settle down to business: and they both apologise profusely whenever they have to break off our conversation to answer the phone and talk to genuine customers, of which there are many. Later in the day Tom seems almost embarrassed that he has to leave me alone for ten minutes while he hands over a 997 Turbo to an understandably cheery purchaser, only reticently accepting my entreaty that it isn't a problem and that I don't want to be any sort of obstacle to him pursuing a living.

It's been a while since *911 & Porsche World* was last at the Uxbridge-based Porsche sales outfit: our most recent visit (at least in terms of a full review of 911 Virgin's operations) was back in 2003. How time flies... So a few things have changed, of course, most notably that the ebullient Henry Firman, the company's owner and founder, has stepped away from day-to-day

involvement in the business. 'Henry retains an overview,' reports Tom, who is Henry's half-brother, 'About six years ago he set up an online CCTV business ([www.cctv42.co.uk](http://www.cctv42.co.uk)) – having gone out to buy some CCTV equipment for 911 Virgin, Henry was appalled by the lack of service and knowledge available at the time and, being Henry, he decided he could do much better himself. These days CCTV42 takes up the majority of his time.'

But while Henry the person is not always a physical presence at the 911 Virgin headquarters, there are plenty of reminders of his more visible time at the helm, most notably in the form of a large collection of trophies and garlands garnered during several seasons' worth of racing in British endurance motorsport. These decorate the stylishly equipped customer waiting room – along with enough examples of CCTV42's wares to make you wonder if you've entered the Big Brother House – while hanging from the showroom walls are photographs taken at races and charity trackdays. And gracing one of the showrooms is a CCTV42-sponsored 997 race car.

Yet the racing paraphernalia doesn't represent what 911 Virgin is about, despite it being a good talking point. 'We sell road cars,' insists Tom, 'anything from early air-cooled 911s through to Boxsters and Caymans and contemporary 911s. The bulk of our business centres around Gen 1 and Gen 2 versions of the 997, but some 991s are filtering through now, and we've had our first few 981 Caymans and Boxsters recently. Another recent arrival is our first Panamera.'

'To be honest I find it slightly daunting to embrace the newer cars,' says Tom candidly, 'but our sales guy Terry Perry – who belongs to the Chiltern region of the Porsche Club and is a 981 and 991 owner – has his finger on the pulse of the new models.'

When *911&PW* last rocked up at 911 Virgin in 2003 the company's barns were full of the then comparatively new 996s, as well as a plethora of 993s and other air-cooled 911s. And at that stage Tom was still a relatively fresh face. 'I joined 911 Virgin in 2000, having studied environmental science at Newcastle University: the irony of my first job wasn't lost on my tutor! Back then the

The 911 Virgin barns hold plenty of eye catching stock, the bulk of which is Gen 1 and 2 997s, with some 991s starting to creep in. Boxsters and Caymans are fair game too, as are occasional air-cooled 911s, but it's the water pumpers that rule



Prime porkers, like this Turbo and Carrera 3.2, get to live inside in the warmth. The rest are free range! Below: Head honcho Tom and sales and admin man Dan. Tom is the half brother of Henry Firman who started 911 Virgin back in the late '90s and is now concentrating on his CCTV business



rest of the staff comprised Henry, Sharon his wife, and Dan.

'Now we also have Terry who has joined the sales team, Graeme Hoolichan and Noel Christian who do vehicle preparation, and our IT guy Matt Garnham, who takes care of the website, etc. The growth in the size of our team is all about improving the service we offer our customers: we built the new showrooms and waiting room for the same reason. And we now have outbuildings for vehicle preparation and cars and parts storage.

'Another change since your magazine's last visit is that we've ditched our previous two-tier pricing system. We used to have a full retail price for cars that had received our full-on vehicle preparation, and a lower strata for cars which hadn't been as rigorously attended to. This concept sort of outgrew itself and we now prefer that all cars leaving the premises have our in-house warranty, which obviously means everything receives top-level preparation.

'For the newer cars this includes an ECU interrogation. What that reveals is an electronically recorded vehicle history encompassing mileage, average speed, operating hours, rev range activity, whether

the engine has ever overheated or run low on oil, if the airbags have ever been triggered and even whether the car has had a bump that wasn't quite severe enough to set off the airbags! The interrogation will also reveal how many times the ECU has been reset, which might be indicative of problems in the past.

and reasonable wear and tear. For £500 we offer an additional nine-month drivetrain warranty, underwritten by ourselves, with no restriction to the value of the claim or a limit on the number of claims one can make; there's no excess and it includes parts and labour. Cover focuses primarily on failure within the engine and gearbox. We also

“ For £500 we offer an additional nine-month drivetrain warranty, with no value restriction ”

'This is all critical information for customers who might want to buy an extended warranty in the future, especially an official Porsche one, as this is stuff that will be checked by the warranty provider. There's a lot more information about how we check over our cars at 911virgin.com – click on the "Assurances" tab and it's all there.

'Our thoroughness in this regard is why our in-house warranty is for three months or 3000 miles and includes component failure

cover water pumps, ECUs and have a policy pertaining specifically to the effects of bore scoring.'

While 911 Virgin has a good in-house mechanical knowledge bank, it outsources servicing and repair work. 'That's a very deliberate decision,' reveals Tom, 'because it means another set of valued eyes will look at the job as the companies that we deal with have their own reputations to maintain and are specialists in this kind of work.





## TECH: SPECIALIST



## CONTACT

911 Virgin are based in Uxbridge with good access to the M25 and M1. Call to make an appointment and they will issue directions

Tel: 01895 255222

Email: [office@911virgin.com](mailto:office@911virgin.com)

Web: [911virgin.com](http://911virgin.com)

'We have enjoyed a 15-year relationship with Jaz up in Wembley (now St Albans). We also use Porsche Torque in Uxbridge and the Porsche Service Centre in Byfleet. Having a choice of service providers gives us a degree of flexibility allowing us to marry a car with the individuals best suited to carrying out the work on it.

'We don't actively promote the fact that we can handle body work, too, but we use

out there,' he smiles, 'but a lot of them are utter rubbish! 911 Virgin's biggest advertising overhead is a focus on stock acquisition. Buying the right stock sets the tone for everything that follows. Luckily for us, we've been able to rely on people bringing their cars to us for inspection. Otherwise you can waste so much time and money travelling to far-flung corners of the country to discover that the car you've gone

is for people to come to us, where we can inspect the car more diligently: after all, we want the best possible vehicle to sell on to our customers.

'That said, some of the more modern Porsches pop up comparatively infrequently and, with more Porsche specialists than ever chasing them, it means that we do have to rush from the office to go and see them. Fortunately, thanks to the size and strength of the team we currently have at 911 Virgin, I now have more flexibility to hunt down this sort of stock.

'And we're always desperate for air-cooled 911s. With values the way they are these cars can be a minefield, but we have such a good base of knowledge that we're able to peel back the veneer pretty quickly.'

Although having spoken to him at length I think he's kidding himself, Tom professes that he's not as excited about the metal as he was when he was younger. 'These days the part of the job I enjoy the most is dealing with the customers, listening to their stories, trying to find a car that's just right for them, ensuring that they leave here having had a good experience and will hopefully return when they're ready for their next Porsche or when they want to sell their current one.' **PW**

“The toughest part of the business is sourcing decent stock”

an excellent bodyshop three miles away – they not only paint bumpers and refurb wheels when we are preparing cars for sale, they also do restoration of older cars and have a great depth of knowledge about Porsches; they're great guys.'

In a commonly heard lament from specialist Porsche sales operations these days, Tom confesses that the toughest part of the business is sourcing stock. 'Sure, there are plenty of secondhand Porsches

to see has been misrepresented.

'I don't mean that people deliberately try to deceive us, it's simply that one man's interpretation of "excellent condition" might not tally with what we expect, and similarly some owners may not be able to spot potential future problems in the same way we can. And then, having gone all that way, we might be tempted to buy something that's not quite right so that the journey wasn't wasted. Which is why our preference



Left: 997 Turbos are great value. 996 GT3 Gen 2 gets to live indoors too. These are appreciating now and could hold 'next big thing' potential. Get in there now, we say





# STEVE BULL

## SPECIALIST CARS

### SERVICING & REPAIRS

- New purpose built premises
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche

**Tel 01380  
725444**

Mobile 07767 324542

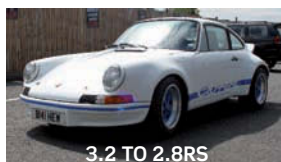
[www.stevebullspecialistcars.co.uk](http://www.stevebullspecialistcars.co.uk)

**PORSCHE SPECIALIST**

An established service in Devizes Wilts

**www.clubautosport.co.uk**

*Porsche Specialists since 1971*



3.2 TO 2.8RS



### WORKSHOP FACILITIES -

servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work

### FULL BODYSHOP & REPAIR

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

### NEW AND USED PARTS -

any part for any Porsche, from engines and gearboxes, body panels to small trim parts

### LIGHTWEIGHT COMPOSITE

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

**REPLICA 962S AVAILABLE SOON**

Next day delivery or collection

**Tel: 01384 410879**

email: [richard@porscha.co.uk](mailto:richard@porscha.co.uk) or [mick@porscha.co.uk](mailto:mick@porscha.co.uk)  
Park Lane, Halesowen, West Midlands, B63 2RA

# PMO carburetors

Pair 40mm PMO's: \$3600

Pair 46mm PMO's: \$3700

Pair 50mm PMO's: \$3800

Installation Kit adds \$600

to the above prices:

PMO Ported Manifolds

Crossbar Linkage Set

Watershield Air Cleaners

Pressure Control Unit

Heat Insulator Kit

Oil Tank Breather

Fuel Line, Clamps, Filters

Injector Plugs, as needed

Power Brake Check Valve

40mm, 46mm and 50mm



**"THE FINEST PIECE OF PORSCHE  
MERCHANDISE I'VE SEEN"  
RANDALL AASE**

Please fax or write us

135 17th Street

Santa Monica, CA 90402

Fax 310-394-6313

**www.pmocarb.com**

VISA, MasterCard, or Prepaid



1970's Wheel Brace...



One Mans Speciality.....

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

**Tel : 01978 352980**





# TRIP TO THE LE MANS 24 HOURS!

12-14 June 2015

Porsche will be returning to Le Mans for 2015 with an all-new 919 LMP1 Hybrid to challenge Audi and Toyota for overall honours. After a two-car attack in 2014, Porsche will be entering three cars, with F1 driver Nico Hülkenberg joining Mark Webber in the driving squad. It's all adding up to being an epic race and we are offering *g11* & *Porsche World* readers a special offer to get you to the centre of the action.

We have joined forces with motorsport tour operator Wildside to offer a unique Le Mans hospitality and tented basecamp HQ, close to the track and on infield, providing a free bar and freshly-cooked food by the Wildside crew for the whole 24 hours. Plus optional grandstand seats, a splendid hotel and a special Wildside back-road route taking in some great driving roads and avoiding traffic. Le Mans is much more than the greatest endurance race in the world. It has its own ambience and atmosphere and an electricity and excitement that you can almost touch. Quite apart from the racing don't forget the live rock bands and stage acts plus of course the 'circuit village' with its bars, cafes, Champagne tents and giant screen TVs with live coverage of the race.

## **The Wildside/*g11* & *Porsche World* Le Mans 24 Hours Tour (Friday 12 June - Sunday 14 June) includes all of the following:**

- \* Return ferry crossings Dover-Calais for car and passengers
- \* Friday night hotel with swimming pool and secure parking
  - \* Back road route with exclusive road books
- \* Four course pre-race dinner on Friday night with wine
  - \* Breakfast on the Saturday morning
- \* Wildside HQ base with double awnings, carpeting, seating and tables
- \* Circuit location for the Wildside HQ base - two minute walk from the track
- \* Pre-erected tents in the Wildside base - just bring a sleeping bag and move in!
  - \* Twin fully carpeted 'leisure marquees' at the base
- \* Exclusive Wildside night coach transfers to the Mulsanne and Arnage corners
- \* All beer, wine, soft drinks, snacks, freshly-cooked food - lunch, dinner and breakfast - included for the whole weekend
- \* Secure parking for *g11* & *Porsche World* readers at the Wildside HQ base
  - \* Optional general admission tickets
  - \* Optional grandstand tickets
- \* Trip is fully escorted by Wildside throughout

## **SPECIAL PRICES FOR *g11* & *PORSCHE WORLD* READERS**

The price based on 2 people sharing a car/hotel room is £445 per person for British group requiring ferry.

For European readers not requiring the ferry, the price based on 2 people sharing a car/hotel room is £345 per person.

For readers making their own way to Le Mans a 'Hospitality Only' package is also available from Saturday morning to Sunday afternoon for £219 per person.

(A deposit of 50% of the tour price is required to confirm your booking. Personal travel and cancellation insurance, incidentals and general admission tickets are not included in the price but these can be arranged by Wildside and paid for separately. Remember when you phone to quote ref: g11&PW24)

### **TO BOOK AND FOR FURTHER QUERIES**

Please contact Wildside if you have any questions - they will be delighted to help.  
And remember to say that you are a *g11* & *Porsche World* reader and quote ref number: g11&PW24

# **Call: +44 (0) 118 947 5200**



READER OFFER READER OFFER READER OFFER READER OFFER

READER OFFER READER OFFER READER OFFER READER OFFER



# SILVERTUNE

South Coast's Independent Porsche Specialist



Unit B  
Wilverly Road  
Christchurch  
Dorset  
BH23 3RU

Tel: 07702 465926

Email: silvertunecars@aol.co.uk

Web: silvertune-cars.co.uk

**D9 AUTOTECH**  
AUTOMOTIVE PERFORMANCE ENGINEERING SPECIALISTS

[www.d9autotechporsche.co.uk](http://www.d9autotechporsche.co.uk)

**D9 Autotech**  
**Porsche specialists for south wales & west.**  
Servicing, rebuilds & restoration, full autologic diagnostics massive discount on parts

AMERICAN EXPRESS MasterCard VISA

F: 01656 746911 E: discount9auto@aol.com [www.d9autotechporsche.co.uk](http://www.d9autotechporsche.co.uk)  
Unit 23 South Cornelly Trading Estate, Bridgend, South Wales CF33 4RE (Junction 37-M4)

# TWIN SPARK

WWW.TWINSPARKRACING.COM

## PASSION FOR EARLY 911



### WE SPECIALISE IN:

FIA COMPLIANT S/T, RSR  
EARLY SPORTS PURPOSE  
IN-PERIOD UPGRADES

EXCLUSIVE DISTRIBUTORS  
FOR WEVO PARTS IN EU

**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](http://www.clewett.com) or call 310-406-8788 USA

**Carrera**  
ENGINEERING & MOTORSPORT

Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ

**DEALER QUALITY SERVICE**  
at highly competitive rates

- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification

Work fully guaranteed very competitive rates

Over 35 years experience with manufacturer training

t: 01992 892333  
w: [carreraengineering.co.uk](http://carreraengineering.co.uk)  
e: [Tony@carreraengineering.co.uk](mailto:Tony@carreraengineering.co.uk)

West London Porsche Specialists

**Porschembri**  
independent porsche specialists

t: 020 8577 9520  
m: 07956 501 668  
e: [porschembri@gmail.com](mailto:porschembri@gmail.com)

We pride ourselves on clear and transparent pricing, all of our pricing includes VAT

Porsche 997 Servicing Pricing	3.6	3.8	Turbo	GT3
20,000 mile service	£210.00	£210.00	£210.00	£210.00
40,000 mile service inc plugs	£450.00	£470.00	£510.00	£510.00
Porsche 993 Servicing Pricing	C2	C4	C4S	Turbo RS
12,000 mile service	£270.00	£270.00	£270.00	£330.00
24,000 mile service inc plugs	£390.00	£390.00	£390.00	£510.00
48,000 mile service inc plugs	£510.00	£510.00	£510.00	£595.00
Porsche 996 Servicing Pricing	3.4	3.6	3.6 C4S	Turbo GT3
12,000 mile service	£200.00	£200.00	£200.00	£225.00
24,000 mile service inc plugs	£395.00	£395.00	£395.00	£495.00
Other Items	For Brakes Call			
Air con service	£60.00	£60.00	£60.00	£60.00
Complete clutch	£810.00	£950.00	£2000.00	£1275.00

Porsche Fixed Price Servicing Menu. Free collection and delivery within 10 mile radius

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

**TWG MOTORSPORT**  
**SPECIALISING IN PORSCHE**

Servicing repairs 356-991

Porsche parts new up to 60% off, 915 gearbox rebuilds from £450 and menu price servicing.

Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1)

**Sales & Workshop 01733 332911**

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

Photo: Brett Fraser

**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](mailto:sales@portiacraft.com)  
OR VISIT [WWW.PORTIACRAFT.COM](http://WWW.PORTIACRAFT.COM)



## PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

### STEVE BENNETT

944 LUX

Engine rebuild? It's a slow process not helped by poor quality parts availability. Piston rings for example. How hard can it be? Quality items from Lindsey Racing on the way.



### KEITH SEUME

912/6

Not a lot to report this month as the car is in storage while R-to-RSR moves to new premises, but have spent my time wisely looking into the minutiae of ECU wiring. Can't wait to get stuck back in again soon!



### CHRIS HORTON

924S, 944

New plug leads and distributor cap – borrowed from the dormant 944 – cured the 924S's sudden refusal to start. And now it even has a set of four Pirelli snow tyres.



### PETER SIMPSON

CARRERA 3.4 TARGA

So the work goes on and on! I'm getting closer every month to getting those rear trailing arms back together. The only problem is every time I get on with it I find more bits missing!



### BRETT FRASER

BOXSTER 3.2S

A delay in tyre delivery means I haven't been able to put the Boxster in for its MOT, which in turn meant I've had to SORN it. Still no bad thing during current snow and ice.



### JOHNNY TIPLER

964 C2, BOXSTER

For the full story of PP's engine upgrade see opposite. For the very shortened version read on. An extra 20bhp is difficult to ignore. Loads of extra torque, too.



### ANTONY FRASER

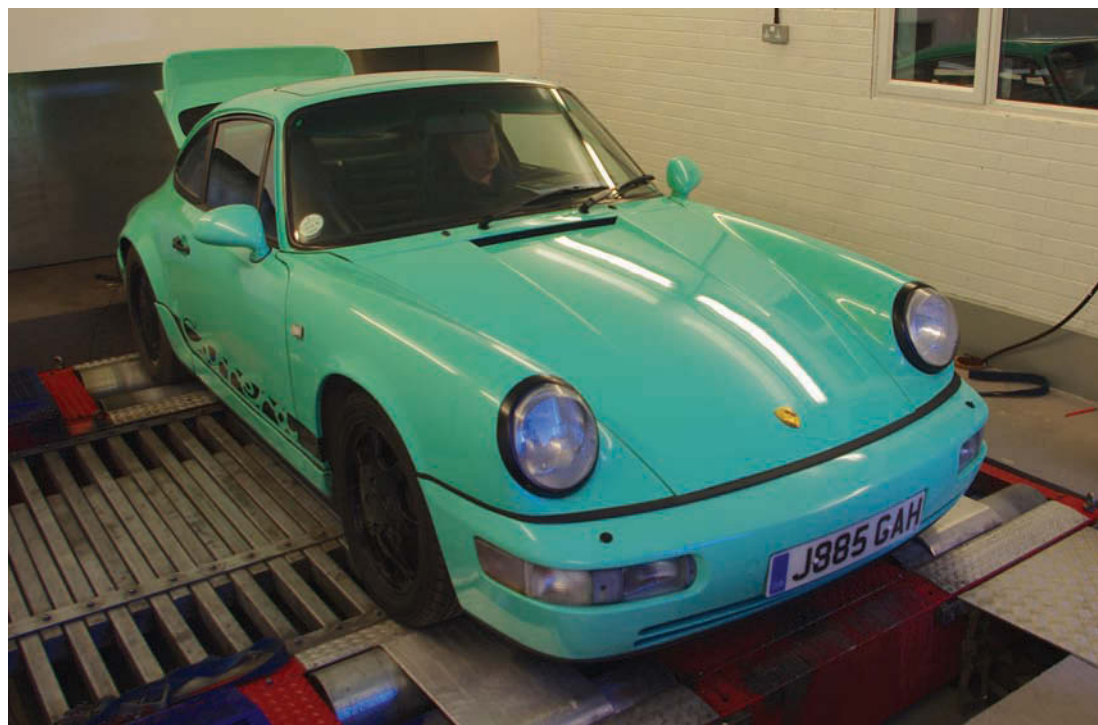
996 GT3, SC, TRACTOR

Following last month's fit up of a full suspension kit, the GT3 is now back on the road and rather good too. Look out for a full suspension tweak and set up feature next month.



## SUSPENDED ANIMATION

The Peppermint Pig's guts are shaken up on a rolling road as it receives Specialist Components' updated engine management system.



**T**he revs soar: I have never taken Pep Pig's freshly rebuilt motor over 5,000rpm, but here we are, standing beside the rolling road at APT while Simon from Specialist Components gives it a series of 'power runs' some way above 6,000rpm. In the confines of the booth it's deafening enough to require ear defenders, and I swallow hard and tell myself it's all going to be worthwhile. Inspired by the recent eulogy by Our Glorious Leader (aka Steve Bennett) in these pages on the merits of Specialist Components' induction and engine management upgrade, I resolved to see if Pep Pig would benefit similarly.

Simon set up Specialist Components in

2007, with John, both former Lotus engineers. Simon had been working in powertrain controls there, creating engine management systems on the Elise, Exige and Evora. 'I wrote the software and did the calibration and led the team that did all the calibration and emissions work,' Simon tells me. 'I always had an ambition to produce my own engine management systems, and this was the opportunity.' Specialist Components' Wymondham premises consist of a couple of workshops, offices and engine shops where they build engines for classic Minis. Simon's work is essentially electronics-based, so he does most of that in an office. They hit on the 964 as a car to produce the kit for because they knew about the restriction of the old

### JOHNNY TIPLER

964 C2, BOXSTER S

**Occupation:**

Freelance writer, author

**Previous**

**Porsches:**

Carrera 3.2

**Current Porsches:**

964 C2, Boxster S

**Mods/options:**

Bilstein/Eibach suspension, Ducktail, modified injection set-up

**Contact:**

john.tipler@paston.co.uk

www.johntipler.co.uk

**This month:**

More power!



The kit! It's plug and play and can easily be installed DIY-style. Heart of the matter is the ECU (right) which is a direct replacement for the standard Bosch ECU. Pipe replaces the AFM and new injectors replace what are bound to be old and tired originals. All brackets and wiring are included





Opposite page: On the rollers for before and after power runs and on board tweaking of the fuelling and ignition via lap top.

Left: New Nokian winter tyres being fitted

airflow meter. 'We do a lot of BMW kits and they're really popular, and we thought the Porsche market would be a good thing to get into, and the 964 seemed like the obvious thing to do. We also want to do 993 and Carrera 3.2 as well, all the air-cooled six-cylinder engines, though Steve Bennett is recommending us to do four cylinders too, possibly because he's got a 944! The kit is completely reversible, so the system can revert to standard if you want to sell the car and kit separately. We furnish the kit with instructions, exactly like we're doing now, and then the customer can either fit it themselves or take it to a specialist and have them do it. We supply it with a map for a completely standard engine, and one of the points of the kit is that it is freely tuneable with a laptop so you can take it to your local rolling road and have it optimised. If you change the exhaust or the cams or make a 3.8 conversion, you re-programme it at that point so it grows with you, you change it to suit as you develop the car.' So what is their aim with the Peppermint Pig? 'There shouldn't be a lot to do because it is pretty standard,' declares Matthew, SC's Sales and Marketing Manager. 'We optimise the fuelling and the ignition timing so the engine performs at its very best.'

I turn up at APT (Automotive Performance

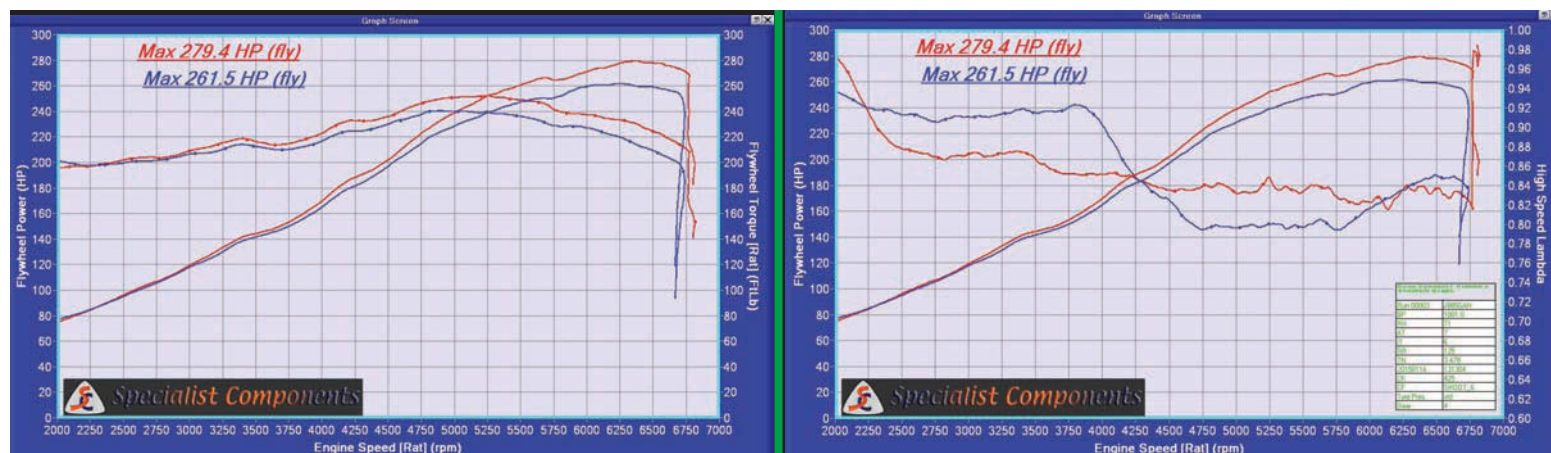
Tuning) at Lenwade, west of Norwich. The car is backed onto the rolling road and Simon and Matthew anchor it by lashing down the rear trailing arms. Simon has his laptop on the passenger seat and coordinates data with the dyno screens alongside the rollers. He does a series of runs to check what the engine is developing in its current standard tune, checking the oil pressure, air and fuel mixture is correct before he gives it full throttle. 'Basically just a health check,' Matthew reassures me, handing over a set of ear defenders. The revs rise, and I cringe. As I say, I don't do maximum revs, in deference to engine longevity. Simon's runs up to maximum load demonstrate the power delivery throughout the rev range, while the graph compares power with Lambda, indicating the amount of oxygen in the exhaust. 'The standard injectors are running flat out when they get to the top end of the rev range,' says Matthew, 'and at about 5,500rpm you'll notice the Lambda trace starts to go up, so it's becoming more lean everywhere over 5,600 revs, and that's because the standard injectors are working flat out.' The graph shows 261.5bhp at 6,250rpm at the flywheel, and torque is 240lb ft. 'This is what you're getting from the standard engine,' reports Simon, 'and that's

gratifying in itself.' Time to install the kit.

Now Mathew shifts the driver's seat back as far as it'll go, and replaces the standard ECU box with Specialist Components' own unit. 'We use the same connector and adaptor plate, which fits into the same holes, so it mounts onto the original ECU position, and then there's an adaptor to take the original plug, so it literally bolts straight in and can even be done with the seat in place.'

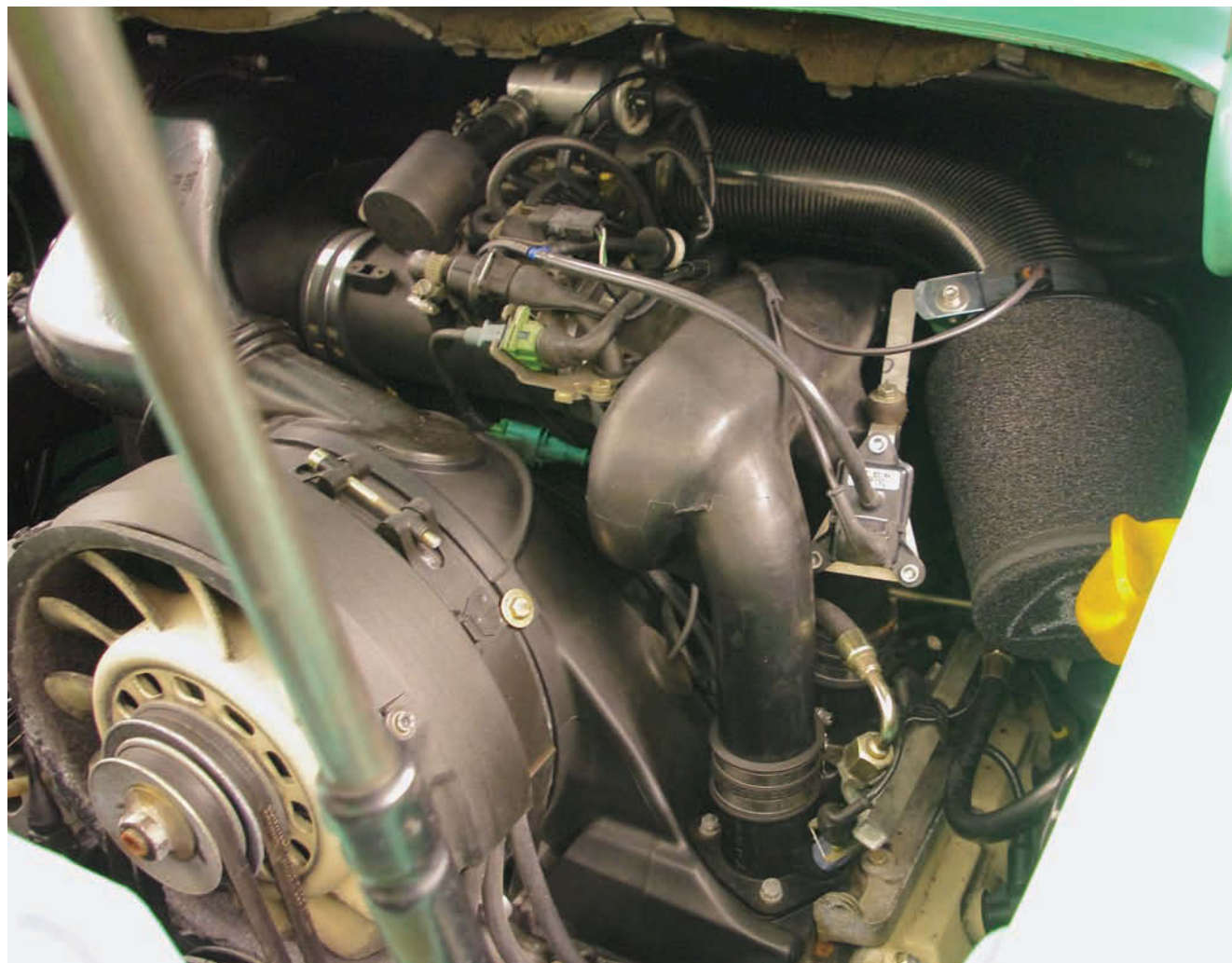
At the same time, Simon removes the airflow meter. 'This is what restricts the power,' he says, pointing out the small trapdoor within the unit. 'The throttle aperture is a lot larger, and even when the trapdoor is fully open, that could receive quite a lot more air.' Next, they remove the old injectors. 'These appear to have been reconditioned,' says Simon. 'They're very clean, so I think they've probably been taken out and put in an ultra-sonic bath.' True enough, an op carried out during the engine rebuild at 911Motorsport. The new injectors they're fitting are a direct swap. 'There's twenty years' worth of development between the two,' Simon points out; 'the old injector has a single needle in the end which delivers a jet, but these new ones have six tiny holes which produce a finely misted 20 degrees spray instead of a jet.'

Below left: The power run doesn't lie. Standard, newly rebuilt engine produces 261bhp, which is very healthy for a 964. 'After' figure is near as makes no difference 280bhp, with more torque across the range too. Below: Power v Lambda graph. Note standard injectors working over time (blue trace), while new injectors are ticking over, giving a flatter (red) trace





## TECH: PROJECTS



What's missing? The bloomin' great air flow meter and air box, replaced by lightweight, carbon fibre inlet pipe and foam air filter. Weber MAF sensor sits on attached bracket and reports to custom ECU, which lives in standard position under passenger seat

Like all jobs on a flat-six, the confines of the engine bay present slight access issues, though nothing insurmountable. Now Simon replaces the boxy aluminium airflow meter with a carbon fibre pipe. 'It's not your cheap wet lay carbon-fibre tube,' he jokes: 'this is genuine pre-preg carbon fibre made by an F1 supplier!' A new, cone-shaped foam ITG filter caps the pipe. It's a bespoke item. 'They brand it with our logo and they insert a hole in the bottom to take an air temperature sensor,' says Matthew.

It's taken them about an hour-and-a-half to fit the kit, and Simon climbs aboard with laptop to run the car on the rolling road again, this time with the kit installed. 'The standard 964's method of measuring air flow is archaic, but it was all Bosch offered at that stage and they weren't interested in alternatives. What we've done is to modernise your engine management system, bringing it into the 21st century!' Will it affect fuel consumption? 'We will map it to be the same AFR,' says Matthew, 'so you should find it will be very similar. You will notice the difference the more you rev it, because you'll be putting in more fuel because you've got more power.' The revs soar again and again, while Simon studies the dyno screen and refers to his laptop from time to time. Explains Matthew, 'When you're looking at the screen, the figure in the bottom right-hand corner is showing Lambda, and that's the one we're using to map against at various throttle loads and engine speeds, so what it says bottom right is the important one.' Meanwhile, the front and

rear ends of the car rise and fall slightly according to the phase of the power-run. 'The dyno gives you the option of holding whatever revs you choose, so we'll hold it at each of the 32 different points in the rev range that we monitor, and the ECU will interpolate the information between those gaps. The dyno will hold it at 2,500rpm, and then he'll back off the throttle to the minimum, then set the fuelling at that point and do the same for each one of the manifold pressures until he gets to full throttle. The revs aren't changing, but you'll hear that the load is, so the dyno holds the wheel speed and, as you put more throttle on, it puts more load onto the rollers so the revs don't change but you can use more throttle at that rev point, like going up a hill, so this gives us the opportunity to vary the load completely at any engine speed. He's put it into fourth gear so he doesn't go over the maximum speed of the rollers, and it will be left in fourth gear, so it's just load that's changing.'

The final readout on the screen proclaims 279.4bhp. Alleluia! 'It's not quite 280bhp, but close enough that I don't think anyone is going to be upset if you call it that!' says Simon. 'If you had a G-pipe as well as the Cup pipe we could get another 5bhp.' Twenty brake more! Wowzer! I can't wait to see how the difference is manifest.

Here's how it feels. The throttle response is more acute, and the slightest pedal pressure has an effect on the performance. There's a new urgency about the car's demeanour, the way it wants to get up and go. Smarter

acceleration, certainly, and it also gets into the higher rev-range faster, with a poised-for-action feeling about it. It doesn't want to hang about, and it positively demands that we get on with it. The aural experience has shifted subtly too. On start-up it doesn't settle down straight away to the normal sub-1,000rpm tickover, and there's popping and bopping on the overrun, which it didn't do before, and there's a new throatiness to the induction sound. It's an exciting drive too, aided and abetted by a new set of Nokian Hakkapeliitta WR winters.

It's not only the power delivery that's changed; the character of the car has altered fundamentally too. The leisurely marathon runner has been superseded by a sprightly sprinter, and I'd recommend the conversion to any 964 owner who's keen on finding a bit more oomph without resorting to forced induction. How much? Well, power is money, but £1650 doesn't seem unreasonable for the extra power liberated by the conversion.

Only one slight glitch: the new ECU doesn't talk to the digital fuel/distance predictor, which now tells me I have just 75kms left, despite having a brim-full petrol tank. Simon tells me they'll be able to sort this when they tackle a 993 that has a similar on-board computer to Peppermint Pig, which their 964 model set up lacked. So, whether the Pep's new, vivacious persona will ultimately prove tiresome, only time will tell.

For now, it's happy as a pig in sh\*t, and in fact that's exactly how it goes: like pig sh\*t off a shovel!

## CONTACT

**Matthew Payne Specialist Components**  
5 Poynt Close,  
Wymondham,  
Norfolk NR18 0UB  
Tel: 01953 859785  
sales@specialist-components.co.uk  
www.specialist-components.co.uk

**Nokian Tyres**  
nokiantyres.com/winter-tyres/nokian-wr-d3/



# Specialist Components 964 Management Kit

Our comprehensive kit includes all parts needed to remove the restrictive/heavy/old-fashioned air flow meter and restrictive air box - it will thoroughly modernise the fueling of your classic. We include all parts needed for ease of fitment, and with a fully developed map for standard engines the kit is truly 'plug and play'.



Uses the powerful and highly acclaimed Typhoon 2 ECU  
 Direct plug-in - No wiring required  
 Brackets supplied to mount ECU in original location  
 Air flow meter to MAP sensor conversion  
 6 brand new Bosch injectors  
 Formula 1 grade carbon fibre intake system  
 Custom ITG air-filter  
 Easy DIY fit  
 Perfect for people looking at further upgrades (can be mapped to suit any further mods - 3.8, cams etc)

Price: £1650 + VAT

Completely reversible changes - No permanent modifications to your valuable classic

Phone + Fax: +44 (0) 1953 859785

E-mail: [sales@specialist-components.co.uk](mailto:sales@specialist-components.co.uk) Web: [www.specialist-components.co.uk](http://www.specialist-components.co.uk)

Specialist Components Northfield Mill, Poynt Close, Wymondham, Norfolk, NR18 0UB



**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](http://www.porscheclubgb.com) or call Cornbury House on **01608 652911**



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



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



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





## CAYMAN: A YEAR ALREADY

Kieron Fennelly replaced his 993 C2 with a Cayman 2.7. Some might think this a backward step, but he's loving the more modern, mid-engined machine as 9000 miles in a year will testify



**KIERON FENNELLY**

**CAYMAN 987 2.9**

**Occupation:**

Motoring Writer

**Previous**

Porsches: 993 C2

**Current**

Porsche:

Cayman 987 2.9

**Mods/options:**

Standard

**Contact:**

kieron@talktalk.net

**This month:**

How time flies. A year and 9000 miles in, and I'm still loving my Cayman. I've tried hard to find fault, and seek out things that need repairing, but thus far to no avail apart from a suspect bush. Guess I'll just keep driving it then.

Fennelly's Cayman at Porsche's Silverstone Driving Centre. Refreshing to see a Cayman on 17s rather than optional 18s

**B**y early January I had covered almost 9000 miles in my 987 Cayman 2.9 which is a measure of just how much this eminently practical two-seater has become my regular transport: I used to average a third of that with the 993. For less interesting journeys, I had planned to carry on using our other motor which, these days, is an E91 Three Series. However, my better half likes that so much more than its predecessor, a Vectra V6 that she bags the BMW at every opportunity. Still, having to use the Cayman is not exactly a hardship, but I do try to find alternatives to long stretches of motorway if at all possible – in my view Porsches are wasted on our crowded M roads. A trip to a photoshoot at one of Antony Fraser's favourite locations, Hackpen Hill, six miles north of Marlborough, was a case in point: I forsook the M4 and followed the A4 which west of Newbury is remarkably fast and empty after the morning rush. After brief

study of an antique document which older people will recognise as a road atlas, for my return trip, I managed to get within 20 miles of home without using A roads: an hour-long variety of straights, bends, hills and dales. The 2.9 is a brisk rather than outright rapid Porsche and it's at its tactile and addictive best in this sort of terrain.

Although not due a service for another year, I had Northway change the engine oil in December because I believe that after twelve months of cold starts, there are sufficient impurities to make it worth replacing, especially in engines producing over 90bhp/litre and where bore wear is not unknown. On the other hand, the brakes which are not as sharp as my 993's were deemed useable for another 10,000 miles, so remained in situ. Northway also looked hard for a coolant leak as I thought the level was down (was I getting paranoid after Chris Horton's excellent article in October's *911&PW?*) but again decided no intervention was necessary. They say

they've seen plenty of leaking 987 systems, but mostly on pre-08 cars. Still on the subject of radiators, with no compressed air line to hand, I thought I was being clever squeezing my hand in through the front grilles to pull out the accumulated leaves. However, when I tried to get my hand out I comprehensively skinned myself on the back of the louvres. Once I had applied suitable first aid, I sought out the gadget I have for retrieving nuts and the like which have fallen into impossibly inaccessible crannies. Using this device which is about 18 inches long with jaws operable from its handle I was eventually able to remove the offending foliage before it turned into wet compost. It is remarkable how quickly muck seems to pile up here and it surprises me that Porsche has not devised a way to make DIY access easier. To judge from the numbers of corroded matrixes I have noted on partially dismantled 911s and 986/7s, a lot of Porsche coolant and air con radiators must end up being replaced





prematurely, victims of corrosion along their bottom edge.

For a couple of days in September, last year, I was able to borrow the latest 981 2.7 Cayman. Most people seem to think the 981 is better looking than the 987, especially in profile, though its corporate Porsche rear is less individual. A striking difference is the cabin which in terms of finish has moved distinctly upmarket and feels altogether more opulent with better quality plastics and mouldings. Polished aluminium abounds in rather greater profusion than I would choose, but I do appreciate proper metal door handles

instead of the previous grey plastic affairs which chip too easily. On the road, performance differences are hard to detect, but the direct injection 2.7 seems to rev with even more zest. The new chassis is certainly more poised in corners, but direct comparisons are complicated by the fact that this press car had 20-inch rims and 235/265 front/rear section tyres whereas my 987 uses 17-inch and 205/235s. The latter, with deeper side walls, allow a little lateral movement which I find very communicative. The far more generously shod 981 has extraordinarily dry road high cornering limits which took a visit to Porsche's Silverstone

Experience to explore. Copiously filled wheel arches are also of course the look to have, but given the choice I prefer the behaviour of the skinny rubbered seventeens on my 987 and also the way they distantly recall the 904 GTS.

In a year my only significant complaint is the rattle from a rear link arm, annoying, but intermittent and only on certain poor road surfaces and when it's wet. The cause is probably a bush, but normal functioning of the suspension is unaffected so the arm is only worth replacing if the racket becomes intolerable. For the moment, it is some way from that, so I will live with it for a while longer.

On the ramp at Northway Porsche for an oil change and general check over

Left: Cayman with Fennelly's old 993, which has now been converted into an RS lookalike. Below: Rattle from link arm doesn't seem to be affecting the suspension





# DESIGN911

CLASSIC CAR CENTRE

Telephone:

+44 (0) 20 8500 8811



Porsche 911T 1973 Coupe 2.4L MFI Engine 5 Gear Manual LHD, Sepia Brown with a dark brown interior.



Porsche 911T 1972 Targa 2.4T MFI Engine 5 Speed Gear Manual LHD, 58442 miles. Tangerine Orange with black interior.



Porsche 911 1974 Coupe 2.7L Engine Manual Gearbox LHD, 95524 miles. Ice Green Metallic with Black Interior



Porsche (911) 930 1982 Turbo 3.3L 300hp Coupe, Manual 4 Speed LHD, 59000 miles, Pewter Metallic with Black Leatherette interior.



Porsche 911SC 1982 Targa 3.0L Engine Manual Gearbox LHD, Arrow Blue with black interior.

SEE OUR WEBSITE FOR A FULL LIST: [WWW.DESIGN911.COM/CARS](http://WWW.DESIGN911.COM/CARS)

## Autowerke, Norwich

Independent Porsche Specialist

Serving Norfolk and East Anglia

**SERVICING  
REPAIRS**



**01603 408044**

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

Bergvill F/X – Porsche electronics sales and repair services

## Need better lighting for your Porsche 993?

Or just want to upgrade it  
to a more modern look?

T-LIGHT and T-LED:  
HID and LED light kits for your 993



BERGVILL **FX**  
ELECTRONICS

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

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](http://www.tipec.net)

# 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](http://www.rs911.com)**

Email: [mark@rs911.com](mailto:mark@rs911.com)



## 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](http://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

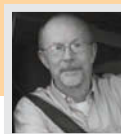


**FREE  
SAMPLE  
ISSUE!**

Find us on  
**Facebook**



**E-MAIL US AT [PORSCHEMAN1956@YAHOO.CO.UK](mailto:PORSCHEMAN1956@YAHOO.CO.UK), AND WE'LL FORWARD YOUR TECHNICAL PROBLEMS TO OUR RESIDENT EXPERTS TO ANSWER**



CHRIS HORTON  
911 & Porsche World



PAUL STACEY  
Northway Porsche



PETER TOGNOLA  
Tognola Engineering



PER SCHROEDER  
Stoddard Imported Cars



OLLIE PRESTON  
RPM Technik

Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts try to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

Sponsored by



## 928 AIR-CON BLOWS HOT... AND HOTTER

**Q** The last time I wrote to 911 & Porsche World was not long after acquiring my 993 Carrera 4 Cabriolet in Dubai. That would have been in about 2004, I would guess, and much water has since passed under both the metaphorical bridge and that 993, in that the Porsche subsequently returned with me here to Perth in Western Australia.

It is thus, I believe, one of the few road-registered, left-hand-drive 993s in the country – maybe even the only one. Perhaps more on that (and Australia's arcane import rules in relation to 'bringing home the bacon') some other time. (Yes, please! – CH)

Since my return to Australia I have succumbed to a 35-year admiration for the 928 and acquired a standard (apart from audio head unit and immobiliser) 5.0-litre, four-speed automatic 1986 928S, with about 160,000km (100,000 miles) on the clock. And with that the irony in that the digital timepiece in said vehicle has slowly but surely become just about the only electrical item in the car still in reliable working order.

I bought it as an all-weather car (for the air-con and fixed-head roof, in other words), but the former is now refusing to respond to treatment after both a regas and relay checks, and has flummoxed all experts locally, including the only authorised Porsche workshop in the area.

But I now believe that the relay for the in-dash A/C control unit may be the culprit. Sometimes I used to get cool air from the vents, accompanied by a clicking sound from the control unit, which I presumed was that relay attempting to function as it should, but now even that has ceased.

So, question one. Is there a fix for this failed relay, other than the refurbished or an (extinct?) original-

equipment replacement head unit? Or is there another plausible culprit?

If the air-con could be made to work, the intermittent adjustability of the driver's seat, the lack of cruise-control (despite a new column stalk module, as part of a lengthy and complex fix for lights that wouldn't lift), dim dashboard lights, ambitious speedometer, forgetful fuel gauge and ammeter that dips in concert with indicators and so on, would all be bearable. If, that is, yet another confounding and fundamental electrical problem could be traced.

Sometimes, when I brake, the '!' warning light in the centre of the instrument panel comes on, and I know from previous experience that the windows will then not lift and the sunroof will not work and the headlights may even extinguish, for about five to 10 minutes. All will be fine again until the need to brake.

This affliction (usually) disappears after driving for some time. Again, a relay is suspected in conjunction with an inexplicable voltage drop – but I am not sure I can cope with leaving the car for several weeks and the ensuing regular enquiry of the auto-electrician as to whether he has tracked down a cause from the 50 or so identified, and could he please park the car in the shade but not under flying cows when he is not working on it, or where folks will open their doors on it.

Question two: have you ever heard of such a thing, and if it's likely to be a relay(s) at fault, which one(s)? Could condensation in the brake-light clusters cause the issue?

Despite all of the above the 'S' is not a total clunker, and has none of the usual missing parts, questionable after-market bling, tatty leather or split dashboard, so I would love the electrics to match the aesthetics!

**Martin Mileham, Perth, Western Australia**

1986 928S has a number of the electrical issues that are by no means unusual in these complex machines, but such is its basically sound and original condition that owner Martin Mileham wants to get them sorted if he can. Our bet would be on poor earth (or ground) points. Left-hand-drive 993 (above) is a rarity in Australia, if not unique. Full story on import process in a future edition

**A Robin McKenzie, Auto Umbau:** It sounds to me that the brake fluid might well be low, and that would certainly be one fairly obvious (and easily verified) reason why the '!' light is coming on during braking.

The other problems you describe sound like poor earths, and in that case there are several to check: two above the central electrics board in the left-hand footwell, and another at the right-hand rear corner of the boot area, behind a plastic trim panel.

Problems at these earth points are usually due to corrosion, especially at the rear of the car, which gets wet when you open the tailgate when it's raining, and also because of ageing rubber seals and so on.

By the sound of it either the temperature rising in the car and the vibration through driving and the earths making contact again could be why the fault seems to go and then come back again.

The other problem might be the alarm system. It's quite likely that it would have been fitted by cutting into the original wiring, and given the age of the car these connections are probably in pretty poor condition by now. I think you need to find a genuinely good auto-electrician.

I'm sure we could fix the issues for you, here at Auto Umbau, but sadly we are many thousands of miles away in the UK!

## CHARGE!

I have followed your recommendation (Q&A, January 2015) and bought myself (and my GT3-look 996) a Ctek battery charger.

In fact, I purchased an MXS 5.0 charger, a wall bracket and a 2.5-metre lead for the quick disconnect wires. I bought the items through eBay, but all the items were brand-new from genuine parts suppliers.

Everything arrived within a few days, and the bracket has been mounted on my garage wall, adjacent to the front of the car, so that I can see the charge status as soon as I open the garage door.

The extension wire allows the unit to be wall mounted, and the cables run into the front luggage compartment and are connected to the battery. The front lid can be closed and the alarm set to ensure full compliance with my insurance policy.

There are two connection possibilities with this charger. One is a set of standard crocodile clips, the other a short length of cable with two special terminals to secure to the battery permanently.

Having fitted these permanent connections to my car's battery, I have been able to refit the plastic battery cover and a short length of cable, and the quick release connector protrudes into the top of the luggage compartment.

This means that I can connect and disconnect the charger quickly and conveniently without the need to remove the battery cover each time. Very handy!

The unit constantly monitors the battery's state of charge, and trickle charges or boosts it as necessary. It is designed to be left switched on.

So far I am very impressed, but I shall reserve final judgment until after the winter, when the roads aren't covered in salt and I can drive the car again. I just need to remember to disconnect it, before I drive out of the garage...

**Graham Lancaster**



## DANSK EXHAUST UPDATE: BOXSTER 2.5 OWNER'S VIEW

The how-to story in our January 2015 issue – see pages 118–121 – showed what was involved in fitting a Dansk after-market exhaust system to an early Boxster 2.5. We promised an update from owner David Nixon, once he had put a few miles on the modified car, as well as his thoughts on choosing the system in the first place. Read on

'The biggest problem I had was deciding which exhaust to get, but I quickly narrowed this down to Dansk, mainly because I knew it would fit (they make the OEM units, I heard somewhere), and partly because Paragon, who were going to install the system, advised this was a good choice from their point of view, because it would fit. As they have looked after my Boxster so well for the last four plus years I was happy to take their advice.

The next problem was finding that there are several versions of the OEM-style unit (I did not want the back of the car to look too different), and narrowing down this from the seven or so units shown on the manufacturer's website.

It was not easy to find out what the real working differences were between some of the units, and the descriptions on the websites I visited differed, but it came down to there being a few basic versions with different

sound output and tailpipe options: OEM, Sport, Sound and Super Sound (which I think is a similar unit to the OEM sports option) in order of volume, plus those with sound flaps. There is a Dansk on-line 'sound studio' in which you can hear the sounds of some of the units on their website. These are from stationary cars, but it gives you an idea.

As it turned out, it proved quite difficult to get any delivery date for some of the systems, so I opted for a unit that had a short delivery – that turned out to be around three weeks from Euro Car Parts. As I was replacing the unit only because it was as quiet as a sewing machine, and totally characterless, I didn't mind waiting.

The unit I chose, the 94.300S, has separate tailpipes. It is the Sport option of the muffler, so one up from the OEM sound – we do a lot of longer trips to northern Scotland, and I was adamant that any unit I



bought must not drone at all on the motorway. I opted for the OEM-look tailpipes, although I would have preferred the fixed smaller pipes on the 94.330s, I think this is otherwise identical. I wish I had gone for the small tailpipes now, that were described as 'double look', but I am getting used to it.

I have used the car only a few times so far, and have done around 400 mostly motorway miles, so it's early days. I gather the sound changes due to the heating and cooling cycles changing the acoustics, and it has definitely changed a little, it is now more audible. The initial disappointment of hearing

the idle sounding identical when outside the car have gone, when driving at low speeds you can hear a mellow presence and can definitely hear you have a flat-six in there now, something that was entirely missing before – so much nicer. I am hoping that with the roof down it will be a little more audible still.

At motorway speeds it might be very slightly louder than before, but cruising at 70mph does not require the radio to be turned up at all, so quite acceptable. At high engine speeds you can definitely hear a lot more volume. Overall impressions are I have exactly what I had

Subtle but effective: Dansk exhaust has provided everything that Boxster owner David Nixon was after, not least improved sound quality with no droning

hoped for, and absolutely zero resonance at any engine speed to annoy. It's a perfect compromise for me, and worth the considerable cost, and just makes the car so much more complete.

Oh, and yes, the missing mounting bracket was fitted early last week, it was a 10-minute job, I think, and Paragon recharged the air-con. I had the condensers replaced last year, but the pressure had gone low and they had since found that their old machine was faulty.'

## LATER 997 SHOULD HAVE FEWER IMS & RMS ISSUES

**Q**

A good friend of mine, Bill Douglas from Perth, here in Western

Australia, is a previous user of your enquiry service, and suggested that I contact you regarding a 997-model Carrera that I am currently looking to buy, as a step up from the 1981 911SC which I have owned and enjoyed for the past 11 years.

The vehicle I am looking at was apparently built in September 2006, and has the 3.6-litre engine. It is showing 87,000km (around 54,000 miles), and is a five-speed automatic, ie Tiptronic 'S'. It has had one owner and looks very tidy, with up-to-date service records.

Can you please advise whether the IMS and RMS problems of the earlier 996

had been sorted out by the time this car would have been assembled?

**Rudy Menke, Clarkson, Western Australia**

**A**

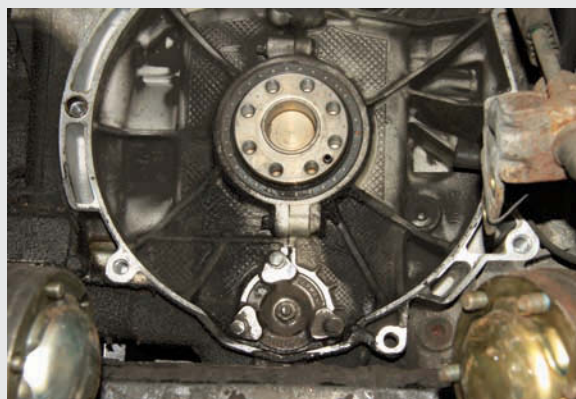
**Paul Stacey, Northway Porsche:**

The 997's 3.6-litre engine was fitted with a larger intermediate-shaft (IMS) bearing from the start of the 2006 model year (which itself began in the early autumn of 2005), so given your prospective car's apparent build date it should – in that respect, at least – be a little more reliable than its predecessors.

To work out any Porsche's model year, have a look at the VIN, or Vehicle Identification Number, which in most cases is on a self-

adhesive plate on the right-hand door post, and in all of these later cars also visible through the lower left-hand part of the windscreen. Essentially it is the 10th character you are after – '6' for 2006, or '7' for 2007.

As for the RMS seal, the fact of the matter is that you can never really tell whether it is going to be a problem without separating the engine and transmission, and then removing the flywheel (or in this Tiptronic car the torque converter). Later cars had better seals from new than earlier ones, but even those can still weep. But it will be only a slight weep, and you will be unlucky if it is any more than that. Many garages and even Porsche specialists will advise that the RMS will require replacing when it is



IMS and RMS issues will probably remain controversial for ever, but later engines are definitely better in this respect, says Paul Stacey – and in many cases the accompanying oil leaks are blown out of proportion. Just keep an eye on them, and replace parts only as advised by a competent specialist

just damp or weeping. The situation will have no detrimental effect on the engine – although it is obviously worth keeping an

eye on it, just in case it suddenly starts pouring out – and the likelihood is that it will be just as bad with a new seal, if not even worse.



## LED PANEL LIGHTS TRANSFORM READER'S 993

I read with interest the how-to story in the February 2015 issue of *911 & Porsche World* about improving the headlights of the air-cooled 911s. Of particular interest to me, as the owner of a 1997 911 Carrera 'S', was the section on the 993 enhancements that Tore Bergvill of Bergvill F/X in Norway can provide.

The January issue first pointed me in this direction, and I have invested in the 993 HID conversion, the 6000 units, complete with LED sidelights, but I have not yet had the opportunity to install these.

But I also bought the 993

LED centre console repair kit. Fantastic! a full set of working panel lights after eight years of ownership. From start to finish the job took me just an hour, and I now have a centre console lit up like a Christmas tree!

One tip: I shaped each cathode leg with a small kink in it, because once you have cut both legs to length, as per the instructions provided, identification of the shorter leg won't be possible. I used a Dremel tool to cut the track and I was careful not to over-apply the new solder, and it works a treat. (All of this will be made a lot clearer once

you have seen both the parts and the instructions.) I can't wait to get the headlights completed now.

Other work I have recently had carried out on my car was a suspension upgrade. Dampers replaced with Bilsteins and H&R springs, and all front bushes replaced. The work was carried out by STR Porsche Specialists, Norwich (01603 626668), as recommended by your Johnny Tipler. They also carried out a major service. I am really pleased with the work they did, and will be certainly using them again in the future.

The car felt much

improved on the journey home (26 miles) but it is now tucked away for the winter, so I haven't had any chance to test it fully on the

wonderful Suffolk 'B'-roads. (I live just a few miles from *911 & Porsche World* editor, Steve Bennett.)

**Simon Hardy, Suffolk**



## 930 INJECTOR WOES

Things you wish you had done differently with the benefit of hindsight: the owner of a 930-model 911 Turbo made an expensive mistake when he put the car back on the road after a long lay-up in the hands of two previous enthusiasts.

The standard 3.3-litre engine – to which he had sensibly fitted new spark plugs as well as air, oil and fuel filters – performed well enough to begin with, but after about 50 miles was reluctant to run at much more than 2000rpm, even with no load on it. Out on the road it

simply died at anything above that engine speed.

Assuming the problem to be ignition-related, our man replaced the plug leads, the distributor cap and the rotor arm, and even the coil, but to no effect. This pointed the finger at a fuelling problem, and sure enough the injectors, when removed and inspected, proved to be full of a fine, brown sediment.

Believing this to be simply the inevitable result of the car's previous usage – around 50,000 miles – and subsequent storage, he stoically forked out for six

brand-new injectors (currently around £120 apiece including VAT), a new metering head and even a new warm-up regulator, and just to be on the safe side fitted a second brand-new fuel filter.

You can imagine his disappointment, then, when after just another 50 miles the problem was back again, pretty much as bad as it had been the first time round. He sought help at BS Motorsport in Buckinghamshire (01296 658422; [www.bsmotorsport.co.uk](http://www.bsmotorsport.co.uk)), where technician Rob Nugent soon found not only the new injectors full of sediment – and as a result effectively

scrap – but also the inside of the fuel tank coated with a thick layer of rust.

The morals of the story? That old-fashioned mild-steel fuel tanks can look perfectly fine from the outside – as did even this one – but harbour all manner of internal horrors. That this corrosion process is most likely accelerated by leaving the tank with only a small quantity of petrol in it – and certainly by leaving the car standing idle for many years at a time.

Perhaps most crucially, though, this tale shows that even the best fuel filter cannot and will not cope with the detritus that forms from

this neglect, and even under optimum conditions probably warrants replacement – in these older cars, at least – as often as your oil filter. An added expense, yes, but even at £30 a time, plus perhaps half an hour's labour to fit, it's a heck of a lot cheaper than even one new injector, never mind a full set of six of the things.

They may not look like it, from the sediment that was inside them, but those 930 Turbo injectors (left) are almost brand-new. Culprit was this rust in the fuel tank (below), viewed through the hole for the fuel-level sensor. Answer: new tank, and *another* six injectors



**EVANS**



**Tested and Approved  
by Porsche Specialists...**

**Now available from RPM Technik  
& Cavendish Porsche**

To find your nearest stockist visit  
[www.evanscoolants.co.uk](http://www.evanscoolants.co.uk)







SERVICING, REPAIRS & MOTS  
PERFORMANCE UPGRADES  
DIAGNOSTICS  
LATEST FOUR WHEEL  
ALIGNMENT TECHNOLOGY  
ENGINE & GEARBOX BUILDS  
IMS BEARINGS  
AUTO ELECTRICS  
ODOMETER REPAIRS  
DEDICATED PAINT & BODY  
REPAIR CENTRE

- ROAD
- RACE
- PERFORMANCE

01603 626 668 NORWICH  
[www.porsche-servicing-norfolk.co.uk](http://www.porsche-servicing-norfolk.co.uk)

# Chris Turner

## PORSCHE Specialists



**020 8451 6000**

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

Skype: ctporsche

# Classic PORSCHE

**NOV/DEC ISSUE  
ON SALE NOW**

Buy online at  
[www.classicporschemag.com](http://www.classicporschemag.com)







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

★ **POWER**  
★ **PERFORMANCE**  
★ **PRECISION**

**600HP 2WD Rolling Road Coming 2015**



*Now Incorporating*



**Parts for all Porsche Models**

<http://www.partsforporsche.co.uk>



**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.performedirect.co.uk](http://www.performedirect.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.

**PORSCHE INSURANCE**

**QUALITY  
PROTECTION  
FOR YOUR  
PRIZED ASSET**



Supporting Car Clubs For Over 30 Years

**classicline\***  
INSURANCE

Free and Simple Agreed Value  
PCGB 15% Discount  
Free Club Track Day/Event Cover\*  
Free UK & EU Breakdown Recovery  
Free Legal Cover

All Modifications Accepted  
Laid Up/Restoration Project Cover  
Multi-Vehicle Policy  
Salvage Retention  
Your Choice of Repairer

**01455 639 000**  
[www.classiclineinsurance.co.uk](http://www.classiclineinsurance.co.uk)

Authorised and regulated by the FCA. \* Terms and Conditions Apply.



## TECH: DETAILING

DETAILING SCIENCE: PART SIX

INTERIOR  
DRESSING

TIME REQUIRED 3-7HRS DEPENDING ON CONDITION

The outside of our GT3 might now be in perfect fettle and super-shiny, but the interior was really letting the side down, so it was off to Renovatio Automotive Detailing for a full interior clean-up. The end result is a massive improvement all round, with restored surfaces and renovated leather seats

sponsored by



**W**ith the paint corrected, enhanced, and protected, our attention has now turned to the interior of Antony's 996 GT3. While the car had clearly been kept in good condition, there is plenty of evidence of wear which Martin Barrow of Renovatio Automotive Detailing near Aldershot has been able to reverse.

Whereas your average roadside wash centre can give your car a quick vacuum, a professional detailer takes a far more involved approach to cleaning the interior of a car. The first step is to remove anything that isn't bolted down, and in less well kept cars, quite often bits that are attached like seats are also removed. This not only allows better access to the rest of the car, but also allows close attention to be paid to individual components such as the door sill cover in the top image, which is being deep cleaned with Envy Car Care's All Purpose Cleaner.

The next step is to vacuum all the soft surfaces, including things like the headlining and parcel shelf, which often look clean but hide a multitude of grot and grime. Detailers

use specialist high-power vacuums with an assortment of specialist automotive attachments. The carpets are then treated to a steam clean, killing any biological nastiness and removing unwanted odours far more effectively than a hanging air-freshener.

Steam can also be used on other surfaces such as hard plastics and certain fabrics using specialist machines like Martin's Karcher DE4002.

Before turning his attention to the leather and Alcantara, Martin got to work on the fiddly bits. It may seem a little over the top using a specialist brush on the air vents and instrument panel, but it is the most effective way of removing all the dust and hair that loiters in the crevices, and once an interior is really clean, even the smallest imperfections suddenly become apparent. It's very important to be careful when treating the interior, knobs and switches can be knocked off if you're too brutal with your dusting, while vacuum tubes can rub against door sills. The perennial favourite are little dents along the doors sills, cause by non-professionals yanking vacuums on wheels

resulting in a collision.

Leather is another area where the detailer excels – customers are often surprised at just how much can be done for tired hide. One needs experience to get leather treatments right, as mistakes can be costly and there are plenty of pitfalls. For example, vintage cars often have unsealed leather which is far more delicate and sensitive to strong IPA-based cleaners that modern leathers with polymer coatings need.

In this case, the challenge was to deep clean the leather, reduce the appearance of various scuffs, and protect it for years to come. It arrived with very dry and unnourished hide, which was partly to blame for the growing amount of weak marks. Martin started with Dr. Leather Advanced Formula Leather Cleaner, followed by Renaper's Leather Balsam which contains both beeswax and Jojoba oil which dramatically rejuvenated the look, feel, and even the smell of the seats.

With the interior now as good as it can be, the next steps will be to focus on the little details – wheels and brake callipers followed by the engine bay. **PW**

Envy Car Care's All Purpose Cleaner was used to clean the plastic surfaces. A specialist high-power vacuum was used to hoover up any grime, and the carpets were then treated to a steam clean. Vents were brushed and finally the leather seats were treated and restored

WE WANT  
YOUR CAR

We don't just want to make our own cars super-shiny, we want to work on yours too. Drop us a line at [porscheworld@chpltd.com](mailto:porscheworld@chpltd.com) and let us know why your car would be a detailing candidate



PROTECT YOUR PORSCHE  
WITH THE WORLDS LEADING CAR CARE PRODUCTS

VISIT US ONLINE AT [WWW.SWISSVAX.CO.UK](http://WWW.SWISSVAX.CO.UK)



# 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
**RENOVATIO**  
Automotive Detailing

SURREY

renovatiodelighting.com

Tel: 07888 899 615

info@colourcontrast.co.uk

Renovatio are specialists in professional car detailing, offering our expert paintwork refinishing and interior rejuvenation skills across a wide range of requirements. We are dedicated in transforming the aesthetic look of any vehicle and can offer ultra durable protective quartz coatings, perfect for the preservation of your paintwork. We are able to work on any type of vehicle / surface from a faded classic car in need of TLC to detailing supercars and are always keen to take on new challenges. We offer new car protection for every surface which lasts on average 10x longer than dealer applied treatments and often for a better price!

Our reputation for excellence has drawn the attention of classic and sports car magazines to prestigious vehicle dealerships and enjoy a continuous support for our clients.



Follow us...  
f  
t  
@pvdapproved


**NOW OVER 160**  
MEMBERS NATIONWIDE


# CLASSIC PORSCHE INSURANCE WITH AGREED VALUE\*

## NOW THAT'S WORTH SOMETHING

- Talk to an expert in our **UK CALL CENTRE**
- Pick a **SPECIALIST REPAIRER** of your choice
- Up to **£100,000 LEGAL PROTECTION** if you're in an accident that's not your fault
- UK & EU breakdown **WORTH OVER £100** - includes Homestart
- **EUROPEAN COVER** up to 90 days\*
- Salvage Retention Rights\*
- Up to **25% DISCOUNT** for club members\*

### ALSO AVAILABLE

- Laid up cover • Spare Parts Cover • Wedding cover • Track Day Cover



YOU COULD

# SAVE 28%

IF YOU INSURE MORE THAN  
ONE CLASSIC VEHICLE WITH  
A MULTI-CLASSIC POLICY\*

We Speak Your Language

# 0800 093 2953

Classic | Camper Van | Specialist | Military | Performance

Visit us online at [cherished.carolenash.com](http://cherished.carolenash.com)

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. \*Terms and conditions apply, call for details. Based on an average customer, saving 28% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.


**CAROLE NASH**
**The care it deserves**



## *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\*

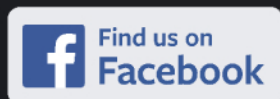
Call our friendly UK team for a quotation

# 01277 206 911

[www.rhclassicinsurance.co.uk](http://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





## CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

356

## 9-Apart

Parts specialists for 356  
01706 824 053Classic Car Insurance  
0800 093 2953[www.KARMANN KONNECTION.com](http://www.KARMANN KONNECTION.com)  
Porsche 356 & Early 911 SpecialistsGreat 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 340613

[info@karmannkonnektion.com](mailto:info@karmannkonnektion.com)

## 356B T5 Coupe 1960 model

Matching numbers, body, engine, engine  
completely rebuilt, bodywork just been  
primed, all body panels complete, doors,  
bonnet, tail-hood been powder coated.  
Tel: 0035 1920 081655. Email:  
[classicstevie1960@yahoo.pt](mailto:classicstevie1960@yahoo.pt) (Algarve,  
Portugal). P0315/031

## 356A Coupe

Right hand drive, original engine,  
complete car. Tel: 07785 558030 or  
01824 703529 (North Wales).

£35,000

P0315/036

ROGER BRAY RESTORATION  
Milestone Services, London Road  
Whimpey, Exeter, Devon EX5 2QBCLASSIC PARTS FOR PORSCHE  
356 • 911 • 912 • 914We stock the largest selection of new  
parts for the 356, 911, 912 and 914,  
including mechanical, engine, body &  
interior - we also have a large  
selection of used parts. In fact, we  
stock everything you need to keep  
your classic Porsche on the road![www.rogerbrayrestoration.com](http://www.rogerbrayrestoration.com)

Tel: 01404 822005 Fax: 01404 822007

[parts@rogerbrayrestoration.com](mailto:parts@rogerbrayrestoration.com)

911

Classic Car Insurance  
0800 093 2953

## 997 Carrera S

Fantastic low mileage (38,107) car with  
FPSH, 2005 plate, sunroof, black, Sand  
Beige leather interior, Chrono package,  
CD autochanger, Bose sound system, sat  
nav, Sport seats, over £5000 spent on  
regular service and maintenance, selling  
due to new baby. Tel: 07769 975917.  
Email: [dan@grb.uk.com](mailto:dan@grb.uk.com) (Worthing).

£27,495 ono

P0315/014

"OLD SCHOOL" PORSCHE  
MECHANICS FOR THE 21ST CENTURY  
Hutton, Essex[www.dsdmotorwerks.co.uk](http://www.dsdmotorwerks.co.uk)

CALL US ON

07002 911 356

OR

07774 854 418



## 911 Targa 2004 real head turner!!

Originally green with professionally applied  
Metalflake orange wrap, new custom made  
stainless steel exhaust system, brand new  
Kahn 20" alloys with tyres, MOT Aug 2015,  
69,000 miles, immaculate tan leather interior,  
private plate included in sale, fantastic car to  
drive, sad to see go, real head turner!! Car  
located in Elgin. Tel: 07986 591712. Email:  
[therabster@hotmail.com](mailto:therabster@hotmail.com) (Moray).

£16,500

P0315/022

911



## 911 Super Sport Coupe

M491, RHD, Venetian Blue, Linen leather  
interior, electric 8 way seats, factory sun  
roof, 1986 and understood to be one of  
only 46 Turbo bodied coupe versions sold  
in 1987 model year, 87,000 miles, new  
MOT, has been dry stored for past 3  
years, extensive folder with receipts/old  
MOTs kept over years, featured in  
articles in 911 & Porsche World  
magazine in 2002, some work now  
necessary to bring car up to a high  
standard, offers in the region of £25,000.  
Tel: 07811 142950. Email:  
[jcshoesmith@googlemail.com](mailto:jcshoesmith@googlemail.com).

£25,000


P0315/035

## 911 Carrera Cabrio

1998, in excellent condition, engine runs  
like a dream, no rust, completely original  
car, extensive service history. Tel: 0034  
690 399793. Email: [bluemacee@yahoo.com](mailto:bluemacee@yahoo.com) (Alicante, Spain).

£25,000

P0315/037



**PETER MORGAN  
CONSULTING**  
INDEPENDENT  
**Porsche**  
DRIVER'S CONSULTANCY

**PRE-PURCHASE INSPECTIONS**  
Insurance valuations  
[www.porscheinspections.com](http://www.porscheinspections.com)  
or call +44 (0)1672 514038

## 9-Apart

Parts specialists for 911

01706 824 053

## 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. Tel: 07973 578130. Email:  
[lewis.alistair@talktalk.net](mailto:lewis.alistair@talktalk.net) (Beds).

£49,995

P0115/044

## WILLIAMS CRAWFORD

Passion for Porsche



1971 911 2.2T Coupe for full restoration and 997 Turbo S sourced for a customer

## Help....We need your Porsche!

This is the time of year when we get a rush of customers wanting a lovely Porsche, we never have  
enough to offer. Are you considering selling, swapping, trading in or thinning your collection? We would  
love to speak to you. We might make you very happy, make life easy...we buy, broker or match your car  
to a client....we can definitely deal with you in a pleasant, safe and friendly manner. Please get in touch  
and let's see what we can do.We are looking for Porsche of all eras, from 356 through to the latest 991, plus 968, 928, Cayenne,  
Boxster and Cayman. Competition cars, perfect or projects considered too. Free advice and valuations.

## We Buy Sell, Service and Restore Porsche.

Porsche from all eras. Call for advice. In stock both classic and modern Porsche, Porsche sourced for  
you, delivered Nationwide and Export arranged. For those of you that value the job being done right, or  
wish to buy the right Porsche we would like to hear. We value our reputation, we look after customers  
and appreciate your business.

## Coming Soon:

Some very exciting and unusual Porsche. Call us or email and ask for our updates.

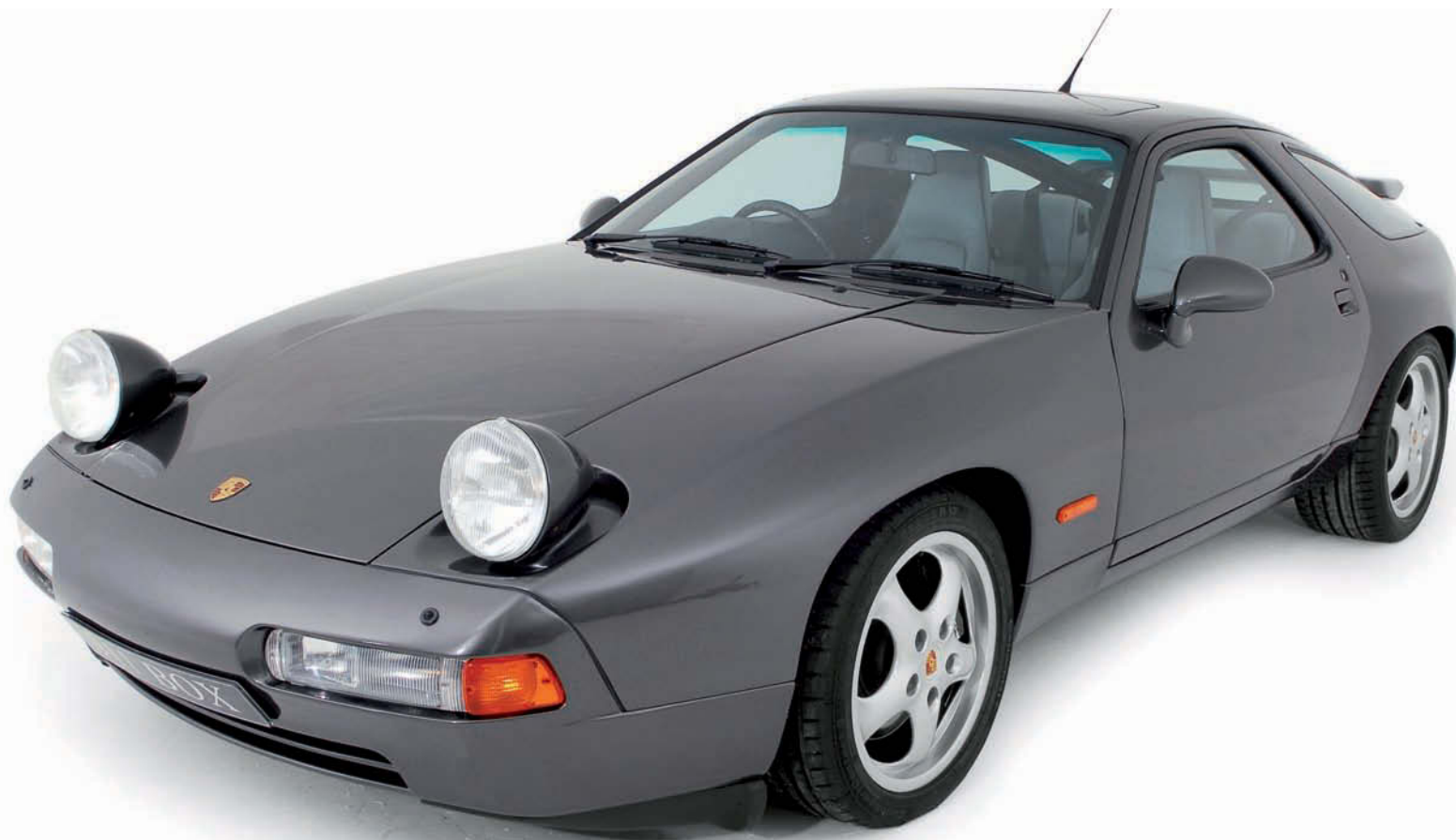
[www.williams Crawford.co.uk](http://www.williams Crawford.co.uk)  
01752 840307[info@williams Crawford.co.uk](mailto:info@williams Crawford.co.uk)  
07768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation



## 928 GTS: V8 THUNDER

The 928 GTS sought to inject a bit more of a sporting edge into Porsche's front-engined Autobahn stormer. Popular with the Porsche works drivers of the day as company transport, it's one of the few remaining classic Porsche bargains



### WHAT TO PAY:

Did we say 'bargain' in the intro to this buyers' guide? Well we still stand by that, but perhaps only just. The GTS is a rare car and prices have moved into the mid £20k bracket and beyond. Indeed we found a couple with an enigmatic 'POA' where a £ sign and some numbers usually reside. The cheapest car that we found was a private sale at £16,750 and, looking at the eye watering amount of work that had been carried out, it could have been a bargain, or just half-finished. Buyer beware or he who dares wins! There are cheap 928s out there, but the GTS doesn't qualify

**P**orsche's 928 has always been surrounded by controversy. The debate began when Porsche hinted that the front-engined, V8-powered grand tourer was to oust the 911 from its position at the top of the Porsche line-up.

That never happened, of course, but the fact that the 928 simply looked so, well, 'different' meant that it divided opinion like no other Porsche before, although compared with the hoo-hah surrounding the Cayenne years later it was something of a storm in a tea cup. It's true, the early cars – the original 928 was launched way back in 1978 – were disappointing. Lacking power and agility (barely 240bhp in a car that weighed nearly 1500kg), and usually equipped with the dull Mercedes built three-speed auto, it was no match for the contemporary 911.

But as the 928 morphed into the 300bhp 928S in 1980, folk began to sit up and take notice. With progressive increases in power, and improvements in spec, the 928 continued to mature and, by 1990, the S4 and GT models had carved their own place in Porsche lore as wonderfully competent grand tourers, equal to anything

from Maranello, Munich or even Newport Pagnell.

The 928 GTS, launched in 1992, was the jewel in the crown – with 5.4-litres, 350bhp, 369lb ft of torque and a top speed of just over 170mph. It was a true thoroughbred in every way...

### PRODUCTION AND MODELS

Although the 928 lineage as a whole can be traced back to the mid-'70s, the 928 GTS's spiritual roots are to be found in the 928 S4 of 1987. The S4 may have been the fourth generation 928, but the new moniker primarily referred to the number of valves per cylinder. Offering 320bhp at 6000rpm, and 317lb ft of torque, the new engine transformed the 928 in every way.

The 928 S4 was progressively refined over the next five years, giving rise to the SE (Special/Sport Equipment), otherwise known as the CS (Club Sport), and the 928 GT, which was offered solely with a five-speed manual gearbox. By the end of production in 1991, over 17,000 variations of the S4 theme had been sold.

The GTS was, however, in another league again. Launched in 1992, the new

model was a real *tour de force*, with its 5.4-litre, 32-valve engine, and yet more power and torque. In its relatively short three-year production life (1992-95), some 2904 928 GTSs were sold, of which 406 were for the North American market. The GTS, therefore, accounted for just 4.75% of total 928 sales

### STYLING/BODYWORK/INTERIOR

Behind the 928 stood an impressive design team, overseen by Wolfgang Eyb, whose job it was to steer the 928 through the occasionally turbulent seas at Zuffenhausen. To his right sat Helmut Flegl, the man responsible for finalising the 917 race cars, to the left design director Wolfhelm Gorrisen. These three were guided by Anatole 'Tony' Lapine, to style the new front-engined model, and the results were nothing short of dramatic.

With its rounded lines and exposed pop-up headlamps, the 928 looked like no Porsche before. Even today it looks dramatic – especially in wider GTS spec – but in 1978 it was a sensation.

The majority of panels were of galvanised steel, but the bonnet, doors and front wings





928 interior is luxurious, but by 1993 it was showing its age a little. Note floor mounted switchgear next to sill mounted handbrake

were skinned in aluminium in an effort to reduce weight.

Interior? One word comes to mind here: Luxurious. Oh, and intimate. In common with all other 928s, despite its overall size, the GTS isn't exactly commodious. There's no shortage of leg room in the front, but rear passengers will find it a struggle. It's a 2+2 at best.

The dash and centre console dominate, and the seats are typical Porsche 'tombstones' of the era. Leather is the most common option. Carpet is deep pile and luxurious too.

## ENGINE

And what an engine it is! 5.4-litres of aluminium V8. Each cylinder breathes through four valves, opened by belt driven overhead camshafts (four in all).

The motor weighed in at 267kg and, according to Porsche, produced a healthy

350bhp at 5700rpm. More impressive again was the torque, up by some 16% over the GT, the GTS produced a stump pulling 369lb ft at 4250rpm and a healthy spread from 2500 to 5500rpm.

The 928 GTS relied on Bosch LH-Jetronic fuel-injection, which featured a single throttle body located deep within the 'V' of the engine, feeding two long plenum chambers, linked by a vacuum-controlled valve, which opened between 3500 and 5350rpm – a forerunner of the Varioram system used on later Porsches.

## TRANSMISSION

The 928 GTS was offered with a choice of automatic or a five-speed gearbox. During the development phase of the GTS, there was talk of a six-speed manual being offered, but it proved to be too weak and the idea was shelved. The transmission is mounted in the rear (known as a transaxle),

There's still nothing quite like a 928 in terms of styling. Even now, it looks modern. Rumours of a new 928 style Porsche persist, based on the Panamera. We hope such a car comes off

## SPECIFICATION

### Porsche 928 GT

Engine: 5397cc V8  
Transmission: 5-speed manual  
Max power: 350bhp at 5700rpm  
Max torque: 369lb ft at 4250rpm  
Brakes: Vented discs. 304mm/209mm front and rear  
Wheels & Tyres: 7.5x17in (f), 9x17in (r). 225/45xZR17 (f), 255/40xZR17 (r)  
Weight: 1580kg  
0-60mph: 5.9 secs  
Top speed: 171 mph

## WHAT THE PRESS SAID

"This may be your last chance to own one of the world's finest Gran Tourismos. Also, one of the most underrated. And unappreciated." **Car and Driver, 1990**

"To summarise, we were impressed with the 928 GTS, but at a base price approaching £61,000 we shouldn't be anything but. However, we couldn't help but think there was a certain something missing – the same something the 911 possesses in abundance – and that is *character*." **911 & Porsche World**

## PARTS PRICES

(Prices supplied by grouptyre.co.uk and carparts911.co.uk)  
Tyres (each) £107.79 front, £150.00 rear (Continental N rated))  
Front pads (set): £67.20  
Front discs: £61.20 (each)  
Distributor cap: £56.34  
Exhaust system: £750.00 (rear box)  
Front damper: £186.00

## SERVICING

(Prices supplied by 928 Spares, nixsoft-consulting.co.uk/928spares/)  
12,000-mile service: £375.00  
Brake fluid change: £50.00





# TECH: BUYERS' GUIDE

connected by a torque tube, helping to give the 928 near perfect weight distribution. The manual unit featured an oil pump to improve lubrication to the bearings, as well as a remote oil cooler, mounted at the front of the car.

## CHASSIS

The front suspension comprises double wishbones with coil springs and an anti-roll bar, with power steering as standard.

At the rear, semi-trailing lower arms and flexible transverse upper links were used, again with coil springs and an anti-roll bar. Designed into the system was what has become known as the 'Weissach effect' – geometry that counters the tendency for many independent rear ends to 'self-steer' under certain conditions. All this helped to make the 928 a fine handling car.

Double-wishbones at the front, and Porsche's trademark multi-link design at the rear, help isolate noise and reduce unsprung weight. A 'Sport' button sharpens up the suspension settings on PASM (Porsche Active Suspension Management).

## WHEELS AND BRAKES

The fact that the GTS came with widened rear bodywork hints at the increase in track of 2.7in and a larger wheel/tyre combo. The new model featured 17in 'Cup Design' wheels, measuring 7.5J and 9J wide. The front brakes were swapped for those of the contemporary 911 Turbo, measuring a huge 322mm. Four piston calipers were used front and rear.

## WHAT TO LOOK OUT FOR

The good news is that rust is rarely a major issue. The main body structure is galvanised and as long as the protective coating hasn't been compromised, then corrosion shouldn't be a problem. However, stone chips and abrasions to the aluminium panels (bonnet, doors) can lead to unsightly scab-like bubbles, especially along the bottom of the doors.

Early 928s suffered from electrical problems (the main relay and fuse board was located in the passenger footwell, perfectly sited to attract moisture), but later cars were far better in this respect. Most problems occur if a vehicle isn't used often.

Regular maintenance is vital on a car as complex as the GTS. Cambelts need to be changed religiously at around 60,000 miles. If the belt breaks, then 32 valves will hit eight pistons. Ouch!

Manual 'boxes are tough, even if the change is a bit hefty. Auto boxes go on for ever, but pay attention to the flex plate tension and fluid levels. Listen for driveline clonks that may suggest CVs etc are on their way out. Likewise listen for torque tube bearings making a racket, and check engine mounts.

Look for signs of leaking from the radiator as they can corrode around the seams and any coolant loss on an all aluminium V8 could be bad news.

Yes, the 928 is complex, but not compared to a modern Porsche. Above all regular and routine maintenance should pay off. Go on, be different! **PW**

Below: It's all about the engine. 5.4-litres and 350bhp. That might not sound much from a V8 these days, but back in 1993 it was something to boast about

## IN THE CLASSIFIEDS

1993 Porsche 928 GTS  
109,879 miles, Midnight Blue/Linen interior, FSH 4starclassics.com  
£21,995

1993 Porsche 928 GTS  
132,000 miles, Black, black/cream interior, private sale  
£16,950

1993 Porsche 928 GTS  
78,000 miles, Midnight Blue/cream interior, FSH thehairpincompany.co.uk  
£POA

## USEFUL CONTACTS

**Car Parts 911**  
carparts911.co.uk  
O/E and good quality pattern parts at great prices

**Porscheshop**  
porscheshop.com  
A great range of O/E and quality pattern parts, plus good value tuning parts under Porscheshop's EuroCupGT range

**Paul Anderson: 928 Spares**  
nixsoft-consulting.co.uk/928spares/  
Paul Anderson is Mr 928, with a wealth of knowledge and a cornucopia of spares and 928s in whole and dismantled states of repair

**Design 911**  
design911.co.uk  
Servicing and tuning parts from a comprehensive stock list, plus Design 911's own Designtek tuning parts range

“ Yes, the 928 is complex, but not compared to a modern Porsche. Go on, be different! ”





SPONSORED BY

# 911

**SPORT.CO.UK**

FOR EVERYTHING PORSCHE





## CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)OCTANE  
GARAGE

## Independent Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: [info@octanegarage.co.uk](mailto:info@octanegarage.co.uk)

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

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

## 911



## 911 T 1969 LHD

Chassis 119120519 – 2000cc, first registration: USA, 1969, fully restored: chassis, engine; original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats, the car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, offers welcomed. Tel: 0039 8204017. Email: [a.compagnoni@nrgeventi.it](mailto:a.compagnoni@nrgeventi.it) (Turin, Italy).

£54,500

P0315/027

## 911



## 911 964 Carrera 4 Cabriolet Convertible

In blue, 3.6, brand new leather interior and carpets, brand new mohair roof fabric replaced, colour coded alloy wheels, 130,000 miles, car has MOT and part service history with some Porsche dealer stamps, 1000s spent, folder full of receipts, Toad Thatcham alarm. Tel: 07734 109433. Email: [cjjetz@aol.com](mailto:cjjetz@aol.com) (Lancashire).

£19,995

P0315/043

## 911



## 1990 964 C2 Cab

In fantastic condition, 84K miles with FPSH, new hood and new retrimmed white leather seats, totally rust free, MOT'd, taxed, new tyres, 4 owners, drives like brand new, UK and worldwide delivery available, best value. Tel: Ciaran Woods, 07908 588962. Email: [ciaran98@aol.com](mailto:ciaran98@aol.com) (Northern Ireland).

£19,950

P0315/044

## 911



## 911 Carrera Sport Cabriolet Celebration model

To commemorate 25 years of the 911 in 1987/88 a limited edition Celebration model was released, 300 cars were built world-wide with 30 right-hand drive versions sold in the UK, the Celebration model is distinguished by its unique colour (Diamond Blue), colour coded wheels, silver-blue full leather interior and the signature 'F Porsche' sewn into the headrests. 1 of only 30 RHD cars made for the UK market, 109,000 miles, FPSH, every MOT from new and a folder of receipts kept over the years, owned for the last 9 years, dry use only, garaged and SORNed in winter, MOT till June 2015, selling due to lack of use and requiring a little TLC. Tel: 07787 405986. Email: [jdnoble@live.co.uk](mailto:jdnoble@live.co.uk) (Aberdeen).

£24,500 ovno

P0115/040

TO VIEW MORE ADS VISIT  
[WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

## JTS THOMAS J. SCHMITZ JTS



964 RS/L, ONLY 19k km, 100% first paint, perfect car



997 GT3 RS, black orange

## 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](http://WWW.GERMANSPORTSCARS.NET)

FINLAY GORHAM  
P O R S C H E

## If you are thinking of buying or selling a Boxster or any Porsche

We offer free expert advice and have over 40 years of experience in both water and air cooled Porsche  
Call us on 01284 827427 or 07595 911 959

Viewing by appointment only sales | full service facilities | aftersales  
Telephone: 01284 827427 | [www.finlaygorham.com](http://www.finlaygorham.com)

## PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose By Model >

Classics

911 930

964 993

996 997

928 & GTS

924 944 968

Boxster

Cayman

Cayenne

INDEPENDENT SPECIALIST RETAIL CENTRE



EXHAUSTS



ACCESSORIES



CAR SALES



WHEELS



SERVICING



PERFORMANCE



PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB



# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

**911virgin.com**

Porsche wanted  
Payment  
Call  
Speak to

urgently  
immediate  
today  
Dan or Tom

**Porsches bought & sold**

**01895 255222**  
**info@911virgin.com**

**912**

**9-Apart**  
Parts specialists for 912  
**01706 824 053**

**Classic Car Insurance**  
**0800 093 2953**

## 912 1968 LHD

2.2, 6 cylinder, Weber carbs, wide body, MOT July 2005, taxed, make a good track day car. Tel: 07448 584768. Email: oldeboy4u@yahoo.co.uk (Devon).

P0315/038



## Porsche 912 project

Porsche has been sitting in a garage for over 10 years, engine is out of the Porsche. Tel: 07440 486405. Email: rockclassic51@yahoo.co.uk (Taunton). **£7000**

P0315/024

UPLOAD AND MANAGE YOUR OWN  
PRIVATE AD AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

**944**

**9-Apart**  
Parts specialists for 944  
**01706 824 053**

**Classic Car Insurance**  
**0800 093 2953**

## 944Si track day car

Black with grey painted int, 6 point weld-in cage, race seats, harness, Gaz coil over suspension kit, many new parts, not used since built, SORN. Tel: 020 8298 9160. Email: weeko@blackberry.orange.co.uk (Kent). **£2750**

P0315/039



## 1987 944 2.5 Lux

In Guards Red, this car is in brilliant condition as can be seen from the photographs, it has only 87,500 miles on the clock, it is taxed and tested until end of May 2015, it has been lovingly cared for whilst in my ownership, it has been garage stored, garage maintained and garage serviced, it has 4 virtually new Pirelli P-Zero tyres fitted with 4 totally refurbished alloy wheels, the first person to see, view and then drive this Porsche will buy it, it can be viewed any time to suit interested parties, reason for sale is the recent purchase of a convertible vehicle. Tel: 07867 558440. Email: t.a.metcalfe@ntlworld.com (Middlesbrough). **£5495**

P0315/048

## BOXSTER



## 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. Tel: 07836 564030 or 01423 359690. Email: steve@work-haus.co.uk (N.Yorks). **£14,250**

P0315/032



## Very high spec Boxster S Tiptronic

Tidy high factory spec, 2001, Seal Grey metallic, MOT'd March '15, (includes private reg no), black leather 'embossed' memory seats, graphic equaliser, extended speakers (behind headrests), auto dimming rear view mirror, sports exhaust, 18" alloys, trip computer, Xenons and umbrella, rear window replaced, rear suspension rattles?? Tel: 07940 572222. Email: steve10568@yahoo.com (Angus). **£7250**

P0315/045



## Boxster 981 PDK 2012

Very high spec, a stunning example of the 981 Boxster 2.7 with 7 speed PDK gearbox, in Aqua Blue metallic with 19" Boxster S wheels and Agate Grey full leather interior, it also has mesh wind deflector, top tint windscreen, rear Park Assist, power fold mirrors, Porsche coloured wheel crests and floor mats, heated seats, interior light design package, Sport Design steering wheel (with paddles), sound pack upgrade, telephone module, PCM module (sat nav and iPod connectivity), cruise control, 3rd year Porsche warranty and Porsche Assist, this car also comes with a full set of Porsche winter wheels and tyres, retail value £1800. Tel: 07774 705173 or 01440 730947. Email: jeffthommusic@talktalk.net (Suffolk). **£33,950**

P0315/049

## REGISTRATIONS



## 'JAZ 4911'

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. **£2000**

P0315/001



*Just plain*

**NASTEY**

*or am I ??*

## Nasty number plate

A real fun number, Nasty but Nice. A terrific fun number plate for your nasty car, a real headturner, held on retention certificate, this number can be yours very easily, emigrating and unable to use it overseas, for sale at a *bargain price*, please send a message or call for details (do not send texts please as they will not be received). Tel: 07040 902029.

**POA**

P0315/028

**96 VAR**

## Perfect plate for a 993 '96 VAR'

Simply perfect for a 1996 Varioam 993. Tel: 07977 936782. Email: david\_veitch@hotmail.com. **£5000**

P0315/046

**C11 SXX**

## Registration for sale: 'C11 SXX'

A perfect plate for your C2S. Tel: 07720 733914. Email: ryll.plested@hotmail.co.uk. **£700**

P0315/047



## 911 Turbo cherished registration 'S11 TUR'

Looks fantastic on vehicle, currently held on retention certificate. Tel: 07880 576795. Email: redmartin356@gmail.com. **Offers**

P0315/029



# TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

**924S 1986/'C' 80,641 MILES £2700 (OR NEAR OFFER)**

**T**he market, it seems, is waking up to the value – both financial and practical – of the Porsche 924S. Whether that is a good or a bad thing depends upon your perspective – and whether you are selling or buying, of course – but it would appear to place both this writer and the current custodians of my original Guards Red 'S' in the satisfying position of owning vehicles that are appreciating assets, rather than the usual catastrophic liabilities.

Like any 29-year-old car, this one has its cosmetic flaws, and not least – at the time of writing – an unfortunate and very recent scrape on the left-hand rear corner, after the owner, Dave Venman, backed into a metal post in the barn where he stores it. (You can feel his pain, can't you?) But a bodyshop recommended by independent specialist Steve Bull in Devizes, Wiltshire, had been booked for the job even by the time I went to view the vehicle, and the damage in no way detracts from its overall appeal. The remainder of the bodywork is both undamaged and rust-free – although the black-finished sills could do with a repaint, and their lower edges straightening where they have in places been slightly distorted by careless jacking – and barring a few stone-chips and some patches of peeling lacquer the paintwork is generally as bright and shiny as it looks. Wheels, too – the standard 6.0J 'telephone dials' – are excellent, and the windscreen so good that it must be a relatively recent replacement. Another big plus – for me, anyway, and I think probably quite unusual in these cars – is the absence of a sunroof.

The interior is by and large good, too. The Porsche 'logo' seat fabric is plainly rather harder-wearing than the pinstripe material in either of the two similar cars I have so far owned, and the matching beige door cards and carpets, the latter protected by after-market overmats, are satisfyingly clean and fresh. (Although the big moulded carpet in the boot will benefit from a good scrub and/or vacuum.) The top of the fascia has only a few small cracks in it – unlike my two cars – the electric windows and mirrors work, and even the odometer (another common 924S failure) is for the moment at least faithfully recording the miles travelled. Entertainment is provided by a Becker Mexico Pro radio/CD player, with an add-on Harman Kardon Drive+Play providing iPod or iPhone connectivity via a lead in the glovebox, and



control by means of a handy button next to the gear lever. Ingeniously, the track-display screen has been mounted behind the now lift-off grille in the centre of the dashboard top. Bonnet struts – another all too common 924/944 weakness – are good, although the tailgate supports are only just functioning.

No obvious worries on the mechanical front, either. (How nice not to have to issue the usual caveats about bore-scoring.) The mileage seems genuine, to judge by the MOTs and bills in the history file, and current owner Dave Venman has fitted new spark plugs, leads and a distributor cap, as well as rebuilding the steering pump with new seals – to cure a slight leak. The exhaust has a stainless-steel Dansk rear silencer, and the engine an after-market 'throttle response' cam (why Porsche never upgraded this item is beyond me), and partly as a result of that – and its inherent willingness – has a real spring in its step. Most enjoyable. There's the usual smooth clutch and gear shift, and perhaps most noticeable of all – compared to my two cars, anyway – a firm and controlled but still comfortable and refined ride. The usual powerful brakes, too. All very confidence-inspiring, then, and proof – for those die-hards who might still need it – that these front-engined Porsches can be every bit as enjoyable (and stylish) as those rather quirky rear-engined contraptions. **PW**

1986-model 924S is basically as good as we hope it looks. The classic Guards Red paint has a credible shine, and barring a few small dents (and one rather larger one, on the left-hand rear corner; see text and photo below) the body is both straight and rust-free. Sills need cheering up, though, and in a couple of areas some minor straightening after careless use of a jack/lift. The Linen-coloured interior is trimmed in the seemingly hard-wearing Porsche 'logo' fabric, and with

no sunroof to complicate the headlining (or to leak) the latter is among the best we have seen in one of these transaxle cars. Shame about the aerial on the roof, but at least that location looks better than on the front wing. Tyres are a mix of Avons at the front, and Pirelli Cinturatos at the rear, but all with about 50 per cent tread depth left.

No obvious leaks from beneath, and an apparently undamaged floorpan – although we didn't inspect either fuel pipes or brake lines for corrosion. Rear silencer is a stainless-steel unit from Dansk. Great to drive, too – as good as, if not even a little bit better than, Horton's own current 'S'

## CHECKLIST

### BACKGROUND

Sold new by Carrs of Exeter (which is now Porsche Centre Exeter), and first registered on 1st March 1986. Seven owners including the present, who bought it in September 2014 to run while his Boxster was recovering from engine problems (see last month's *Letters* page). Some history and bills – certainly for the most recent parts/work – MOT-tested to mid-July, and good to go. Only obvious modifications are a throttle response cam and a Becker/Harman Kardon stereo

### WHERE IS IT?

Dave Venman lives in the Pewsey area of Wiltshire. The car is dry-stored in a barn just a few miles away, near Burbage. Call Dave on 07917 168068, or e-mail dvenman@yahoo.co.uk

### FOR

A good, honest, no-nonsense Porsche which, despite its humble reputation, delivers a great driving experience. Good colours (and condition), both inside and out, everything works, and it will be reassuringly cheap – and fun – to run. Different, too: it's not just another 911!

### AGAINST

Not as affordable to buy as it might have been even a year ago, and current body damage would make it very expensive, indeed – but all that will have been fully sorted by the time you read this

### VERDICT

As a 924S owner and enthusiast I am unsure whether to approve of this one's apparent value. But there is no denying it's quite a lot of Porsche for the money, and even if it doesn't enjoy the meteoric rise of just about everything else from Stuttgart, I can't see it ever being worth less than it is today. Go figure

### VALUE AT A GLANCE

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





# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

## REGISTRATIONS

**P918 SPY**

**P918 SPY**

**Porsche 918 Spyder registration number**

'P918 SPY', the perfect registration number for the 918 Porsche Spyder model, please email or call. Tel: 07773 078074. Email: [pcuthbert250@btinternet.com](mailto:pcuthbert250@btinternet.com).

**£10,000**

P0315/010



**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. Tel: 01636 830582. Email: [pcuthbert250@btinternet.com](mailto:pcuthbert250@btinternet.com).

**£4750**

P0315/051

**MYIIGTS**

**Reg 'MY11GTS' for sale**

Offers. Tel: 07771 686462. Email: [apmalin@hotmail.co.uk](mailto:apmalin@hotmail.co.uk).

**£2500**

P0315/012

**D911 CKS**

**911 registration plate**

'D911 CKS', please call for more details.

Tel: 07795 566211. Email: [timcumberworth@hotmail.co.uk](mailto:timcumberworth@hotmail.co.uk).

**£1950**

P0315/008

**P911 BOX**

**'P911 BOX'**

This is a must for your new Porsche, the best reg that you have seen, 'P911 BOX'.

Tel: 07966 527610. Email: [bluesky1311@hotmail.co.uk](mailto:bluesky1311@hotmail.co.uk).

**£3500**

P0315/016

**K5 00 GTS**

**Registration number 'K5 00 GTS'**

Ideal plate for your GTS Porsche, on retention and ready to go, best price over £999. Tel: Graham, 07814 464735. Email: [gtpencer@hotmail.co.uk](mailto:gtpencer@hotmail.co.uk).

**£999**

P0315/006

## REGISTRATIONS

**JJI 9115**

**'JJI 9115'**

Number on retention. Tel: 07810 058297.

Email: [s-blakeley@sky.com](mailto:s-blakeley@sky.com).

**£2000**

P0315/003

**F6 BHP**

**'F6 BHP'**

The perfect plate for any flat-six engine Porsche. Tel: 07918 195820. Email: [paul.winter1000@tiscali.co.uk](mailto:paul.winter1000@tiscali.co.uk).

**£550 ono**

P0315/015

**KEL IB**

**Cherished number plate 'KEL 1B'**

Super name plate that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 0480862. Email: [porschehb@aol.com](mailto:porschehb@aol.com).

**£3995**

P0315/007

**A911 TEW**

**'A911 TEW'**

On retention. Email:

[richard@uplandsorchard.co.uk](mailto:richard@uplandsorchard.co.uk).

**£1100 ovno**

P0315/020

**GT03 GPT**

**'GT 03 GPT'**

Available for transfer, perfect plate for your GT3. Tel: 07711 182888.

**£800**

P0315/033

**706 MAR**

**'706 MAR'**

Cherished registration number on retention, owned by me 20 years, been on Porsches. Tel: Ken, 01923 262960.

**£1500**

P0315/053

**P911 SAB**

**'P911 SAB'**

Cherished registration. Tel: +44 1628

633745. Email: [mocflyer@hotmail.co.uk](mailto:mocflyer@hotmail.co.uk).

**£9950**

P0315/025

**J964 RSL**

**'J964 RSL'**

On retention and available for immediate transfer. Tel: 07595 076101. Email: [derekryan@outlook.com](mailto:derekryan@outlook.com).

**£10,000**

P0315/052

## REGISTRATIONS

**W 80X CC**

**B 911 CRL**

**C4Y CC**

**Porsche plates for sale**

All on retention certificate: 'W 80X CC', 'B 911 CRL', 'C4Y CC', offers by email please to Carl.

Email: [carl.1962@hotmail.co.uk](mailto:carl.1962@hotmail.co.uk).

**Offers**

P0315/050

## PARTS



**Great stereo for 911**

Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email:

[jimmydawson20032001@yahoo.com](mailto:jimmydawson20032001@yahoo.com)

(Hamilton).

**£200**

P0315/018

**Porsche 914 parts**

Valance, \$100; doors right, \$25, left, \$25; brakes, shocks with spring, rear light misc, brains, harnesses, rear glass, wheels, all 5 large boxes of good parts for \$300. Tel: 802-349-7375. Email: [greenamyre@myfairpoint.net](mailto:greenamyre@myfairpoint.net) (USA).

**\$300**

P0315/002



**Porsche 968 Coupe timing belt deflector/guide pulley idler bearing**

Bought for 968 but not used, make sure of vehicle compatibility before purchasing, postage £2.27 2nd class or free collection. Information on box reads: 300 33 0390. Bin: CU58H \*C 225962. 532 0048 10. T.Roller 944s/944s2/968. INA Spannroller Tensioners. Tel: 01582 609131. Email:

[stu.mac@bookproductions.co.uk](mailto:stu.mac@bookproductions.co.uk) (Beds).

**£20**

P0315/021

## PARTS



**Porsche 911 space saver spare wheel**

Space saver spare wheel from 911 Carrera, never used. Tel: 07872 490760.

Email:

[jimmydawson20032001@yahoo.com](mailto:jimmydawson20032001@yahoo.com)

(Hamilton).

**£60**

P0315/017



**Sadly breaking my Boxster 2.7 986**

2001 Boxster with passenger side damage, 65,000 miles, good engine, smart suede/leather interior, good hood, all bits available. Tel: 07967 884809. Email: [r8svv@live.co.uk](mailto:r8svv@live.co.uk) (Worcs).

P0315/009



**Porsche 964, 993 rev counter face dial rotated scale**

911, 964 and 993 rev counter face plate dial with rotated scale, replacing the original face, made from polycarbonate, price includes shipping. Tel: 0630 100000. Email: [an\\_ed\\_wes@telfort.nl](mailto:an_ed_wes@telfort.nl) (Netherlands).

**£90**

P0315/019



**996 wind deflector**

Genuine Porsche wind deflector to fit a 996, in excellent condition. Tel: 07920 423337. Email: [paulcstokes@yahoo.com](mailto:paulcstokes@yahoo.com) (Bucks).

**£175**

P0315/023



# TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

**BOXSTER 2.7 (986) 2000/'X' 124,261 MILES £4500**

**I**t would be fair to say that this Boxster 2.7 is by no means the smartest of its kind that you will ever encounter, and with over 120,000 miles recorded is well past its youth, or arguably even its prime. Spend a couple of hours with it, though – as I did, writing my notes, taking photos, and not least driving the car, and it will, I think, surprisingly quickly grow on you.

Cosmetic issues first. The solid black paintwork, seemingly entirely original, has the usual rash of front-end stone-chips, highlighted by the essentially white primer showing through from beneath (and, like all dark colours, displays dirt and swirls in annoying abundance). There are a few scrapes on the underside of the front apron, too, and one on its left-hand corner, just ahead of the front wheel. But the remainder of the paint is merely tired rather than catastrophically awful, and ironically makes a good job of at least partially masking the minor damage round the right-hand body-side air vent. There is a small crazed area on the rear apron, too, as well as some wavy scratches on each rear corner, but the moulding itself appears to be undamaged. The plastic rear 'window' is opaque, but free from the usual creasing, and the condition of the hood itself I would put at good to very good. The windscreen has a round stone-chip just to the right of the rear-view mirror, but not large enough to fail an annual MOT test. Headlights are OK, as well – no obvious opacity on the outer covers – but the outer part of the left-hand front indicator has some water inside the lens that warrants investigation.

Inside, too, you could easily believe the mileage to be half that indicated. The tan-coloured leather seats (manual fore-and-aft adjustment, but with electric backrests) are suitably 'patinated', as an antique dealer might put it, and the driver's side squab is somewhat saggy, but they would respond to further cleaning and feeding, and the matching carpet has been protected by Porsche overmats. The fascia is good, too. Indeed, the only issue of any note is the broken hinge for the lid of the small storage compartment at the rear of the centre tunnel. Both luggage compartments are reassuringly clean and tidy, with space-saver spare wheel and tools all present and correct, although you will need a couple of new gas struts for the rear lid.

Wheels and tyres are something of a mixed blessing. The former – the 17-inch



Boxster rims of the period – are generally OK, with just a few small scuffs, and even their fixing bolts are reasonably rust-free. Tyres, too, have a fair amount of tread, but they are a mixture of three makes I've never even heard of, and I would be inclined to fit a new set of four – even if themselves a 'budget' brand.

Mechanically speaking the car seems remarkably good. The service history, after the first few Porsche Centre stamps in the book, is patchy, but the engine runs well and sounds fine, and once it's warm there's not a trace of tell-tale steam in the exhaust. No oil smoke at any time, either. Steering, brakes and suspension all do what they are supposed to – the front discs cleaned up a treat even during my short test-drive – and although a little heavy (and juddery when cold) the clutch is reasonably smooth and progressive. The only major job on the horizon might be to fit a new left-hand radiator. (The one on the right was replaced a few months ago because it was leaking, but the owner didn't want to spend any more than was necessary.) The air-con condensers need to be replaced, too, but plainly that task has no bearing on the car's overall reliability.

Overall, then, a surprisingly endearing little machine, and at a price that makes it either a great project, or simply perfect for leaving all day in the station car park. **PW**

Look closely and you will soon find several fairly minor cosmetic issues in this 2001-model Boxster 2.7, but by and large it is surprisingly good for its age, mileage and so far 11 owners – and the black paint makes as good a job of hiding the dent above the right-hand body-side air vent as it does in revealing the inevitable stone-chips on the nose panels. Engine, too, appears hale and hearty, with no excess steam in the exhaust, a steady temperature gauge, and not least plenty of grunt. Equipment runs to the useful wind deflector between the two roll-over hoops, the shallow storage compartment behind the seat backs, and seemingly all major systems bar the air-con work normally – although the door mirrors might need attention, too. The heater is powerful enough to melt lead. The standard stereo system has been replaced with a Sony CDX-GT300 head unit, with the same company's CDX-T69 CD changer up front. Wheels, discs and pads all good, but tyres are a real assortment, and warrant changing fairly soon. All in all, though, a great little car, and even though sold without warranty is cheap enough to be well worth a punt

## CHECKLIST

### BACKGROUND

An almost entirely standard and original Boxster 2.7; five-speed manual gearbox. Registered on 5th October 2000, so as a 2001 model has electric releases for front and rear lids – but no glovebox, and still the old-style plastic rear window. Eleven owners to date, the last since October 2012. MOT to July 2015. Recently used merely as daily transport, so not overly cherished (although the history file does contain many useful invoices and old MOTs), but seems to have coped with the experience remarkably well

### WHERE IS IT?

The car is for sale privately by its current owner, but can be viewed at independent specialist Auto Umbau at Wrest Park, Silsoe, Bedfordshire. Call 01525 861182, or go to [classiciporscherpairs.co.uk](http://classiciporscherpairs.co.uk)

### FOR

Has what is arguably the most reliable of the M96 engine 'family', and still offers great performance and handling. A good colour scheme (if you like black, of course), a recent full service and longish MOT, and pitched at a price that offers potential for modest improvement – and certainly both enjoyment and utility

### AGAINST

The bodywork is undeniably scruffy, but use this Boxster as a station or commuter car and that could be a plus: you won't worry about picking up any more minor damage. Needs new air-con condensers, possibly one radiator, and probably four new tyres. High mileage, but the engine sounds like it has plenty of life left in it

### VERDICT

Basically good to go. Put aside your preconceptions and ego, and simply use it and enjoy it. We certainly would

### VALUE AT A GLANCE

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





# CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT [WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)



**cmsporsche.co.uk**  
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](mailto:cmsporsche@aol.com)  
Hortonwood 66, Telford TF1 7GB

## PARTS

**Gen 2 Boxster, or black S, with body coloured front air grilles?**  
Enhance your car with: *Porsche aluminium look front and rear side air grilles, as new, half price!* Tel: 07922 335060. Email: [chrisculley@hotmail.com](mailto:chrisculley@hotmail.com).  
P0315/030

## Winter wheels and tyres

For Carrera 997 Gen 1&2, in excellent condition, less than a season old with no marks and deep tread. Set of four, best offer secures. Cost well over £2000. Tel: 07825 117821. Email: [julianwynter@btinternet.com](mailto:julianwynter@btinternet.com) (West Sussex).  
£1250 P0315/040

## Two 235/35 ZR 19

Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25).  
£180 P0315/034

## MISCELLANEOUS



**A black J. H. Benecke PVC sunroof bag** for 968, 944 or 924 models in excellent condition, odd mark here or there on inside but no damage, zip in good working order. Tel: 01582 609131. Email: [stu.mac@bookproductions.co.uk](mailto:stu.mac@bookproductions.co.uk) (Beds).  
£70 P0315/055

## MISCELLANEOUS



**Porsche repro garage wall signs**  
2ft repro garage wall sign for display on your garage or showroom wall, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: [smithbarrington@gmail.com](mailto:smithbarrington@gmail.com) (Leics).  
£50 P0315/054

## BMW R1200GS motorcycle 30 yrs Anniversary

Here's my Limited Edition GS up for sale, looking for an air cooled Porsche so this and my Boxster S need to go sadly. 12,500 miles approx, ABS, elec suspension, traction control, GIVI touring screen, USB, full BMW SH, full BMW luggage, includes original screen, slight marks on LH head and RH head protector (DOH!), I'll part ex bike and car for a decent 964/993, WHY? Tel: 07940 572222. Email: [steve10568@yahoo.com](mailto:steve10568@yahoo.com) (Angus, Scotland).  
£8750 P0315/041

## MISCELLANEOUS



**911 & Porsche World back issues**  
Back issues, number 151 to current (250), all subscriber/collector editions, and all in good condition, includes 4 unused official 911&PW magazine binders, €1.50/copy, sold as one lot, collect or delivery at cost. Tel: +31 651 622105. Email: [yimex@hotmail.com](mailto:yimex@hotmail.com) (Holland).  
€1.50 P0315/005



**Universal hard top stand**  
Here is my Wiesmann hardtop stand barely used and in silver, I bought this for my Porsche(s) hard top storage from my local dealer, collection preferred but can FedEx it, just let me know your postcode for a quote, email me for more details, £70. Tel: 07831 583583. Email: [andy1@easynet.co.uk](mailto:andy1@easynet.co.uk) (Dorset).  
£70 P0315/004

## WANTED

### Wanted 911

Got a 997 with finance on it and want rid of it? I will settle finance for you, private ad, am not trade, email me. Tel: 01475 529216. Email: [lporsche997@aol.com](mailto:lporsche997@aol.com) (Renfrewshire).  
P0315/013

## SITS VACANT

### EMPLOYMENT OPPORTUNITY

**Cavendish**  
INDEPENDENT PORSCHE SPECIALISTS  
**PORSCHE TECHNICIAN WANTED**

We are currently seeking an experienced qualified Porsche technician to join our small team based in the East Midlands.

Good remuneration packages for the right candidate.

CALL US ON  
0115 972 2001  
OR E-MAIL  
[adam@cavendishporsche.co.uk](mailto:adam@cavendishporsche.co.uk)

## TRADE

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

## 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

## Car Cover Shop

To protect and preserve

- Custom made and ready to ship covers for all Porsche models
- Indoor, UltraSoft Stretch, from £99
  - Indoor Custom made, from £145
  - Outdoor breathable 4 layer fleece lined, from £112
  - Outdoor Custom Waterproof, from £295



Online database for the perfect cover at  
[www.carcovershop.co.uk](http://www.carcovershop.co.uk) Tel 01780 749449

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT:

[www.911porscheworld.com](http://www.911porscheworld.com)

OR YOU CAN EMAIL: [classifieds@chpltd.com](mailto:classifieds@chpltd.com)

ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT. Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, 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 April issue is 12th February (May issue deadline 12th March).



New & exclusive schemes available now!

# PORSCHE motorInsurance



## 911 Carrera

Driver Age: 42 / No Claims Bonus - 5+

**£565.00\***

Value: £70K / xs£700



## 911 Boxster

Driver Age: 40 / No Claims Bonus - 5+

**£425.00\***

Value: £40K / xs£500



## 911 Cayenne Turbo

Driver Age: 43 / No Claims Bonus - 5+

**£605.00\***

Value: £75K / xs£750



## Panamera

Driver Age: 50 / No Claims Bonus - 5+

**£505.00\***

Value: £70K / xs£700



## Macan

Driver Age: 40 / No Claims Bonus - 5+

**£450.00\***

Value: £50K / xs£500



## 911 Turbo

Driver Age: 45 / No Claims Bonus - 5+

**£890.00\***

Value: £100K / xs£1,000

**mayfaironline**  
insurance & mortgage consultants

**COVER INCLUDED:** May be subject to charge & terms.  
Up to Four Named Drivers | Porsche Approved Repairer  
Genuine Porsche Parts | Track Days (Available)  
Agreed Value (Available) Please call for more details!

**mayfaironline.co.uk**

Performance  
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

**Tel: 08444 935 713**

\* Subject to Terms & Conditions. Calls may be monitored for training purposes.

**Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm**



# PORSCHE ON THE MONTE CARLO

**MOVE OVER BORING  
TURBO 4X4 HATCHBACKS,  
PORSCHE IS RETURNING TO  
THE WRC. WE FOLLOW THREE  
ON THE LEGENDARY MONTE  
CARLO RALLY**

**PLUS: OUR CARS, YOU AND YOURS, HOW TO, Q&A, TRIED AND TESTED AND LOADS OF PORSCHEs AND PARTS FOR SALE**

## APRIL 2015 ISSUE OUT: MARCH 5

### ADVERT INDEX

CLIENT	Page	Elite Motor Tune	90	Performance Direct Insurance	115	Swissvax	116
911 Sport	122	Enviro-Strip (UK)	97	Pie Performance	30	Tech Art / Tech9	132
9-Apart	73	EPS/Vertex Auto	61	PMO	101	The Wheel Restorer	101
Addspeed Performance	42	Evans Cooling Systems	113	Porsche Club GB	107	Tipec	110
Augment Automotive	115	Fabspeed	35	Porsche Torque	88	TJS Sportscars	50
Auto Umbau	97	FVD	2	Porschembri	103	TuneRS Motorsports	55
Autowerke Porsche Specialist	110	Gantspeed	81	Porscheshop	5	Turbo Thomas	50
Bergvill FX Electronics	110	Hartech Automotive	60	Porscheshop (Euro Cup GT)	97	TWG Motorsport	103
Braunton Garage	30	Hendon Way Motors	67	Portiacraft	103	Twinspark Racing & Engineering	103
Brey Krause Manufacturing	4	Hexagon Modern Classics	13	Precision Porsche	72	Van Zweenen	29
Cargraphic	131	Hillcrest Specialist Cars	103	Professional Valeters & Detailers	117	Wimbledon Specialist Cars	23
Carole Nash Insurance	117	HP Motorsport	32	Promax Motorsport	90	Yorkshire Classic Porsche	80
Carrera Engineering & Motorsport	103	Jasmine Porschalink	18	Ramus Porscha	30		
Cavendish Porsche	80	Jaz Siat Porsche	73	Rennline	19		
Chris Turner	114	JMG Porsche	34	Restoration Design	51		
Classicline Insurance	115	JZM	8	RGA	72	CLASSIFIEDS	119-128
Clewett Engineering	103	LA Dismantler	8	RH Specialist Insurance	118	Brian Miller Motors	
Club Autosport	101	LN Engineering / Fast Forward	32	Roger Bray Restoration	80	Car Cover Shop	
Covercraft / Carband	89	Mayfair Performance Insurance	129	RPM Specialist Cars of Harrogate	60	Car Inspections	
D9 Autotech	103	Nine Excellence	34	RS911	110	CMS Porsche	
Dansk / Design 911	41	Ninemeister	4	RSJ Sportscars	18	DSD Motorworks	
Design 911	31, 110	Northway	50	Specialist Cars of Malton	88	Finlay Gorham	
Douglas Valley Breakers	90	Numeric Racing	23	Specialist Components	107	Karmann Konnection	
EBC Brakes	34	Ohlins (Design 911)	9	Sportwagen Eckert	71	Octane Garage	
Eibach UK	15	Paragon GB	43	Steve Bull Specialist Cars	101	Peter Morgan Media	
Elephant Racing	37	Patrick Motorsports	88	Stoddard Parts	25	Prestige & Performance	
Elite Garages	27	Paul Stephens	89	STR Porsche Specialists	114	Williams Crawford	



TUNING // SERVICING // MOTORSPORT // STYLING // SALES // RESTORATION



## THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

### 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

With nearly 30 years experience, **Parr** is the UK's leading Porsche specialist. As the official importer of **Cargraphic** tuning products we offer a wide range of parts for your Porsche and other marques.

From simple tuning and upgrades to bespoke modifications, performance engineering with style is as much a part of our DNA as our passion for all things Porsche.



+44 (0) 1293 537 911 // PARR-UK.COM

+49 63 41 968 911-0 // CARGRAPHICTS.COM





## Style and Styling.

TECHART for the 911 Targa models.



TECHART aerodynamic, wheels and sport exhausts



TECHART interior with sport steering wheel



TECHART exterior carbon fibre parts

In its original meaning, the word "style" stands for "handwriting" as a symbol of character and uniqueness. Since the original Targa was created nearly fifty years ago, the Porsche 911 Targa is rightly regarded as a style icon. And today, genuine TECHART styling options make it easy for you to really add your unique signature to it.

**The right measure for uniqueness?** Only your personal taste decides, which character trait you wish to pronounce. TECHART provides full freedom to do so: aerodynamic bodykits, seamless exterior styling options, handcrafted interior refinement and sporty enhancements for improved driving dynamics.

**Style and Styling. TECHART for the Targa.**

[www.techart.de/911](http://www.techart.de/911) 



**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](mailto:sales@tech9.ms)  
<http://www.tech9.ms>

