

NOW IN OUR 27TH YEAR! THE UK'S AWARD WINNING PORSCHE MAGAZINE

911 & Porsche *World*

ALL OURS!

Mass gathering of the 911 & PW journo fleet

911 Carrera Targa*996
GT3*996 C2 x3*911
SC*924S*912 hot-
rod*Boxster x2



PLUS:

CAYMAN GT4 CLUB SPORT
On track with Porsche's new track day and club motorsport machine

PRACTICAL PORSCHE
How to; Projects, Porsche Q&A, Specialist, 928 GTS Buyers' guide, Tried and tested, Market watch, Classifieds

FEELING THE PUNCH

20-years of the Porsche Boxster. We gather the flat-six generation cars



JULY 2016 No.268 £4.75
US \$10.50 CANADA \$13.50
911porscheworld.com





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

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



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

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

Editor: Steve Bennett

01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser

brett@brettfraser.co.uk

Features Editor: Keith Seume

01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton

porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone

mattstonerama@gmail.com

Contributors

Paul Davies, Antony Fraser, Jeremy Laird, Phil Long, Robin McKenzie, Joel Mitchell, Marc Noordeloos, Paul Stacey, David Sutherland, Johnny Tipler, Peter Tognola, Adam Towler

Studio Manager

Peter Simpson

Group Advertisement Manager

James Stainer

james.stainer@chpltd.com

Production

Liz Smith

ads@chpltd.com

CHPublications Ltd

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

Administration

Sandra Househam

Accounts: Bev Brown

Subscriptions: Debi Stuart debi.stuart@chpltd.com

Website www.911porsche.world.com

Managing Director

Clive Househam

Worldwide Retail Distribution

For worldwide newsstand availability queries contact Danielle Colley, CHP Distribution Manager, Seymour Distribution Ltd.
Tel: 020 7429 4092

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

For UK go to the Store Finder website: seymourmagzene.com



Printed in England

Garnett Dickinson Print Ltd; tel: 01709 768000

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

© CHPublications Ltd, 2016; ISSN 0959-8782

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

BUY US DIGITALLY ON



UP FRONT

You don't have to drive a Porsche to work here, but it helps! Well, it's kind of true. It's not a prerequisite but you won't find any non-Porsche owners in these pages

The theme of this month's issue is very much one of 'Our cars.' That is to say, we've dragged the fleet together from the back-end of the magazine for a starring roll on the front cover, and in doing so we had a bit of fun kicking tyres and punting them round the track at Bicester Heritage.

Almost without exception, everyone that works on 911&PW owns and runs a Porsche and it's what separates the mag from other Porsche titles and it's what, I hope, bonds the writing force and the readership together. We share the passion, and all too often pain, that comes with the Porsche bug.

“ We share the passion, and all too often pain, that comes with the Porsche bug ”

It goes beyond that, though. Motoring journalists may be a fairly lucky bunch, but when it comes to buying a car for themselves the decision is based on sampling a huge cross-section of machinery. What's telling, then, is that often as not it's usually a Porsche that is on the receiving end of their hard-earned cash. When folk ask me what it is about Porsches, it's the above example that I usually trot out.

It's about putting money where mouth is and practising what we tend to bang on about, so it's also no surprise that our own chariots tend to be rather purist, with not a Tiptronic or PDK in sight, or anything other than two driven rear wheels.

Hope you enjoy the issue and our musings on Porsches past and present.

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

FIND US ON
FACEBOOK



RPMTECHNIK

WWW.RPMTECHNIK.CO.UK

+44 (0)1296 663 824



DEVELOPED BY EIBACH FOR THE CSR PROGRAMME
FULLY ADJUSTABLE LOWER ARMS WITH SERVICEABLE BALL JOINTS

“UNLOCK THE EXTRA RANGE OF DYNAMIC
MOTION USING QUALITY FORGED CSR ARMS”

AVAILABLE EXCLUSIVELY THROUGH RPM TECHNIK

£445 +VAT PER PAIR



New Product!!!



Web: www.BKauto.com

Email: info@BKauto.com

Phone: 610-867-1401



R-2050 Porsche 991 & 981 Fire Extinguisher Mount

Material: 304 Stainless Steel

Finish: Powder-coated in durable black wrinkle finish

Weight: 1.95 lbs

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

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

See website for more information.



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

PORSCHE SHOP
CELEBRATING OUR 20TH ANNIVERSARY

For ordering information contact one of our distributors.

Performance 9





Higher servicing standards. Lower servicing costs.

All Porsche drivers can now benefit from fixed price servicing at our Porsche Centres. Prices for 911 (997) models start from £395.00.*

Porsche-trained Technicians guarantee workmanship, Porsche Genuine Parts, the latest diagnostic equipment and, crucially, the complete peace of mind that your Porsche is in the hands of genuine experts.

Having your Porsche serviced by us means you also have access to a courtesy car or the option of a collection and delivery service.**

Why take your Porsche anywhere else?

For more information visit www.porsche.co.uk/service.



PORSCHE

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

** Subject to availability, age and licence restrictions.

THIS MONTH



p62

FEATURES

YOU AND YOURS

Gordon Weston and his 924S in which he competes in aid of the Prostate Cancer UK charity **36**

CAYMAN GT4 CLUB SPORT

First track test of Porsche's new track day/club racing Cayman GT4 CS. Any good? What do you think? **42**

BOXSTER GROUP TEST

From 986 2.5 to 981 3.4 GTS, we put the six-cylinder Boxsters through their paces. The winner may surprise you! **50**

OUR CARS SPECIAL

You know the score. We don't just write about Porsches here at 911&PW, we drive and own them too. We've gathered the fleet and the usual suspects together for a day of tyre kicking. Featuring: 996 GT3, 996 C2x3, Boxster 2.7/3.2, 924S, 911SC, Carrera 3.2 and 912 hot-rod **62**

ARCHIVE: LE MANS 1982

Looking back at the 1982 running of the famous race, when fuel efficiency was the challenge for the GpC 956s **96**

HOW TO: 997 AUTO OIL LEAK

Sorting Tiptronic oil leak issues **106**

SPECIALIST: PRECISION PORSCHE

The clue's in the name! **112**



p10



p36



p42



p50



p96



p22



p112

REGULARS

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

PORSCHE PRODUCTS
...and all the latest must have stuff **22**

THE USUAL SUSPECTS
Adam Towler has his say **30**

PORSCHE LETTERS
You tell us **34**

PORSCHE PROJECTS
The latest from the 911&PW fleet **120**

PORSCHE Q&A
Technical problems solved **127**

BUYERS' GUIDE: 928 GTS
The ultimate Autobahn basher **132**

MARKET PLACE
Tried & tested, plus dealer and auction talk **136**

TIME MACHINE
Journey through 911&PW's past **144**

SUBSCRIBE

PAGE 119

Guarantee your copy of the world's best-selling monthly Porsche magazine. Special Father's Day gift offer, too!



RSJ SPORTS CARS

Specialising in Porsche Cars



911 (997) 2S 3.8 pdk (61 - 2011)
Platinum silver with black leather,
Sat Nav, 25,000 miles.....**£50,000**



911 (997) 2S 3.8 pdk cab (61 - 2011)
White with black leather,
Sat Nav, 37,000 miles.....**£48,000**



911 (997) "2S" 3.8 pdk (10 - 2010)
Basalt black with black leather,
Sat Nav, 51,000 miles.....**£44,000**



911 (997) "2S" 3.8 pdk (59 - 2010)
Red with black leather,
Sat Nav, 54,000 miles.....**£43,000**



911 (997) "2S" 3.8 pdk (59 - 2009)
Basalt black with black leather,
Sat Nav, 57,000 miles.....**£42,000**



911 (997) "2S" 3.8 pdk (58 - 2008)
Silver with black leather,
Sat Nav, 53,000 miles.....**£40,000**



911 (997) "C2" 3.6 pdk (09 - 2009)
Basalt black with black leather,
Sat Nav, 31,000 miles.....**£40,000**



911 (997) "C2" 3.6 pdk (09 - 2009)
Silver with black leather,
Sat Nav, 33,000 miles.....**£39,000**



911 (997) Turbo 3.6 tip (07 - 2007)
Basalt black with black leather,
Sat Nav, 41,000 miles.....**£53,000**



911 (997) "4S" 3.8 (57 - 2007)
Meteor grey with black leather,
Sat Nav, 41,000 miles.....**£36,000**



911 (997) "4S" 3.8 (07 - 2007)
Basalt black with black leather,
Sat Nav, 36,000 miles.....**£35,000**



911 (997) "4S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 43,000 miles.....**£35,000**



911 (997) "4S" 3.8 cab (06 - 2006)
Silver with ocean blue leather,
Sat Nav, 31,000 miles.....**£35,000**



911 (997) "4S" 3.8 (07 - 2007)
Basalt black with black leather,
Sat Nav, 47,000 miles.....**£35,000**



911 (997) "4S" 3.8 (08 - 2008)
Silver with black leather,
Sat Nav, 51,000 miles.....**£35,000**



911 (997) "2S" 3.8 (57 - 2008)
Atlas grey with black leather,
Sat Nav, 43,000 miles.....**£34,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Atlas grey with grey leather,
Sat Nav, 51,000 miles.....**£34,000**



911 (997) "2S" 3.8 tip (07 - 2007)
Basalt black with black leather,
Sat Nav, 41,000 miles.....**£33,000**



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

STS House
Bristol Way, Slough
Berkshire, SL1 3QE
T: 01753 553 969

PORSCHE WANTED (2003 TO 2014)

INTRODUCING

BALANCE POINT

by **NINEMEISTER**

DELIVERING PINPOINT HANDLING TO YOUR CAR

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

THE ULTIMATE IN CHASSIS, WHEEL
AND TYRE SERVICES START FROM

£99

including VAT

CALL TO BOOK YOUR SESSION **01925 242342**

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



Porsche 911 2.0
1965 - 3,830 km € 235,000



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



Porsche 911 2.7 RS Touring
1973 - 79,139 km € 795,000



Porsche 911 Speedster
1989 - 109,763 km € 189,900



Porsche 911 964 - 30th Anniversary
1993 - 172,322 km € 119,900



Porsche 911 964 3.6 Turbo
1995 - 71,749 km € 299,900



Porsche 911 993 Carrera 4S
1996 - 105,901 km € 114,900



Porsche Carrera GT
2006 - 40,651 km € 725,000



Porsche 911 997 Sport Classic
2010 - 16,585 km € 425,000

www.porscheclassiccenter gelderland.nl

We realise your classic dream.

Porsche Classic Center Gelderland.

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

Please contact Mark Wegh for more information on +31 6 52 356 911 or visit our website.



PORSCHE
Classic Center Gelderland

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

NEWS

New 718 Cayman breaks cover, Porsche plots a supercar to rival McLaren and Ferrari, Wolfgang Hatz departs, new Pirellis for old Porsches, 919 Hybrid extends WEC lead, Porsche previews new V8 powerhouse and lots more...



NEW 718 CAYMAN JOINS THE FLAT-FOUR CLUB

Cayman Coupé gets flat-four turbo power and lower price than Boxster roadster



Hot on the heels of the heavily revised and re-branded 718 Boxster, Porsche has taken the wraps off its 718 Cayman coupé sibling. Just like the 718 Boxster, the big news is the change from naturally aspirated flat-six power to a turbocharged flat-four engine.

As expected, the 718 Cayman has also been repositioned just below the Boxster in Porsche's price list. It's a move that arguably restores consistency to Porsche's overall pricing given the 911 Cabriolet has long been positioned above the 911 Coupé.

If the positioning is unlikely to be controversial in the long term, the debate

over the move to flat-four turbo power supplemented by turbocharging will rage on. As with the 718 Boxster, peak power jumps to 300hp and 350hp respectively for the 2.0-litre 718 Cayman and 2.5-litre 718 Cayman S. That's an extra 25hp for both models, albeit slightly offset by a roughly 30kg increase in kerbweight. Like the 718 Boxster, both engines are single-turbo and it's only the S which sports Porsche's variable-geometry vane technology. According to the official figures, both emissions and fuel consumption improve significantly. The base 718 now delivers

over 40mpg on the combined cycle.

Probably even more significant to the way the new Cayman and Cayman S drive are the torque figures. Not only does peak torque swell to 280lb ft and 310lb ft respectively. Those numbers are also achieved from just below 2000rpm. The outgoing atmospheric flat-six engines in the Type-981 Cayman required fully 4500rpm on the clock to deliver peak torque.

Porsche is predictably keen to draw flat-four parallels between the new Cayman and the eponymous 718 racer of the 1950s and 1960s. Whatever your take on the heritage

As surely as night follows day, the new 718 Cayman follows the 718 Boxster. Like the Boxster all exterior panels are new even if the design language is typically evolutionary

INSIDE THE NEW 718 CAYMAN

If engines and styling for the new 718 Cayman have been fully aligned with the Boxster, there are likewise few surprises inside the cabin. The package of revisions is the same as the 718 Boxster.

The big changes start with the heavily revised PCM multimedia system, which includes a higher-resolution touchscreen as standard. Optionally, there's also a big uptick in connected features such as Connect Plus with real-time traffic information and support for Apple CarPlay.

Then there's the 918-style sports steering wheel, complete with Porsche's new 'push to pass' Sport Response mode switch. Elsewhere, the overall cabin architecture will be familiar to 981 Cayman fans, but detail changes include new semi-circular air vents and a claimed upswing in general cabin quality. Not quite a revolution, but then the new flat-four engine is probably enough to be getting on with.



links, there's no doubting the real-world impact of the new engines. Even the base Cayman now dips well under the five-second barrier for the sprint to 62mph, though that does require the optional PDK gearbox. The S model obliterates the same metric in just 4.2 seconds courtesy of PDK and launch control. Top speeds for the pair are 170mph and 177mph. In other words, if the mid-engine Cayman always had a mini-supercar feel, it now has the performance to worry some distinctly grown up machines.

Elsewhere, there are numerous tweaks to the chassis, including firmer springs and

dampers, a quicker steering rack borrowed from the 911 Turbo and a brake upgrade that sees the base 718 inherit the old Cayman S's brakes. The 718 S graduates to 911 Carrera anchors.

In another subtle shift and a change that reflects the unified '718' branding, the new Cayman's styling has been fully aligned with the Boxster. Whereas previous Caymans have received unique bumper designs, the 718 Cayman is now both mechanically and stylistically identical to the Boxster bar the roof. Thus the relationship between the Boxster and Cayman now mirrors that of the

911 Coupé and Cabriolet models.

As with the Boxster, notable changes include the optional four-point LED driving lights, which have latterly become a Porsche signature and are repeated in the new tail-light design. The rear of the 718 Cayman is likewise distinguished by a high-gloss black strip capped with an integrated Porsche badge. Overall, the proportions remain familiar but nearly every panel is new. The new 718 Cayman and 718 Cayman S are on sale now at £39,878 and £48,834, or around £1800 less than their equivalent Boxster models. Deliveries begin this autumn.



PORSCHE PREPS MID-ENGINE MCLAREN KILLER

Quad turbo, flat-eight supercar with exotic variable-compression technology coming in 2019 to take on McLaren, Ferrari and Lamborghini

Porsche is preparing an all-new £200,000 supercar to take on McLaren, Ferrari and Lamborghini. The status of the mid-engined model has been unclear for several years, with a launch date originally mooted for 2017. But with the registration of the '960' trademark last year along with intriguing new engine technology patents, the rumours are now hitting critical mass. The new 960 is expected to go in sale in 2019.

Porsche isn't ready to reveal anything specific about the 960. But in a recent interview with *CAR* magazine, it acknowledged a gap in its current product range. That gap – above the 911 Turbo, but below limited production hypercars like the 918 Spyder – is currently being filled by the likes of the Ferrari 488 and Lamborghini Huracán. However, it is likely the success of McLaren's 650S and, more recently, the 570 Series that has convinced Porsche the segment can no longer be ignored.

The 960's specifications are currently somewhat speculative. But the smart money is on a quad turbocharged flat-eight engine rocking in around 3.8-litres and 650hp. Certainly, that kind of power will be necessary to be competitive on paper. Meanwhile, a flat-eight engine would give the 960 a character all of its own, not to mention distinct dynamic

advantages thanks to the low centre of gravity that comes with traditional flat engine configurations.

Of course, a flat-eight would also tie in nicely with race cars from Porsche's back catalogue, including the 907 and 908. However, it's the possible introduction of variable-compression cylinder technology, achieved courtesy of variable-length connecting rods, that could really give the 960 an edge over the competition. The advantages of such a system are wide ranging, but one of the more obvious upsides is improved off-boost response in turbocharged engines while maintaining maximum on-boost performance.

Architecturally, the 960 is likely to be based on the same platform as the Lamborghini Huracán and the latest Audi R8. That means an aluminium core structure with carbon-fibre in key locations, though it's likely Porsche will heavily revise the platform for implementation in the 960.



Above: It's what the Porsche range has been missing. Aside from the hypercar Carrera GT and 918 models, Porsche has never had a mid-engined 'supercar' to take on the likes of Ferrari, Lambo and McLaren. That could all change with the rumoured 960. Below: The competition. McLaren has hit the ground running as a manufacturer

OUR TAKE

WHEREFORE ART THOU, VW?

It's four years now since Porsche was swallowed up by the VW Group and joined a huge portfolio of brands including VW, Audi, Skoda, Seat, Bentley and even Ducati. But what impact has it had on Porsche?

So far, it's hard to say. As we report this month, Porsche's head of research and development, Wolfgang Hatz has seemingly succumbed to the emissions scandal enveloping the whole group. But apart from that? Some will point to the Macan SUV and a platform shared with the Audi Q5. But the Cayenne shared a platform with the VW Touareg long before VW took over. The reality is that product planning cycles are such that clear evidence of VW influence is still a few years away. But what will it look like when it comes? On the upside, being part of the VW group makes it relatively easy for Porsche to create the upcoming 960 supercar. Both Audi and Lamborghini can share the platform development load.

More controversial could be the impact on the existing sports cars. Since the original 986 Boxster and the Type-996 911, Porsche sports cars have been derived from a single, modular platform. Rumour has it that is set to change with the next big refresh. The 911 will graduate to the group's high-end supersports platform, while the Boxster and Cayman (by then simply the 718) will be built on a totally separate architecture, possibly shared with a new Audi R6 sports car. Exactly how all this will impact the character of the cars is unclear. But one thing is for sure. The incredible value proposition of the Boxster and Cayman, which until recently offered almost all of the same hardware as a 911 but in a slightly different configuration and for one hell of a lot less money, will be a gonner.

RUF[®]



RUF - High performance cars
RUF - Private sales & services
RUF - Performance upgrades
RUF - Expert advice
RUF - Restoration

Wolfgang Hatz has resigned as head of Porsche's R&D dept. It is widely thought that his departure is related to the VW emissions scandal, although in what way isn't clear. He leaves an impressive CV from his 14-year tenure



HATZ OFF

Porsche's R&D boss becomes casualty of the VW emissions scandal

Porsche's head of research and development, Wolfgang Hatz, has resigned with immediate effect. Hatz is succeeded by Michael Steiner, Porsche's head of quality control. Although said to be voluntary, Hatz's resignation is almost certainly a result of the ongoing fallout following the Volkswagen emissions scandal.

A Porsche man for fully 14 years, Hatz has been a key figure more recently and leaves with an extremely impressive CV. The high points of Porsche's portfolio during his tenure as head of R&D include the likes of the 918 Spyder, the Type-991 911 GT3 RS and Porsche's commitment to a radical new future in the form of the all-electric Mission E concept. Hatz has also presided over the huge success of Porsche's non-sports car models, including the Cayenne, Panamera and Macan. Without question, Hatz's tenure

has coincided with Porsche's most successful ever era.

The obvious question is therefore why he had to go. Officially, Hatz has not been personally implicated in the various events and allegations surrounding the VW Group emissions scandal. Details of Hatz's involvement may emerge in time, but the full story may never be known. The Group has yet to report its full findings, but for now the scandal revolves around so-called 'cheat devices' coded into engine management systems in certain diesel-fuelled cars.

The devices were designed to detect when the car is subject to an official emissions test and enter a special 'low emissions' mode. The use of such measures was first uncovered in the US but it has since been confirmed that models with such devices have been sold around the world.



718 BOXSTER WINS 'CLEAN' ENGINE AWARD

Sports cars have better NOx emissions than diesel eco-hatches

It's a little ironic given the emissions scandal currently enveloping the entire VW Group, of which Porsche is a member. But the new 718 Boxster has just achieved a maximum score in the EQUA Air Quality Index.

The EQUA Index is an independent test designed to provide car buyers with real-world insight into NOx emissions. Cars are rated in bands from best to worst, though EQUA does not specify the precise levels of NOx emissions associated with each band. The 718 has been rated in the top 'A' band along with its Type-991 911 Carrera sibling.

Typically, catalysed petrol engines have lower NOx emissions than diesel engines. NOx, of course, is more a local pollution and air quality issue than a contributor to global warming, the latter largely

being associated with CO2, and is said to have significant implications for lung health in humans. The challenge for both the car industry and government authorities is therefore to balance those competing priorities – local air quality and the global environment.

The critical insight from the Index and the top band achievement of the 718 Boxster is thus real-world confirmation that petrol-powered sports cars can offer lower NOx emissions than diesel models – even diesel models equipped with small-capacity, low-emission engines. For context, recent diesel models added to the Index, including the BMW 320d, Volkswagen Passat CC 2.0TDI and the Skoda Superb 1.6 TDI, were all rated in band 'C'. To date, only a handful of diesel cars have achieved the Index's top rating. Conversely, just four petrol models have failed to achieve it.



ROAD & TRACK SUSPENSION FOR PORSCHE 964

COMPLETE SUSPENSION KITS FROM £2587.50 + vat

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



DFV



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

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

DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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

There's no excuse now for fitting a sub-standard set of boots to your classic Porsche. Pirelli have been working with Porsche to release a total of 32 new tyres for models spanning from 1959 through to 2005



NEW PIRELLIS FOR OLD PORSCHEs

Porsche and Pirelli have prepped a new range of tyres for classic Porsche models. The new tyres retain the same look, dimensions and cross section of period tyres, but add modern materials and construction.

A total of 32 new tyres have been announced, covering Porsche models from 1959 right through to 2005. From 356 to 986 Boxster, 914 to 928 and 911s including impact bumper models, 964s, 993s and 996s, they are new tyres for virtually every model.

The benefits of new tyre technology in a classic application are pretty profound. Over the years, enormous strides have been made in every dynamic area. Increased dry-road grip is obvious enough. But combining that with huge advances in wet grip, reductions in rolling resistance and noise levels makes for a major improvement in overall driving dynamics. According to none other than racing icon Walter Röhrl, the new tyres also make for a more progressive and balanced Porsche near the limit.

"The driving properties in the early years were not as full or balanced as they are today. The new generation of tyres is more fitting than ever to the driving style of a challenging sports car," Röhrl reckons. Examples of the new boots include revised versions of classic tyres including the Pirelli CN36, as fitted to early pre-impact bumper 911s, the P7 and the P Zero Rosso. The latter model was first used on the Type-993 911 in 1994.

Pirelli has also cooked up a new P Zero Trofeo R tyre for tracks days and classic competition cars available in sizes from 16 to 18 inches. All of the new tyres qualify for officially approved 'N' specification and are marked thus on the sidewall. You can order them all, along with the other 2200 makes and model of N-rated tyre for Porsches old and new from any Porsche Classic Partner and Porsche Centre. To find out what's available for your Porsche, head for porsche.com/germany/accessoriesandservices/classic/tyreapproval.

PORSCHE'S NEW V8 POWERHOUSE PREVIEWED

The wraps are off Porsche's latest V8 powerhouse. As before, it's a twin-turbocharged unit. But this time it's not only downsized but also destined to be shared with other brands within the VW Group, including Audi, Bentley and Lamborghini.

Overall capacity shrinks from 4.8-litres to 4.0-litres on the nose. However, with 542bhp at 5750rpm and 567lb ft produced between 1960rpm and 4500rpm, power and torque are both improved, the former by 29bhp. One of the more novel features for the new engine is a cylinder deactivation system that closes down four

cylinders between 950rpm and 3500rpm for a claimed 30 per cent uptick in fuel economy. Porsche also says the new engine has been engineered with petrol-electric hybrid powertrains in mind.

The first Porsche models to receive the V8 will likely be the imminent all-new Panamera saloon and its Shooting Brake sibling. The next Cayenne SUV is also on the list. Beyond Porsche, the new unit will likely also see service in VW Group models as varied as the Audi A6, Bentley Bentayga and even Lamborghini's upcoming Urus SUV.



Porsche's new twin-turbo V8 will be seen in the nose of the Panamera and Cayenne. Capacity will be down from 4.8-litres to 4-litres, but is up to 542bhp, with the turbos making up for the capacity deficiency

THE DAWN OF A NEW CLASSIC

Since our beginning in 2009, team Penzi™ has worked to forge design and engineering prowess into every one of our products. Today, we continue this philosophy with our new Penzi™ Vintage line of wheels. Drawing inspiration from both the modern and the classic, our wheel designs are infused with state-of-the-art engineered materials, fitments and our Flyweight™ lightening process. Furthering our commitment to quality for our customers, every aspect of a Penzi™ wheel is customized, ensuring they truly make it their own.

For more visit www.PenziWheels.com



FM-GT301



FM-501



FM-M301



PF-C75



PF-C85



AF-M01

WWW.PENZIWHEELS.COM | 1+305-747-1747 | FORGED@PENZIWHEELS.COM

DISTRIBUTOR OPPORTUNITIES AVAILABLE



Niels



Robert



Alex



Oscar

Share a Porsche.
Share a Porsche with friends.



PORSCHE-SHARING LEASE SCHEME PILOTED IN HOLLAND

Find out who your real friends are by sharing a Porsche

Porsche Netherlands has cooked up a clever plan to get punters hard pressed by punitive local taxes into Porsches. It's a car-sharing scheme that puts a whole new spin on conventional leasing. The basic idea is to spread the cost across up to four Porsche sharers via a fixed monthly fee and agreed annual mileage.

At the end of the contract, set at either 12 or 24 months, the car is simply returned to the Porsche Centre. The monthly fee covers all running costs including insurance, maintenance, road tax and even tyres, though the latter is qualified as only covered for 'normal use'. Presumably a season competing in the local drift series on Porsche's dime isn't therefore an option.

To smooth out the sharing process, Porsche has created a new app for iPhone and Android smartphones. The app provides a calendar for car-share planning, records usage and displays the location and status of the Porsche. So you can see the remaining

mileage at a glance, book slots and see where your Porsche is parked.

If the whole thing sounds a little crazy, it's worth remembering the context here is much higher rates of tax for both buying and using cars in Holland. The basic price of a 718 Boxster S in Germany is €66,000. In Holland it's €82,000. That's about £65,000, or nearly £15,000 more than the base price in the UK, thanks to a fiendishly complex calculation that adds a one-off tax to the sale of any new car or the importation of used cars. Ouch.

Then there's Dutch road tax, which is much higher than the UK. With all that in mind, sharing the load might make a lot of sense. Head for shareaporsche.nl if you want to find out more. In the meantime, when you next find yourself grumbling about UK road tax, this is perhaps a handy reminder that it could be so much worse! Whether or not you'd want to share a Porsche with anyone else, though, is another matter altogether.

A novel take on the car share scheme courtesy of Porsche Netherlands. It sounds very 'right on' but what happens if Alex, for example, leaves the interior all grubby, or Oscar forgets to fill it up?

919 HYBRID EXTENDS WORLD ENDURANCE CHAMPIONSHIP LEAD

Porsche's all-conquering 919 Hybrid racer has extended its lead in the FIA World Endurance Championship series. Despite a problem with the hybrid system, the trio of Romain Dumas, Neel Jani and Marc Lieb finished second with their Porsche 919 Hybrid in Spa-Francorchamps (BE) and extended their lead in the drivers' championship.

After two punctures, the sister car of Timo Bernhard, Brendon Hartley and Mark Webber spent more than one-and-a-half hours of the six-hour race in the garage for repairs. In the end, the result was 5th place in the LMP1 category for hybrid cars.

In the manufacturer standings Porsche now leads with 54 points ahead of Toyota on 45 and third placed Audi on 41. "In the end I was taking the car round the track really carefully. It wasn't easy at all today. The championship points are a reward for the mechanics who worked extremely hard here and kept repairing our cars," said Dumas of his car's second-place result.

Of course, next up in the calendar is none other than the 24 Hours of Le Mans and a chance for the 919 to register back to back victories following triumph in the 2015 race. Typically in a 24-hour race, anything could happen, and probably will.



It's not all been plain sailing for Porsche in the first two rounds of the WEC. A first round win at Silverstone then saw the 919 Hybrid taking second best to Audi at Spa

Bespoke video producers, Petrolicious, have been doing its thing with a 718 RS 60 Spyder on the Targa Florio course in Sicily, with Derek Bell in a starring, driving roll



PETROLICIOUS PLUS PORSCHE EQUALS VIDEO PERFECTION

Maker of esoteric car content Petrolicious has teamed up with Porsche and racing leg' Derek Bell in a new video short showcasing the iconic 718 RS 60 Spyder and retracing its route to Targa Florio victory in 1960. The production is part of Porsche's drive to tie in the newly rebranded 718 Boxster with its racing progenitor.

The backstory behind the shoot is a classic against-the-odds tale of technical glitches and logistical nightmares. But even five gruelling days, a flat tyre on Easter Monday in a Catholic country and Bell just making the very last possible plane to Sicily in time for filming weren't enough to scupper the project. A 60-mile daily mileage limitation on the period Porsche and the full hour required to wake the beast up for action each morning are further insights into just how tricky this kind of shoot can be, not to mention the harsh reality of keeping such a rarefied machine in fine fettle.

The RS 60 in question was the very car that won the 1960 Targa Florio race, all 800 corners of it, beating much more powerful machinery in the day. Of course, that was actually before Bell's time as a Porsche race driver.

"Here I was having this opportunity to step back in history, if you like, before my time with Porsche. When I realise that and think about what Porsche has meant to me during my life and what it's done for me, I realise how lucky I've been to go back before my actual period with Porsche and drive a car that created history in 1960 and even before that," quoth Bell.

The result is just under 11 minutes of stunning sounds and images as Bell pilots the original 718 around the old Targa Florio course before being joined by its modern namesake. The full video is available on YouTube via petrolicious.com, while Porsche is showcasing a shorter one-minute commercial based on the shoot on its own YouTube channel.

NEW 911 RSR RACER GOES TESTING

The most successful race car of the 2015 GTE Pro World Endurance Championship will be replaced by a completely new model for 2017. The successor to the Type-991 911 RSR has completed a successful rollout at Porsche's Weissach test track, decked out in a stealthy matte black. Next up is a round of tests at racetracks around the world.

Porsche chose to take the year off from the GTE category in 2016, preferring to focus funds on development of this all-new racer. The 2015 car ran the old 'Mezger' engine carried over

from the Type-997 RSR. It's thought the new car will adopt Porsche's MA1 direct-injection engine as seen in the latest GT3 and GT3 RS road cars.

The first outing of the RSR successor is planned for January 2017 at the 24-hour race at Daytona. "The race debut of a completely new vehicle at a 24-hour race is a big challenge. But we are right on schedule," explains the Head of Porsche Motorsport, Dr Frank-Steffen Walliser. Cue world domination in 2017? Watch this space, but we wouldn't bet against it.



Porsche recently shook down its new 991 RSR at Weissach, having taken a sabbatical from the GTE category in 2016 to develop the new car for the 2017 season, starting with the Daytona 24-Hour race. All seems a long way off, but there's nothing like being prepared!

It shouldn't happen to a '73 RS, but it did! Found in Trinidad, and now at Autofarm, this matching numbers car has been baking in the Caribbean heat for the past 14 years, after its owner was murdered. It seems unlikely that it won't be restored, but then again Autofarm's Josh Sadler says he's rather fallen for the story of this car, so maybe not



AUTOFARM'S HOT CARIBBEAN BARN FIND

2.7 RS found sizzling in the Trinidad sun

As 'barn finds' go, this one is pretty hot. The car you see pictured here looks for all the world like some kind of botched long-hood backdate. In fact, it's not only a genuine, bona fide 1973 2.7 RS with matching engine and chassis numbers, it's the very last 2.7 RS Touring ever made in RHD.

The car was found in Trinidad, of all places, by Josh Sadler of Oxfordshire Porsche specialist Autofarm. Sold as a UK car in 1973, it was exported to Trinidad in 1978, changed hands a few times, only to be laid up in the late '90s. At that point, the story took a rather tragic twist as the owner was murdered in 2002. The car was then left to roast in the Caribbean heat for 14 years. Sadler has now had the car shipped back to the UK.

"It had literally baked in the sun," says Sadler. "The fuel tank was completely dry and I've never seen that. However, it remains a very good car and very rare in purple, though it has subsequently received a later metallic hue. Retaining matching numbers is remarkable and we are already in contact with the original exporter so hope to continue to gather ever more details of its

fascinating history."

As for the dubious cosmetic changes, Sadler is undecided. "The modifications we now view as tasteless, but they do tell the tale of the car. It has led a remarkable life and the murder of its owner meant it was left undisturbed for a considerable time. I'm sure it will be worth a lot more if restored but cars are all about their owners and I've fallen for the story of this one," he says.

However, along with the matching numbers, the important hardware seems to have survived intact. The unique homologation technical features of the very last of the RS series, including 'short' trailing arms for what later became the Turbo suspension geometry and the stronger Silumin crankcase, the material used on the 1974 3.0 RS and RSRs, are all still present.

With 2.7 RS values now flirting with the £1,000,000 mark, it's hard to imagine that this Royal Purple Porsche, just one of 16 RS models in that colour, won't eventually be fully restored. If you're interested in learning more or want to contact Autofarm, head for autofarm.co.uk or call 01865 331234.

CAYENNE PLATINUM EDITION

The Cayenne has been a smash hit for Porsche from day one. That isn't news. What is remarkable is that sales of the current model continue to grow. That's very impressive given it went on sale in mid-2010.

It would therefore be unfair to dismiss the new Cayenne Platinum Edition as the sort of run-out special car makers wheel out when sales are flagging. But what do you get for your £55,134 for the Diesel model or £66,919 if you go with the S E-Hybrid powertrain? 20-inch RS Spyder wheels housed in wider wheel arches, for starters.

Then there are the Bi-Xenon headlights with the Porsche Dynamic Light System as standard and Porsche's updated PCM multimedia rig, complete with navigation and the Connect Plus module for added mobile connectivity. And don't forget the Bose surround sound system with 14 speakers and 665 watts of kidney-crushing wallop. Bung in a few extra frills including illuminated door sills that light up the model name and you have a solid value proposition.



Cayenne Platinum comes with a whole host of all-inclusive extras, including a 665 watt sound system with fourteen speakers



YORKSHIRE PORSCHE FESTIVAL

03.07.16

WE WILL BE CELEBRATING OUR 22ND YEAR OF SPONSORING THIS EVENT...

PORSCHE CAR DISPLAYS
MOTORSPORT DISPLAY
REGIONAL CONCOURS
VISITORS CONCOURS
TRADE STANDS

LIVE MUSIC
CHARITY BBQ
BAR
TRADITIONAL ICE CREAM
COFFEE BARISTA

BIRD GARDEN
CHILDREN'S PLAY AREA
ESTATE WALKS
RED DEER PARK
FORMAL LANDSCAPED GARDENS

10.00AM - 4.00PM

PRE-PAID TICKETS £6 PER CAR - AVAILABLE ON WWW.PORSCHECLUBGB.COM/SHOP/TICKETS/ALL-TICKETS/YORKSHIRE-PORSCHE-FESTIVAL

£5.50 PER ADULT £2.70 PER CHILD ON THE DOOR

LOTHERTON HALL, LOTHERTON LANE, ABERFORD, LEEDS LS25 3EB

**STRASSE**
SPECIALISING IN PORSCHE

STRASSE
BRIDGE RD, HOLBECK,
LEEDS LS11 9UG

TEL 0113 2340 911
WWW.STRASSE.CO.UK

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



GIVE YOUR 918 A LIFT

As you jack up your 918 Spyder hypercar onto axle stands of a weekend, perhaps to swap out a rusty spring or slot in a new lithium pack, you may not realise that you're doing it all wrong. When lifting a 918, it must be secured at both ends to a multi-post rig due to the rear-biased 57-to-43 weight distribution. To allow for just this, Porsche supplies special plates that bolt to the 918's undercrackers. However, our fine Californian friends from BBi Autosport reckon the plates are made of stamped steel and prone to bending. The solution, you won't be altogether surprised to learn, involves BBi's own billet-engineered items, machined from solid blocks of 6061-T6 aluminium. BBi says the patented design is good for repeated use and is now being used by official Porsche service centres. Pick up a set for yourself from bbiautosport.com.

ULTIMATE CARBON KIT

One can never, ever have too much carbon-fibre, right? What's that you say? Carbon-fibre is all about maintaining strength but saving weight. Of course you can have too much. What if the parts in question are replacements, we'll retort. Enter TechArt's new Carbon Sport Package for the mighty Type-991 GT3 RS. The full kit includes a new front spoiler lip, front wing louvres, side air intakes, wing mirrors, rear-wing end plates and the rear diffuser. TechArt says the parts are manufactured in-house with particular care taken over the carbon-fibre structure and surface consistency to ensure the absolute highest standards of quality and finish. Each part is also available in a range of finishes from matte to high gloss. As for pricing, it varies widely by part and finish. It won't be cheap, but then that goes with the territory. Hit up techart.de for more details.



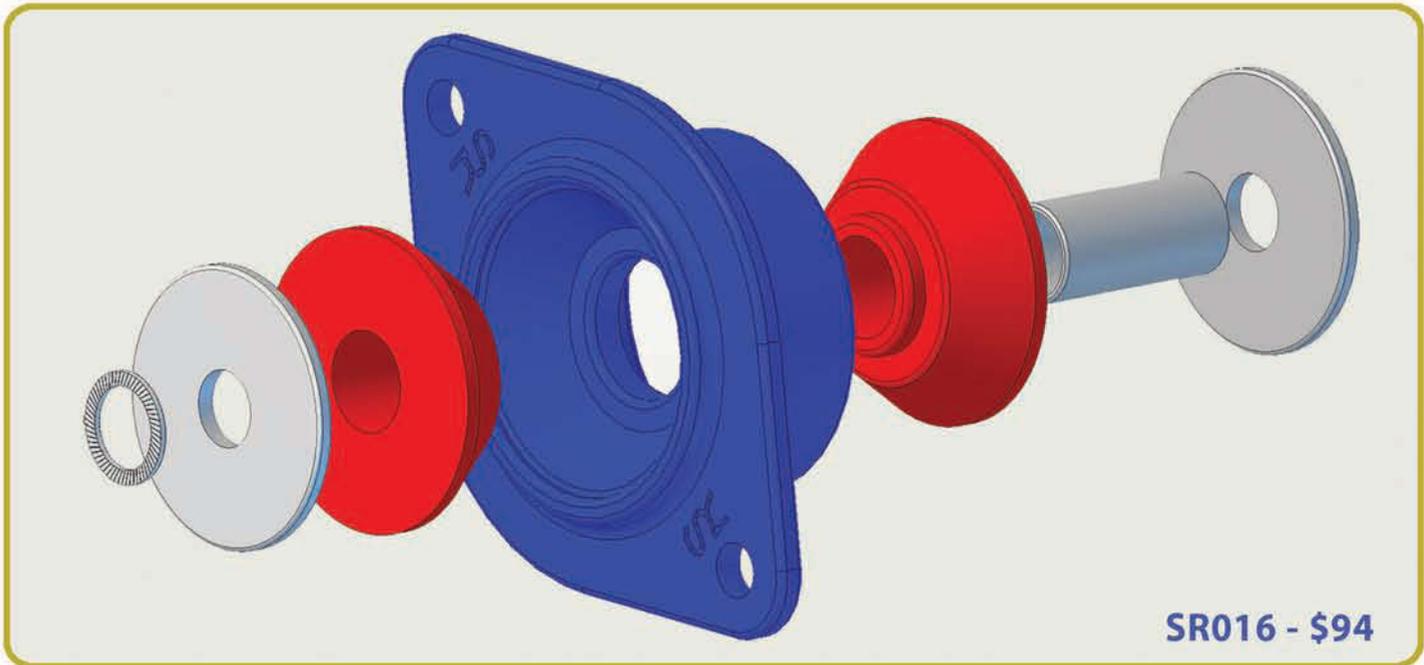
ANCIENT AND MODERN

Character or competence. Ancient versus modern. Historical provenance takes on technical proficiency. The choice between a period Porsche and a modern model is the defining question of our age. But what if you could have both? That's the idea behind these new Flyweight Vintage rims from Penzi Performance. The vintage-influenced, custom-forged wheels are available in two styles and hewn from a combination of aerospace grade 6061 T-6 aluminium forgings and in-house CNC components. Penzi's 'Flyweight' engineering adds further lightness thanks to weight reducing pockets not only on the back-pad but also on the assembly flanges. Every Penzi wheel is made to order, allowing full customisation of every aspect from offsets to surface finish. Prices start at \$1390 or 955 of your English pounds, plus taxes and shipping, from penziwheels.com.



YOUR TICKET TO THE WINNER'S CIRCLE

STOMSKI RACING



SR016 - \$94

911 Semi-Solid Engine/Transmission Mounts

Rigid engine and transmission mounts provide for better handling, better acceleration, and better performance in general. Mounts that are too rigid, however, will transmit vibration and harshness into the driver's cabin. Until now.

STOMSKI RACING has developed the **FIRST** truly symmetrical 911 Semi-Solid (SS) Engine/Transmission Mount, thus allowing you to run stiffer mounts without sacrificing comfort or ride quality. Our symmetrical design allows you to custom tune your ride- determining feel, function, and fun. We provide 3 different durometers of inserts that allow you to custom tune your ride, now, and later if your application might change.

<p>911 Precision Shift Coupler</p>  <p>SR010 - \$198</p>	<p>911 Rear Monoballs</p>  <p>SR018 - \$205</p>	<p>911 Bump Steer Kit</p>  <p>SR055 - \$326</p>	<p>911 Brake Caliper Adapter</p>  <p>SR046 - \$195</p>
<p>996/997/986/987 Rear Toe Control Arm</p>  <p>SR082 - \$342</p>	<p>996/997/986/987 Tie Rod/Bump Steer</p>  <p>SR083 - \$168</p>	<p>997 GT3 Control Arm Monoball Assembly</p>  <p>SR049 - \$280</p>	<p>996/997/986/987 Front Camber Plates</p>  <p>SR121 - \$440</p>

+001(410)571-9779

www.STOMSKIRACING.com



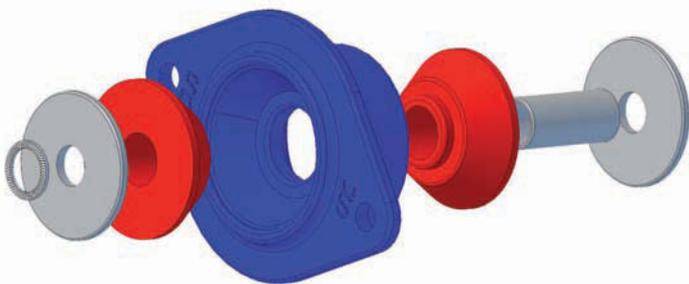
RAISING THE GT4'S BAR

A two-for-one deal on BBi parts this month? It can't hurt to ask. But here's the catch. If you need a 918 Spyder to make full use of those billet jacking plates, this new StreetCup Roll Bar is looking for a GT4 to call home. Still, with punters paying premiums for GT4s in the UK and the emphasis often on originality, it's heartening to see our American cousins casting residuals to the four winds with this beefy bar, made of 4130 chrome moly steel tubing and requiring a bit of cabin butchery. That said, bolt-in installation is accomplished courtesy of CNC-milled inner diameter tube clamps for a precise fit, thereby eliminating the more traditional slip-fit tubes and unsightly through-bolts and nuts. Thank goodness! The price is \$2395 or £1600 plus taxes and shipping. Again, bbiautosport.com is where it's all happening.



(INSERT HERE) FOR MORE CONTROL

Kicking off this month's selection of oily bits, give it up for US-based Stomski Racing and its fully-configurable engine and transmission mount for air-cooled 911s. As track rats and tuning fiends know, rigid mounts allow for superior chassis control and power delivery precision. But they also transmit more vibration through the body shell. Ouch. The solution is Stomski's new range of semi-solid inserts. Three different inserts, coloured yellow, red and black, offer a spectrum of user-tunable stiffness. What's more, the fully symmetrical design means you can use them either as an engine mount or inverted as a transmission mount. Stomski also says that the aircraft quality aluminium housing makes for exceptional durability, too. The mounts are yours for \$94 a pop or £65 plus shipping and taxes, which includes the full trio of inserts, from stomskiracing.com.



IT'S ALL OVER FOR THE IMS

Controversy over the infamous IMS bearing problem in Porsche's M96 and M97 engines will surely run on forever. Which is more than you can say for the engines themselves – bud-dum, tish! But whatever your view on the frequency of failure, a solution that guarantees to solve the problem is awfully appealing for peace of mind. LN Engineering already offer just such a solution for cars with the small single-row bearing in the form of an oil-fed plain bearing that's identical to an air-cooled 911 engine and despatches the failure-prone ball-bearing into permanent posterity. Now LN has extended this approach to support earlier M96 engines with the dual-row IMS bearing, too. It isn't cheap at \$1725 plus tax and shipping, or £1190 in old money, but what price do you put on that critical peace of mind? Head for inengineering.com to learn more.



Already 13 000 clients
worldwide!

SELECTION
www.selectionrs.com

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

MODEL CARS

1 : 18



996 Carrera 4S
39.95 €



991 Carrera S
2012 ~~119.90~~
69.90 €



991 Carrera S
Cabriolet 2011 ~~129.95~~
79.95 €



991 GT3 2014 ~~129.95~~
99.95 €

1 : 43



Cayenne GTS
2014 ~~49.90~~
29.90 €



718 Cayman S
Type 982 2016 **49.95** €



911 2.2 S 1971 **54.95** €



962 Löwenbraü
Daytona 1986 **59.95** €



Mission E
Concept **59.95** €



911 2.7 Carrera RS
1973 ~~69.95~~
64.95 €



911 2.7 Carrera RS
1973 ~~69.95~~
64.95 €



917 / 10 n°2 Bosch
Nürburgring '73 **74.95** €

CLOTHING

Cap
Porsche
Martini
Racing



~~29.50~~
29.95 €

Men's
T-Shirt
Targa
Florio



~~35.95~~
29.95 €

Men's
T-Shirt
Gulf
Racing



~~39.90~~
39.95 €

Men's
T-Shirt
Jo Siffert
917



~~59.95~~
39.95 €

Men's
Polo
Gulf
Racing



~~69.90~~
59.90 €

Women's
Polo
Gulf
Racing



~~69.90~~
69.95 €

Men's
Gulf
Wind-
breaker
Jacket



129.95 €

Racing
Helmet
Gulf
Vintage



~~269.95~~
269.95 €

ACCESSORIES



Classic Keyrings



Watches / Chronographs



Bags / Luggages



Posters / Postcards



Pins / Stickers



Cups / Glasses



Perfumes



Car Care Products

A POSTER FOR PORSCHAHOLICS

We are, all of us, Porschaholics around here.

That means even our wall art must pay homage to Stuttgart's favourite steeds. But what if posters of Le Mans racers, old Gulf ads or that infamous Steve McQueen salute are a bit too obvious? May we suggest this pleasingly esoteric new print from none other than New Zealand-based Porsche parts importer, The Porschaholic. Created by Antipodean artist and Porsche enthusiast Shaun Meredith, it features five sets of air-cooled dials, kicking off with the very first 1964 "901" 911 and capped off with the last of the breed, a 1997 Type-993 Carrera S. Hand signed by the artist himself, you'll have to be quick because the print run numbers just 50 copies. Sized 33 by 46 inches, the price is \$139 or £95 plus shipping and taxes. Snag yours at shop.theporschaholic.co.nz.



TECH OR TOY?

THE WORLD'S FIRST PORSCHE WITH A MANUALLY-OPERATED PDK 'BOX

This is a very serious toy for very big boys. It's the Lego Technic 911 GT3 RS. The attention to detail is off the scale. That starts with a hyper high-quality build manual about an inch thick. The model itself is a labour of love, both for you the builder and for the Lego engineers who sired it.

Details like yellow calipers for the carbon brakes are not a huge surprise. Ditto the working steering rack and articulating suspension. Even an engine with moving pistons doesn't exceed expectations. But then there's the party piece. Yes, there's a fully-functional PDK gearbox, complete with spring-loaded paddles on the steering column.

There's even a mini gear selector in the centre console, which ties in properly to the transmission and that simulated flat-six engine. For the record, this is Lego kit number 42056 and it's yours for £250 from shop.lego.com. Good buy.

LOW-VOLUME SPECIAL

Painfully pricey and in such short supply it's probably already sold out? That sounds familiar. Yours for £260, this new 1/18th scale model of the awesome Type-991 911 R is nothing if not faithful to its full-scale progenitor. In fact, at just 911 examples, it's even rarer than the 991-strong production run of the real, 500hp deal. Dare we forecast a roaring ebay trade in 911 R scale models at well over list? Stranger things have happened. In the meantime, and for precisely the same price, Porsche has also added a limited edition 1/18th model of the Mission E concept to the official range, albeit with a slightly more extensive run of 2015 units. If both of those seem a little stiff, further new additions include a 1/43rd scale models of both the new 718 Boxster and 718 Boxster S, priced at £36 a pop. They're all available now from shop2.porsche.com/uk.



THE SOUNDS OF STUTTGART

Ah, the sound of Porsche in the morning. Or any other time of day, for that matter. If you can't get enough of that distinctive Porsche howl, we recommend this unusual history of the marque. Compiled with the help of Porsche HQ and recently revised, Porsche Sounds is a lavish coffee-table tome stuffed with stunning images and descriptive text in both German and English. The narrative arc inevitably covers major milestones in Porsche's history. The twist is an audiophile quality CD crammed full of original engine sounds from Porsche's back catalogue. Everything from classics like the 356 Roadster through iconic racers such as the 956C and the modernist machine that is the Panamera Turbo are included. As we go to press, the whole shebang is on Amazon for a precise £23.79. Head with similar precision to amazon.co.uk to place your order.



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

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



PIRELLI

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

June Offers

Porsche Cayenne

25555VR18 Pirelli Scorpion Zero N0 £131.95
29535ZR21 Pirelli Pzero N1 £218.95

Porsche Cayman Boxster

23535Z19 Pirelli Pzero N2 £156.95
26535Z19 Pirelli Pzero N2 £198.95

911 991

24535Z20 Pzero N0 £185.95
30530Z20 Pzero N0 £256.95

911 993

20550ZR17 Pirelli Pzero Rosso N3 £122.95
25540ZR17 Pirelli Pzero Rosso N3 £153.95

911 996

22540ZR18 Pirelli Pzero Rosso N4 £118.95
26535ZR18 Pirelli Pzero Rosso N4 £186.95

Prices include valve, balance, casing disposal and VAT



Branches in: Newmains, Carlisle, Cumbernauld

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



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

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

Elite Garages

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

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

HEXAGON

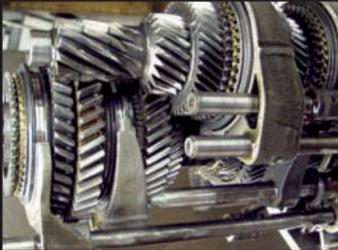
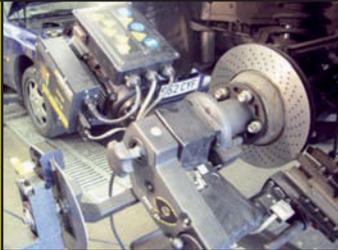
MODERN CLASSICS



0-60 Porsches in one click.

To see more visit HexagonModernClassics.com

Call: +44 (0) 208 348 5151

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

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

THE USUAL SUSPECTS



ADAM TOWLER
The Porscheophile

Our man Towler takes on an eclectic mix of Porsche topics from the rumoured new 960 supercar, with a frankly out of this world engine spec, to the flat-lining GT3 market, the booming 996/997 Turbo market, future classic status of the last of the flat-six Boxsters, and a money where mouth is 996 C2 purchase

PORSCHE TO TAKE ON FERRARI AND MCLAREN WITH A QUAD TURBO FLAT 8?

The British magazine *CAR* ran a news story recently proclaiming a 'scoop' on the new Porsche 960. What's this, you say? Sadly, it's not that favourite topic of Bennett and mine, the sub-Boxster sports car that hasn't been made, but instead, a car at the opposite end of the range: one to take the fight to Ferrari, Lamborghini, Audi and McLaren on equal terms.

Until now, that has traditionally been the 'job' of the 911 Turbo, and yet for a long time there have been rumblings, both from inside and outside Porsche it would seem, that what was really needed was an all-new car. The 911 has always been comfortable punching above its weight, but against the sheer drama of a bespoke, mid-engined supercar, the 911 is being left behind in the eyes of some. Anyone who has sampled the latest 911 Turbo S will know that performance isn't one area where it is lacking, but there is surely a limit to the power, flexibility and desirability of a flat six

compared with V8 Turbo and V10 rivals. Many, including us, love the usability and relative anonymity of the 911 compared to something like a Lamborghini Huracan, but for the typical buyer in this segment that sense of drama surrounding the latter is surely part of the appeal. The very competency of the Turbo can sometimes also be its undoing.

If the story is to be believed, Porsche's latest effort sounds startling. The name '960' was apparently patented in late 2015, and will be applied to a mid-engined car that sits between Turbo and 918 Spyder. Initially available with four-wheel drive only, rear-drive variants are planned later on, but it's the extraordinary prospect of the 960's quad turbo 3.9-litre flat 'eight' that really captures the imagination. That's right: four turbochargers and eight cylinders arranged in the classic 'flat' layout. The magazine makes a point of saying the project was signed off by Ferdinand Piech before his

departure from the VW group and, of course, Piech is the same man who oversaw those flat eight-powered 908s in the glory years of sports car racing. He was once given a 914 powered by one of those three-litre engines, which has a nice parallel with the present day in that the prototype new engine is said to be testing in the back of a Cayman....

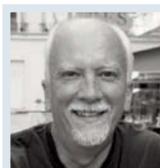
There is also mention of 'VarioCom', which intriguingly hints at a variable compression engine, something that other manufacturers have been known to be working on as well. The benefits of such a technology are obvious.

Of course, it's all speculation for now, but it does make sense: with the 911 becoming more of a GT than an outright sports car, something lower and more aggressive would surely make a major impact in the market. *CAR* reckons the new car will arrive in 2019, so you've a little wait yet – and time to get saving!

If rumours are to be believed, then a Porsche supercar is on the way to rival Ferrari, McLaren and Lamborghini. It will have a quad-turbo, flat-eight cylinder engine with variable compression ratio. Like, wow!



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



PAUL DAVIES



CHRIS HORTON



JOHNNY TIPLER

THE TIME OF THE TURBO?

Following on from Steve's *Usual Suspects* missive on the GT3 market last month, I thought I'd follow up with an interesting chat I had with one of the country's leading Porsche specialists. They'll have to remain anonymous, and you'll just have to trust that I'm not making it up – which I'm not. We've all seen how the prices of 930s have risen of late, in line with the growth in the air-cooled market in general. So, too, have water-cooled Turbos, for gone are the days when you might just have snuck into a decent 996 Turbo manual coupe for under twenty five grand (another ship that's sailed). Our man's point concerned these cars, and their 997 relations, with reference to the GT3 market. His gist was that the 996 (and largely the 997) GT3 market is flat, with cars not selling and certainly not at the prices quoted. Meanwhile, at £20,000 less, he's selling every decent Turbo he can find.

His theory was that the GT3 market has overheated: "Buyers are afraid to use their cars (because of the value)", says our source. "It's the same with the 964 RS market – that's also totally flat. All the big investment boys have bought their low

mileage cars and tucked them away by now, and the enthusiasts either can't afford the cars, don't feel they can afford to use them properly, or feel like staying out of the market for now to see what happens next. It's a complete reversal of the situation two years ago. We've had nice GT3s for sale recently and barely taken a call on them."

He also makes a point that will resonate strongly with anyone that can remember back to the last time Porsche found itself in a sticky situation: the recession of 1991. Then, if you recall, the yuppie hordes deserted the brand as their own finances disappeared down the infamous 'black hole', and the enthusiast market that had traditionally been Porsche's own did not welcome the company back with open arms. Our man says this of the current Porsche scene: "Porsche are a victim of their own success. The speculators have left a bitter taste in the mouth of the die-hard Porsche fan, and there are a lot of annoyed people out there – the GT4 issue (i.e. not being able to buy one for many people), having your name on the right list to buy a GT car, no manual

gearbox for the 991 GT3, but now talk of a gen 2 car with a manual – these have all made the traditional enthusiasts angry."

Of course, Porsche was a very different company last time it got into trouble. Then it was just a sports car company, so when one large element of the customer base was no longer interested, and the remainder shied away in annoyance, it was in real trouble. Today, anecdotal comments I hear from the showroom floor suggest to me that the real business is in moving Cayennes and Macans out the door on Porsche Finance, in great numbers. Naturally, these people don't care what type of gearbox the GT3 has, and why should they, so perhaps there isn't a medium term problem after all. However, the approval of the 'enthusiast' has been part of the bedrock from which the reputation that leads the average Macan buyer to walk into the showroom is borne from, and damaging that significantly seems surely unwise.



Above: According to a Porsche sales specialist who would rather remain anonymous, GT3 sales are flatlining due to over-inflated prices, while 996/997 Turbos at sensible money are flying out of the showroom. Below left: Could the 'flat-four' noise signal the beginning of a new Porsche era?

QUESTION OF THE MONTH

"What does it sound like?" Since driving the 718 S for the last issue, this is the question I have been asked more times than I care to remember. 'Like a Subaru', is usually my reply (because it's a lazy answer and most know what you mean), although the perception that this made it somehow inferior put my Impreza Turbo owning mate's nose out of joint. I suppose the last time this happened in the Porsche 'scene' was with the advent of the 996 Carrera in the late 1990s: had the switch from air to water for cooling ruined the sound, people wondered? It hadn't, although the change in character was marked, albeit not on the same level that's happened with the Boxster and, shortly, the Cayman.

We may have ended one era and begun another without fully being aware of it, which is often how these things work. For 20 years, water-cooled, naturally aspirated flat sixes have been the mainstay of Porsche's sports cars, and now it's either a flat four or a turbo six if you want to buy a new one, save a few specials.

I firmly believe in cars having eras. There was a golden era of Japanese performance cars from about 1989 to 2000; the British cheap sports cars of the 1950s; the hot hatch era, 1984 to 1994. These eras often tend to last a decade, when everything somehow clicks and great cars appear. I think we may look back on this recent period in the same way, even though for now 986s and 996s, 987s and 997s are a common sight on our roads and often go completely unnoticed, sometimes unloved, and in the case of the Boxster, often worth very little indeed. I wouldn't mind betting in five, maybe ten years' time, someone will be writing in this space saying how these cars are now classics, how they defined these years, how the new ones were a totally different experience inferior in some touchy-feely ways. They won't be seen as just a load of mass-produced recent Porsches, they'll be seen as something special, and who knows, a younger generation may view the older air-cooled stuff in the way that we currently perceive the 356.



AND ABOUT TIME, TOO...

I've bought a Porsche. I know I've been threatening to do that for the past five years, and I'm almost ashamed that I haven't – rusty 944 'project' aside – but this time I really have. Like my esteemed colleagues Bennett and Tipler I've bought a 996 Carrera, because, well, if you're after a 911 on a reasonable budget these days, frankly, what else are you going to do? I won't go on about it too much here and now, save to say that its acquisition is one of the most exciting yet nerve-wracking things I've done in a very long time. Look out for a lot more on it in 'Our Cars' from now on.



BRAUNTON ENGINEERING



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



www.brauntonengineering.co.uk

Devon Porsche 01271 814144



ADDSPEED

PERFORMANCE CARS

WE CONSISTENTLY OFFER SO MUCH MORE



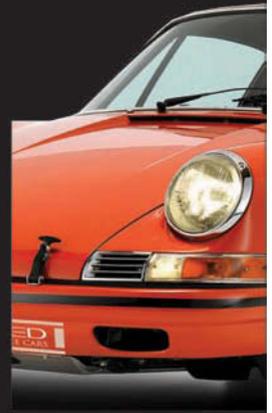
ADDSPEED – YOUR PORSCHE,
PERFORMANCE CAR AND CLASSIC CAR
SPECIALISTS COVERING THE SOUTH EAST

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

01403 255616

Foundry Close, Horsham,
West Sussex. RH13 5TX

www.addspeed.co.uk



CHARLES IVEY SPECIALIST CARS LTD



For over 40 years, London's leading specialist for PORSCHE

Sales . Service . Parts . Storage

Fixed Price Servicing Air conditioning repairs Total engine/gearbox rebuilds In-house MOTs
Bodywork Fully computerised wheel alignment Prepurchase inspections Latest diagnostic equipment
Free collection & delivery/loan car



997 Carrera Coupe (Gen 2)
PDK, 2008, Black
£36,995



991 Carrera 2 Coupe PDK
2012, Agate Grey
£56,995



997 Carrera 4S Coupe
2005, Arctic silver
£27,995

160 Hurlingham Road, London SW6 3NG 020 7731 3612 info@charlesivey.com charlesivey.com

VAN ZWEEEDEN

Since 1957

Porsche specialist

Elektraweg 9-11

4338 PK Middelburg

The Netherlands

Tel: +31(0)118-581370

Fax: +31(0)118-582678

info@v-zweeden.co.uk



Used & new parts in stock

Worldwide delivery

www.v-zweeden.co.uk

YOU WRITE, WE READ

FILTERS

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

BUYERS' GUIDE: 996 TURBO

FULL BOOST AHEAD

More than any other 911 Turbo before it, the 996 Turbo became the definition of the 'every day supercar.' With power still very available and the cockpit of the super-rough, longer engine, plus, of course, time-traveling levels of performance, now is the time to get in to a 996 Turbo.

As the 21st century arrived, so did a new Porsche 911 Turbo. Not this one or that one, but a new one. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

DESIGN, EVOLUTION

The 996 Turbo has the same engine as the Carrera S, but with a turbocharger. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

WHAT YOU'LL PAY

The 996 Turbo is a very expensive car. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

BUYERS' CHECKLIST

- Check for rust, especially in the wheel wells and under the car.
- Check for leaks, especially from the turbocharger and the engine.
- Check for oil leaks, especially from the turbocharger and the engine.
- Check for water leaks, especially from the turbocharger and the engine.
- Check for air leaks, especially from the turbocharger and the engine.
- Check for electrical problems, especially from the turbocharger and the engine.
- Check for suspension problems, especially from the turbocharger and the engine.
- Check for steering problems, especially from the turbocharger and the engine.
- Check for brake problems, especially from the turbocharger and the engine.
- Check for transmission problems, especially from the turbocharger and the engine.
- Check for interior problems, especially from the turbocharger and the engine.
- Check for exterior problems, especially from the turbocharger and the engine.



138 911 & PORSCHE WORLD



Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.



Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

996 TURBO TIMELINE

1996-1997: First 996 Turbo (Type 996-000) with 300 hp and 0-100 in 5.5s.

1998-1999: 996 Turbo (Type 996-001) with 300 hp and 0-100 in 5.5s.

2000-2001: 996 Turbo (Type 996-002) with 300 hp and 0-100 in 5.5s.

2002-2003: 996 Turbo (Type 996-003) with 300 hp and 0-100 in 5.5s.

2004-2005: 996 Turbo (Type 996-004) with 300 hp and 0-100 in 5.5s.

2006-2007: 996 Turbo (Type 996-005) with 300 hp and 0-100 in 5.5s.

2008-2009: 996 Turbo (Type 996-006) with 300 hp and 0-100 in 5.5s.

2010-2011: 996 Turbo (Type 996-007) with 300 hp and 0-100 in 5.5s.

2012-2013: 996 Turbo (Type 996-008) with 300 hp and 0-100 in 5.5s.

2014-2015: 996 Turbo (Type 996-009) with 300 hp and 0-100 in 5.5s.

2016-2017: 996 Turbo (Type 996-010) with 300 hp and 0-100 in 5.5s.

2018-2019: 996 Turbo (Type 996-011) with 300 hp and 0-100 in 5.5s.

2020-2021: 996 Turbo (Type 996-012) with 300 hp and 0-100 in 5.5s.

2022-2023: 996 Turbo (Type 996-013) with 300 hp and 0-100 in 5.5s.

2024-2025: 996 Turbo (Type 996-014) with 300 hp and 0-100 in 5.5s.

2026-2027: 996 Turbo (Type 996-015) with 300 hp and 0-100 in 5.5s.

2028-2029: 996 Turbo (Type 996-016) with 300 hp and 0-100 in 5.5s.

2030-2031: 996 Turbo (Type 996-017) with 300 hp and 0-100 in 5.5s.

2032-2033: 996 Turbo (Type 996-018) with 300 hp and 0-100 in 5.5s.

2034-2035: 996 Turbo (Type 996-019) with 300 hp and 0-100 in 5.5s.

2036-2037: 996 Turbo (Type 996-020) with 300 hp and 0-100 in 5.5s.

2038-2039: 996 Turbo (Type 996-021) with 300 hp and 0-100 in 5.5s.

2040-2041: 996 Turbo (Type 996-022) with 300 hp and 0-100 in 5.5s.

2042-2043: 996 Turbo (Type 996-023) with 300 hp and 0-100 in 5.5s.

2044-2045: 996 Turbo (Type 996-024) with 300 hp and 0-100 in 5.5s.

2046-2047: 996 Turbo (Type 996-025) with 300 hp and 0-100 in 5.5s.

2048-2049: 996 Turbo (Type 996-026) with 300 hp and 0-100 in 5.5s.

2050-2051: 996 Turbo (Type 996-027) with 300 hp and 0-100 in 5.5s.

2052-2053: 996 Turbo (Type 996-028) with 300 hp and 0-100 in 5.5s.

2054-2055: 996 Turbo (Type 996-029) with 300 hp and 0-100 in 5.5s.

2056-2057: 996 Turbo (Type 996-030) with 300 hp and 0-100 in 5.5s.

2058-2059: 996 Turbo (Type 996-031) with 300 hp and 0-100 in 5.5s.

2060-2061: 996 Turbo (Type 996-032) with 300 hp and 0-100 in 5.5s.

2062-2063: 996 Turbo (Type 996-033) with 300 hp and 0-100 in 5.5s.

2064-2065: 996 Turbo (Type 996-034) with 300 hp and 0-100 in 5.5s.

2066-2067: 996 Turbo (Type 996-035) with 300 hp and 0-100 in 5.5s.

2068-2069: 996 Turbo (Type 996-036) with 300 hp and 0-100 in 5.5s.

2070-2071: 996 Turbo (Type 996-037) with 300 hp and 0-100 in 5.5s.

2072-2073: 996 Turbo (Type 996-038) with 300 hp and 0-100 in 5.5s.

2074-2075: 996 Turbo (Type 996-039) with 300 hp and 0-100 in 5.5s.

2076-2077: 996 Turbo (Type 996-040) with 300 hp and 0-100 in 5.5s.

2078-2079: 996 Turbo (Type 996-041) with 300 hp and 0-100 in 5.5s.

2080-2081: 996 Turbo (Type 996-042) with 300 hp and 0-100 in 5.5s.

2082-2083: 996 Turbo (Type 996-043) with 300 hp and 0-100 in 5.5s.

2084-2085: 996 Turbo (Type 996-044) with 300 hp and 0-100 in 5.5s.

2086-2087: 996 Turbo (Type 996-045) with 300 hp and 0-100 in 5.5s.

2088-2089: 996 Turbo (Type 996-046) with 300 hp and 0-100 in 5.5s.

2090-2091: 996 Turbo (Type 996-047) with 300 hp and 0-100 in 5.5s.

2092-2093: 996 Turbo (Type 996-048) with 300 hp and 0-100 in 5.5s.

2094-2095: 996 Turbo (Type 996-049) with 300 hp and 0-100 in 5.5s.

2096-2097: 996 Turbo (Type 996-050) with 300 hp and 0-100 in 5.5s.

2098-2099: 996 Turbo (Type 996-051) with 300 hp and 0-100 in 5.5s.

2100-2101: 996 Turbo (Type 996-052) with 300 hp and 0-100 in 5.5s.

2102-2103: 996 Turbo (Type 996-053) with 300 hp and 0-100 in 5.5s.

2104-2105: 996 Turbo (Type 996-054) with 300 hp and 0-100 in 5.5s.

BUYERS' GUIDE

Reader Don Dickmann warns of two major problem areas on 996 Turbos, one of which could prove to be rather expensive – but not in the way you might think...

CLASS ACTS

I enjoyed reading the feature by Adam Towler comparing the Carrera 3.0 and the 930 Turbo in your June 2016 issue (*Class of 75/76*, pages 71–76). The reason I found it so interesting is that I owned a Carrera 3.0 back in the late 1970s and always wanted a Turbo. However, I could never quite justify the extra cost, not only of purchase, but also insurance and servicing. I used to agonise over ways to manage my finances so I could buy a Turbo, but it never happened. So to read of a man who owns both is rubbing salt in my wounds! The only question I have to ask is how he can bring himself to sell them? Give me this pair any day over the 996 Turbo and GT3 they are to be replaced with. If only I was in the position to make such a choice! Michael Wearing, via E-mail



Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

Porsche in its 54 years, but advanced in a new generation. The 996 Turbo was the first 911 Turbo to feature a new engine configuration, and was the first 911 Turbo to feature a new transmission. It was also the first 911 Turbo to feature a new interior, and the first 911 Turbo to feature a new exterior. The 996 Turbo was the first 911 Turbo to feature a new everything.

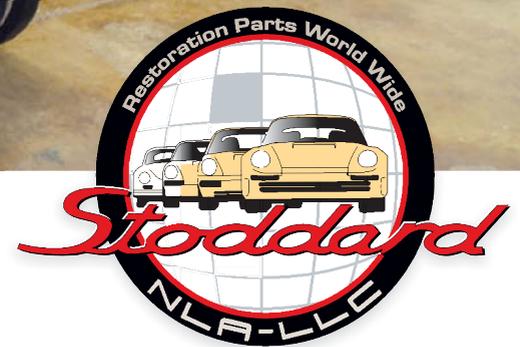
AN OLD FRIEND RESURFACES...

I recently bought a copy of issue 266 of *911&PW*, turned to your article on *Cheapskates* on pages 86/87 and was amazed to see my red 944 featured – and clearly it is one and the same. I thought you might like an update on your old friend. I bought it two years ago to replace my rust-bucket 924, and have enjoyed two years of relatively trouble-free motoring. My only problems have been some electrical issues and anti-roll bar bushes. I need to get the front driver-side wing replaced – it is the only panel showing rust and is, I think, too far gone to fettle. It is in daily use in and around Cambridge, and now has 146,000 miles on the clock. It lives outside all year and benefits from a good clean, and polishes up a treat. I am a semi-pro musician, and the 944 is my gigging vehicle – there's plenty of space for guitars and amps, and it's much more fun to drive than the family Renault Scenic! Keith Day, via E-mail



KEEP IT SIMPLE (2)

Having read the latest issue, I feel compelled to agree with Steve Bennett ref the latest cars being too refined and BIG! I applaud the honesty of both him and the team, I too believe the 997 and 987 are in the sweet spot, further that the 996 is now becoming desirable for those very reasons. It was a great issue, however could I also point out that as I am getting older I am finding it harder to read print when it is on a coloured background? Mike Brown, via E-mail



Supporting All Porsche Passions Since 1957

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

Complete Floor Pan Kits

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



New Steel Wheels

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



SMD H4 Headlights

Modern Illumination
6 or 12 Volt
Low Current Draw
644-631-106-31-LED



Fuel Tanks

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



Concours Correct Lockposts

With all original features
SIC-503-043-21
Left Lock Post for 911 912 1965-1968 shown



Ignition Wire Sets

Available for 356 911 912 Correct size and ends. Made in USA. NLA-100-951-00 Shown



Door and Window Seals

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



Precision Bent Brake Lines

9-Piece Kit for 1964-1967 911 912 SIC-355-600-10 Shown



Stoddard/Hawk Brake Pads

Fitments for 356, 914, 911 and 912, 1964-1989 Exclusive matched front and rear compounds. M-caliper part number SIC-352-950-HP

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

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

GO GORDON!

Currently in remission from prostate cancer, Gordon Weston is using his 924S to sprint, hillclimb and race to spread the Prostate Cancer UK charity message across the UK

Words and photography: Brett Fraser

Gordon Weston is on a mission. If you're a man, bloke or fella and you're aged 40 or more, then he wants you to get along to your local GP and get yourself checked out for prostate cancer. He's rather evangelical on the subject, as is his partner, Bonny, and with good cause – he was diagnosed with the condition in 2013 and is currently in remission. He's a survivor because the cancer was caught comparatively early: a friend of Gordon's who encouraged him to get checked out, wasn't so fortunate.

One of the tools with which Gordon is spreading the message is a Porsche 924S, liveried with the logos of the Prostate Cancer UK charity, and being raced in the Porsche Championship and in the hillclimb and sprint series run by the BARC. 'I wanted to give something back to the charity,' explains Gordon, 'and to raise the profile of what I now know is a seriously good cause.'

'So in September 2015 I spoke to Porsche Club GB to see if I could get an entry, and then to Prostate Cancer UK to find out if they would let me run their livery on my car. I met with the charity's fundraiser, Jack Bacon, and although he was much more into football than into cars, he could see the potential of what I was proposing.'

'I took Jack and his colleague Naomi along to the London Classic Car Show at the beginning of this year to give them a flavour of the car world, and it was there that we heard a whisper that Silverstone Classic [Britain's biggest classic motor racing festival, being held this year 29–31 July] was on the hunt for a charity partner for the next three years. Prostate Cancer UK then asked me and my Porsche to be part of their pitch to Silverstone Classic.'

'There were five other charities pitching to be chosen. We went down to Farnham to the offices of Goose Live Events [the Silverstone Classic organiser], and while we thought our

presentation had gone really well, we were convinced that, say, a children's charity would get the nod – after all, Silverstone Classic is very much a family-oriented event.'

'In the end, they picked us. Maybe the motorsport connection swung things our way. Maybe the fact that the 924's 40th anniversary will be celebrated at this year's event did us a favour. Whatever the reason, I'm so pleased – 10,900 men a year die from prostate cancer, and whatever we can do to make them realise that early diagnosis can literally be a life-saver, is to be applauded and encouraged.'

The choice of a Porsche 924S as the poster car for Prostate Cancer UK was simply down to chance. 'I had been trading in cars for years,' says Gordon, 'in the early days the rare and unusual and classics, and then later more bread and butter stuff. I was at a BCA [British Car Auctions] sale but certainly not looking for a Porsche. But towards the end of the sale

Gordon Weston with his 924S, the car he now uses to promote the work of Prostate Cancer UK, the chosen charity of this year's Silverstone Classic event. It's a charity close to Gordon's heart having been in remission from prostate cancer since 2013



this 924S came through; I had looked at it earlier on in the day and it seemed okay, so as the bidding was slow I took a punt and picked it up for £725.

'When I collected it I discovered that it included a huge amount of paperwork – all the service history, the manuals and every bill, MOT certificate and tax disc. I later found out that the car had previously belonged to Mark Sumpter's – of Paragon Porsche fame – ex-father-in-law, who had died of prostate cancer... Mark reckoned that his ex-father-in-law would be chuffed to bits to learn of the car's current purpose. But not long after I bought it I was diagnosed with prostate cancer myself and the Porsche was consigned to a corner of the garage and forgotten about.'

While Gordon's now clearly passionate about the 924S, over the years Porsches have been in his life but haven't shaped it. 'I have always been car mad, though,' admits 68-year-old Gordon. 'There's a picture of me from 1952, sitting on a straw bale at Silverstone, watching my father race. He ran the old AC team out of Slough in the post-war years, then later raced a Buckland AC, so cars are in my blood. My late mother always said that as a child I could tell what a car was just by the noise it made.'

'I left school at 17 and took an engineering apprenticeship with [plane maker] De Havilland, but in 1968 I got the job I always wanted – I became a rookie advertising rep for *Motor* magazine. By the end of my time there I was writing a few articles; I only left because I'd heard wind of an amalgamation with *Autocar* and thought that it wouldn't be such a good thing...'

Gordon moved on to take a job with Canadian publisher Maclean Hunter, as the UK sales and marketing manager for 23 trade and technical publications. 'It was an exciting place,' he enthuses, 'and in the end I was part of a team helping to market Concorde to Air Canada. When I left in 1973, my farewell gift was a trip on Concorde 002 down to South Africa.'

For several years Gordon ran a sportswear company called Leisure Life, before working as a salesman for his sister's fashion business. 'Penelope had created some great ski outfits for me while I was running Leisure Life,' recalls Gordon, 'which in a roundabout way led to a slightly random call from an American film-maker asking her to design and make costumes for a sci-fi movie.'

'And so it was that George Lucas, Harrison Ford, Carrie Fisher and Mark Hamill turned up on the doorstep of her Wiltshire studio in a battered old Land Rover to discuss how she might help their project. Lucas explained that they didn't have much budget so Penelope could either take a small amount of money, or a quarter of one per cent of Star Wars' box office. She was starting up herself at the time, so took the cash... Still, at least she can always boast that she made Princess Leia's outfits and that George Lucas made our mum a cup of tea.'

In the early 1980s Gordon turned his car fetish into a business, trading in classics in the days before anyone really cared about them very much, and dealing in ex-celebrity motors, too – an ex-Alvin Stardust Mazda RX-7, anyone? And in amongst all this, there were Porsches.

'To be honest, they were really just another revenue stream,' admits Gordon.

Gordon's message, and that of Prostate Cancer UK, is simple. If you're a man and 40+, then get yourself checked out for prostate cancer



“ Towards the end of the sale this 924S came through. I took a punt and got it for £725 ”



Above middle: The 924S's 2.5-litre four cylinder engine puts out 150bhp. Interior is track focused with harness and roll cage



HISTORY

Can it really be 40-years since the 924 made its controversial entrance into the world? Well it is and Porsche is marking the anniversary with well deserved fanfare.

The 924 was, of course, originally conceived as a VW, but for financial reasons VW pulled out of the collaboration leaving Porsche to pick up the project. It was a sales smash for Porsche, despite the tiresome 'van engine' jibes. It was also quite an advanced car for the time. Remember, BL was still building MGBs in 1976.

And without the 924, we would never have had the 944 or 968.

'That said, I enjoyed a succession of 944s, and for a while owned – as my own car – a 911T. It was a bit of a basket case, but ever since I got rid of it I've always craved another 911. However, I did own a 911 Turbo, but only for about four hours before I sold it on... I also adored a 968 Club Sport: a left-hooker, it came from France and the guy took it every year on a trailer to Stuttgart for a service.'

Gordon confesses that with the current state of the Porsche market, he's not entirely sure how to progress with the 924S. 'Plenty of work has already been done on it to turn it into a track car, but it's in such good condition that people are begging me not to strip it out completely but return it to original condition. It's a dilemma.'

When Gordon hatched his plan to take the 924S onto the track, he first took the car to Wellbrook Motor Services, where Neale Robinson, who he'd known for about 30 years, checked it over and attended to the brakes and some urgent suspension issues. It was then passed on to Lee Colbran – ex-Paragon – of Octane Garage in Crowborough for more detailed upgrading. The rear torsion bars were wound down,

the back wheels given negative camber, and a 968 anti-roll bar fitted; Gaz dampers were fitted all-round. Powerflex bushes were installed extensively and the rotten lower front wishbones replaced by new items. The standard brake discs were binned and grooved stoppers attached in their stead, along with EBC Green and Red Stuff brake pads.

There's a Safety Devices cage, of course, and race seats, harnesses and electrical cut-outs; the 944 wheels were painted black by

liners are common to both, and there is also a big problem with piston rings. Yet he remains optimistic, especially as even with a poorly powerplant he has managed to achieve respectable performances at Croft and Gurston Down Hillclimb. (And Lee is confident that the new engine will be installed in the car by the time you read this.)

Even though Gordon is knocking on the door of 70, his spirit is indomitable: if you happen to be at an event where he and the 924S are competing, don't be surprised

“ I did own a 911 Turbo, but only for about four hours before I sold it on ”

Spit & Polish in Tonbridge, and Toyo Tires has contributed a couple of sets of its outstanding Proxes R888 track-cum-trackday tyres to the Prostate Cancer UK cause.

Meanwhile, Gordon is battling some engine issues with the unit that's currently in the car, and with the replacement he bought from a reputable breaker. Crumbling Nikasil

when you're collared by either Gordon or Bonny – if you haven't thought about prostate cancer before, it'll be forefront in your mind when they catch you!

You can see Gordon's 924S for yourself at the Silverstone Classic (29–31 July) where it will be starring as part of the Raising Prostate Cancer Awareness campaign. **PW**



Above and left: Sitting low on 944S2 wheels, Gordon's 924 looks purposeful

CONTACT
Wellbrook Motor Services
www.wellmotor.co.uk
Octane Garage
www.octanegarage.co.uk
Silverstone Classic
www.silverstoneclassic.com
Prostate Cancer UK
www.prostatecanceruk.org

IGNORING PROSTATE CANCER WON'T BEAT IT.

Join the fight. [Search Men United.](#)



**PROSTATE
CANCER UK**



THE ULTIMATE IN PROTECTION & PRESERVATION



SPECIALISED COVERS

A NEW LOOK INSPIRED BY OUR BRITISH HERITAGE

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

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

Offer code: PWM-2016

Call us on 01943 864 646

Email info@specialisedcovers.com

Visit specialisedcovers.com



HARRISON

SERVICING - RESTORATION - CAR SALES

2016 Under Restoration - 911's

1967 - LHD - Coupe - 307875, **£92K - £142K.**
 Tangerine - Ex Porsche Factory Car - M/Numbers.
 1967 - LHD - Soft Targa - 500605, **£78K - £118K.**
 Polo Red - West Coast USA - M/Numbers.
 1967 - LHD - Coupe - 909866, **£57K - £112K.**
 Sand - Some 'S' Extras - USA, Hawaii - M/Numbers.
 1968 - LHD - Coupe - 11830119, **£82.5K - £112K.**
 Sand - 69 'S', Porsche Warranty Case - NY USA Car.

Other Restoration Stock Available

Pre 73' - Supplied or Restored:-

8x 911 'S' spec: 4 RHD, 4 LHD, Coupes & Targas. 4x 911 'E' spec: 2 RHD, 2 LHD, Coupes & Targas. 4x 911 'T' spec: all LHD Targas, 2 Euro spec with some 'S' extras.

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

JUST IN 1969, 911E **RHD**, Targa. Left the Porsche factory to RHD Australian spec. RHD Targas did not enter full production until 1972 - This car is very, very rare. 119210XXX - Call for details.

www.harrisonautomotive.co.uk

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

Trust us with your favorite toy!

We are as passionate about Porsche as you are.

Porsche trained Technicians. Over 28 years experience.

Cavendish
 INDEPENDENT PORSCHE SPECIALISTS

SERVICES INCLUDE

- Sales
- Servicing & MOT
- Repairs
- Tyres
- Air con servicing

- Air con servicing
- Bodywork
- Interior repairs
- Vehicle detailing
- IMS Ceramic Upgrades

- Engine Rebuilds
- 4 wheel alignment
- Upgrades
- PIWIS diagnostics
- and much more...

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

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

Authorised Dealer for



PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

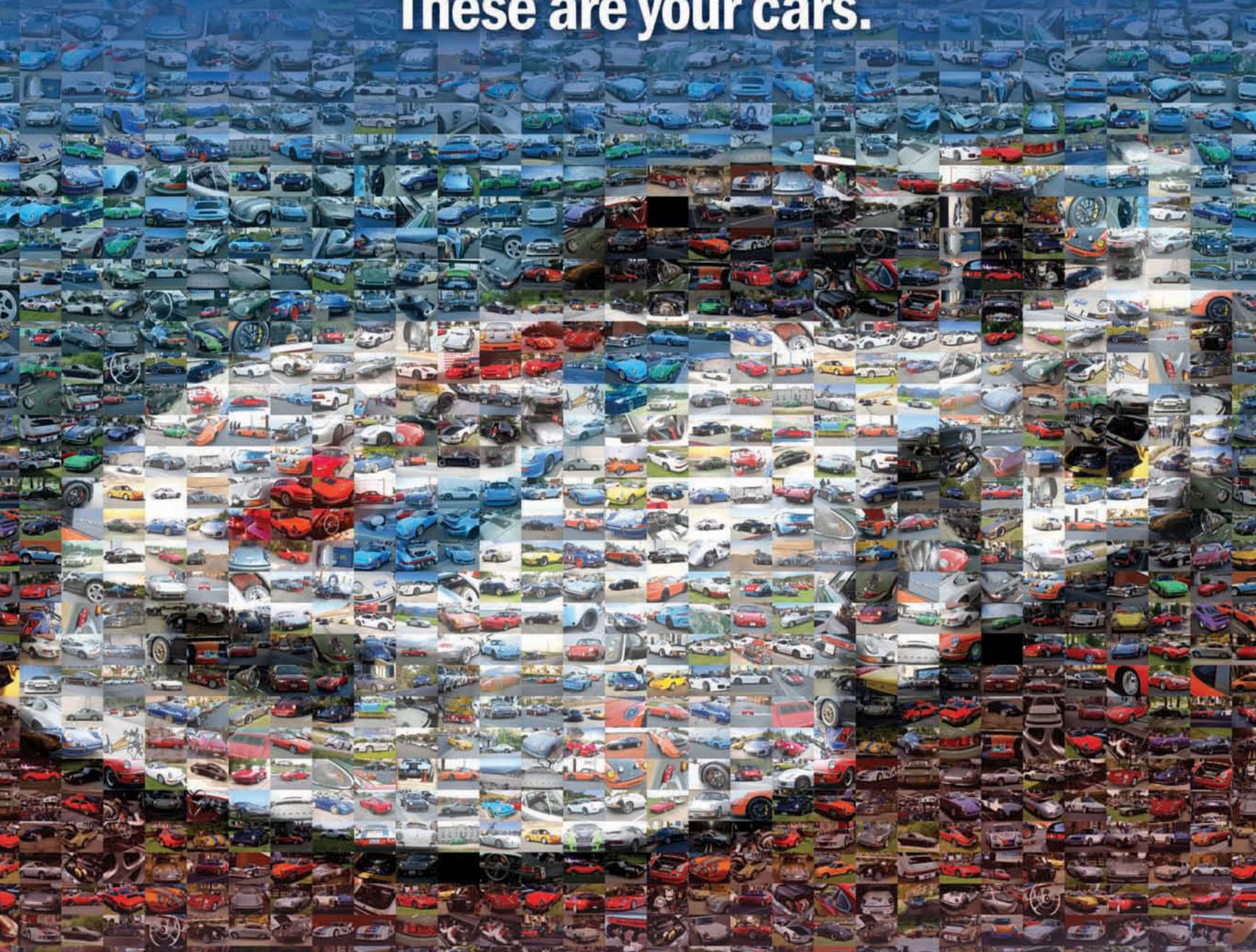
Saab

Volvo

MINI

We're proud to bring you everything you need to DIY.

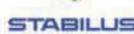
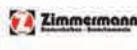
These are your cars.



Come Visit Us at PelicanParts.com

to get the parts, accessories, DIY guidance and community support that helps keep these cars - and yours - on the road.

Special Offers! PelicanParts.com/Promos or call (888) 280-7799



CAYMAN Hardcore

Of all the Porsche GT cars, the Cayman GT4 is rated as perhaps the pinnacle of the breed. What, then, is a dedicated race/track version like? We find out with a few laps in the new Cayman GT4 Club Sport

Words: Marc Noordeloos, Photography: Joel Nickerson



The progress of modern race cars echoes the words spoken by the mischievous Ferris Bueller to movie-goers in 1986: "Life moves pretty fast." Porsche's 15-year-old 996-series 911 GT3 Cup racer was simply a lighter, circuit-only version of the road car. Each subsequent generation quickly introduced more technology, bringing additional costs and headaches for the more casual track day and racing enthusiast.

But the new Cayman GT4 Clubsport (CS) is different. It's a return to more production-based racing cars for the German company. "The plan was to bring a track day car positioned under the 911 GT3 Cup as a basis for the sportsman driver," Porsche reckons.

You fire up the near-stock 3.8-litre flat six with the same key as you'll find in the

Cayman GT4 road car. The unlock button on the key still functions and those are indeed electric window and mirror switches situated on the lovely carbonfibre door cards. The instrument cluster is also taken from the road car. You can even add air conditioning.

of Porsche Motorsport rather early on. A roll cage is welded in. Sound deadening and carpet are ditched. The GT4 road car's manual gearbox also fails to make the cut. Instead, Porsche fits a PDK dual-clutch automatic gearbox similar to that of the base Cayman, but it loses seventh

Cayman GT4 Club Sport sits super-low. Note how when it comes to a track focused car, fashionable 20in wheels are ditched in favour of 18s. Are the motorsport engineers trying to tell us something?

“ The GT4 road car's manual gearbox also fails to make the cut ”

Just don't start thinking that the GT4 CS is watered down.

Sure, the race car starts off on the same production line as more humble Caymans, but it heads towards the world

gear and gains a bespoke mechanical limited-slip differential. Finished cars are then shipped to Nürburgring-based Manthey Racing for final race prep, optional extras like air jacks and a



Interior is stripped for action and full welded in FIA roll cage doesn't pull its punches when it comes to obvious track intent. Surprisingly, perhaps, the CS is PDK only and it retains such niceties as electric windows, plus air con is an option





On track the Cayman GT4 CS is perhaps a little too tail happy for a lot of drivers and seems only to like a very smooth surface. However, suspension is fully adjustable and should be able to be tuned for most folk's tastes

More race than road. Note adjustable suspension top-mounts and race fuel tank filler

shakedown run on the grand prix circuit. Our shakedown run was at the safe but challenging Gingerman Raceway in south-west Michigan, the maiden test on US soil for this privately owned GT4 CS. The lack of a removable steering wheel and the beefy FIA-spec roll cage make climbing aboard the mid-engined Porsche a touch tricky. Once inside, a Recaro racing seat secures your anxious body, while the Alcantara steering wheel adjusts for both height and reach, a rare treat in a race car.

The 380bhp engine ignites into a symphony of commotion. You can't miss the distinctive rap of the direct-injection fuel system, and drivetrain vibrations from the rigidly mounted engine and gearbox radiate

through your body. Once on the track, we juggle swapping gear ratios between the 911 GT3-sourced transmission selector and the extremely tactile paddles. The PDK

carries a distinct shortage of engine sparkle compared with its higher-strung siblings. Its 40kg weight loss over the road car helps slightly, but the big story with the minimalist

“ Clearly Porsche or Manthey is deathly afraid of understeer ”

gearbox is an ideal fit for the GT4 CS, but its leggy ratios annoy, just as they do on many Porsches outside of the 911 GT3/GT3 RS. Speaking of the GT3, the GT4 CS

Cayman is very much the chassis. We ran the fully adjustable GT4 CS in Porsche's as-shipped chassis set-up. Clearly, either Porsche or Manthey Racing





is deathly afraid of understeer. They also didn't feel the need to make adjustments for circuits that are less smooth-surfaced than a snooker table, it would seem. At Gingerman, the Cayman's GT3 Cup-derived suspension found track surface imperfections we didn't even know existed, pitching the car and compromising lateral grip. At lower speeds, it's mostly just annoying. At higher speeds, impressive car control skills are mandatory. Even with the superb, race-tuned stability control, you can get in trouble. You're welcome to guess how we know that. Word from the racing paddock is that we're not alone in our critique of the default chassis settings.

Through the handful of smooth corners at

Gingerman, you do feel the intrinsic brilliance as well as enormous pace of the GT4 CS.

The electric power steering is communicative and direct and the chassis responds wonderfully to varying degrees of steering, throttle and braking inputs.

Speaking of deceleration, the PDK gearbox allows consistent use of your left foot for applying the impressive GT3 Cup steel brakes. Also, the combination of nicely judged traction control and wide, 305mm rear Pirelli slicks gives fantastic straight-line traction.

We have little doubt that fiddling with the chassis would result in a transformation. The GT4 CS's early race wins in various

competition series is proof. But is this focused car a good fit for the less hardcore Porsche enthusiast? We asked Porsche just that question. They said: "Yes, that's the idea. No special racing shop is necessary." Certainly it would make for a great track day and club race car and its price of £105k v the road GT4's £64,451 is largely irrelevant seeing as you can't actually buy the latter.

Outside of the chassis set-up, they may be right. Just remember: if you buy a Cayman GT4 Clubsport, make sure to sort the suspension before visiting a less-than-glass-smooth circuit or your factory Porsche race car may have a similar fate to the 'Ferrari' in Ferris Bueller's Day Off. **PW**

Getting all four wheels off the ground is never going to be an issue, with air-jacks! GT4 CS weighs 1300kg compared to road car's 1340kg

Race seat is by Recaro, naturally. Vice-like grip is a given. Moulded carbon fibre door cards accommodate electric window and mirror controls. Steel discs for track spec car, not ceramic



SFF

GERMAN ENGINEERING



Bespoke Performance Upgrades

Carbon Performance Upgrades

Performance Exhausts

Engine Conversions



PRESTIGE AUTOTECHNIK

Unit 1
Davis Road
Chessington
KT9 1TT
info@prestige-autotechnik.com
www.prestige-autotechnik.com/9ff



GUARD

Transmission LLC



Cup Car Sequential Gear Sets

- Proprietary tooth profiles & hardening
- Extend rebuild times to reduce costs
- 2010 & 2012 width available

Limited Slip Differentials

- Billet 4340 Chromoly Body
- Fully adjustable and tunable



991 Cup Car Gears and
LSD Coming Soon!

(970) 669-7144

gtgears@yahoo.com

www.guardtransmissionllc.com

PRECISION

PORSCHE SPECIALISTS

01825 721205



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



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ
email: info@precisionporsche.co.uk www.precisionporsche.co.uk t: 01825 721205



Camber Plates



Control Arms



Tow Hooks and Track Accessories



Fire Extinguishers and Safety Equipment



Wheel Hardware



Engine and Transmission Mounts

WE HAVE THE LOT!

FULL RANGE ONLINE



WHEELS AND TYRES • SUSPENSION • BRAKES • FILTERS • COOLING • GAUGES

TRACKDAY TYRES

Porsche Specific Fitment/Rated	Toyo	Yokohama	Pirelli
	R888	A048	P Zero Trofeo R
205/45/17	-	£114.98	-
225/40/18	£119.74	£130.00	-
235/40/18	-	£149.00	£212.00
265/40/18	-	-	£242.67
235/35/19	£135.00	£159.00	£273.33
265/35/19	£215.90	-	£300.00



PIRELLI P ZERO TROFEO R TOYO PROXES R888

This is only a small selection of our range of high performance tyres. Call or visit www.demon-tweaks.co.uk for further details.



K&N AIR FILTERS

This is only a small selection. Visit demon-tweaks.co.uk for details.

Direct replacement performance filter elements for all models

57i Generation II high-flow induction kit (996 models) from **£31.99**
 63 Series aircharger kit (997 GT3 model) **£292.99**
£212.99



SUSPENSION

Vehicle Model	Eibach Pro Spring Kit from	KW Variant 3 Inax Line Road Suspension Kit from	KW Clubsport Track Day Suspension Kit from	Bilstein B16 Suspension Kit from
964	£259.23	£1,610.00	£2,374.17	£1,634.00
993	£259.23	£1,750.00	£2,535.00	£1,843.00
996	£259.23	£1,750.00	£2,557.50	£1,634.00
997	£259.23	£1,750.00	£2,468.33	£1,659.65
991	£298.46	£1,812.50	£3,500.00	£1,785.05
Boxster S 986	£259.23	£1,540.00	-	£1,507.65
Boxster S 987	£259.23	£1,610.00	£2,155.00	£1,528.55
Cayman 987	£232.08	£1,610.00	£2,155.00	£1,528.55
Cayenne	£261.54	£2,030.83	-	-

This is a small selection of suspension solutions available. Call for details.

Spring kits fitted from **£100.00**
 Suspension kits fitted from **£125.00**

SEATS, HARNESSSES, STEERING



MOMO Prototipo in black leather with black or silver spokes **£140.40**
 Steering wheel bosses to suit OMP Sparco and Momo from **£44.70**
 SCROTH Porsche 997 GT-3 specific harness Profi II -6 Porsche 6 point **£275.08**
 COBRA Classic RS seat in black vinyl with corduroy centre. Also available in leather from **£199.00**
 RECARO SP-G from **£623.33**

ROAD/TRACKDAY BRAKE PADS



GOODRIDGE Stainless steel brake line kits from **£1956.00** from **£110.88**

This is only a small selection of our brake pads available. Please call for details of our range of discs, pads, calipers, lines and fluids from all the major manufacturers.



Superstore and fully equipped 6 bay modern fitting centre with laser 4 wheel tracking alignment and adjustment facilities.
OPEN MONDAY - SATURDAY 8.30AM - 5.30PM

LUBRICANTS



from **£11.53** from **£11.58** from **£10.40** **£39.99**



PICK YOURS UP NOW!
FREE 2016
 MOTORSPORT CATALOGUE
 RING NOW **0906 250 1517**
 OR VISIT US ONLINE FOR YOUR FREE COPY

www.demon-tweaks.co.uk SALES ORDER LINE **0844 375 2609** WHEELS/TYRES EXHAUSTS **0844 375 2605**

IMPORTANT: VAT must be added to all advertised prices unless otherwise stated. Express delivery £7.25 or economy service £3.25 • 75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG • Low rate call. Lines manned 8.30am - 5.30pm, Mon - Sat



INDEPENDENT
PORSCHE
SPECIALIST

SERVICING & MAINTENANCE

ENGINE & GEARBOX
REBUILDS & MODIFICATIONS

FAULT FINDING/DIAGNOSTICS

PRE-PURCHASE INSPECTIONS

AUTOSTRASSE

31-35 Priors Way
Coggeshall
Essex
CO6 1TW

01376 562922

www.autostrasse.co

AUTOSTRASSE

HERE TO HELP YOU ENJOY YOUR PORSCHE

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

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



Design911 are proud partners with Dansk & SSi Exhausts.

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

5% OFF

use online code
DANSK9
at checkout

Retail & Trade enquiries welcome

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

DESIGN 911
Centre for Porsche

BIRTHDAY BOXSTERS

Can it really be 20 years since Porsche launched its revolutionary roadster? To celebrate, we bring together every Boxster shape to date and we're concentrating on the flat-six models. But be warned, there can be only one winner...

Words: Jeremy Laird Photography: Michael Whitehead



Everyone knows the Boxster shares oily bits with the 911. Credit for saving Porsche from its mid-1990s slump is also a common refrain.

But does the Porsche-buying public fully grasp the quality and character of the car, its real relationship with the 911, its place in Porsche's history? Given you can now buy a genuinely usable Boxster for under £3000, that'll be a big, fat, fully carpeted no.

If you doubt that last observation, I can confirm first hand. I sold just such a car for just such a price 18 months ago. So, as we celebrate the 20-year anniversary of the original Type-986 with this gathering of every Boxster body shape to date, as we reflect on the passing of the flat-six engine and impending arrival of the new four-cylinder 718 model, much of the Boxster back catalogue remains as criminally undervalued as ever.

Think about that for a moment. How

many even remotely affordable sports cars can you call to mind that tick all the Boxster's, well, boxes? Bumper-to-bumper, chassis and engine, it was designed and engineered to be a sports car by arguably the best sports car brand and the best sports car engineers in the business. The result is a fully resolved mid-engined roadster with a longitudinally-installed flat six, all-aluminium suspension and intelligent, usable and practical packaging. Vanishingly few credible modern cars of similar character have ever been made by anyone at almost any price.

Honda NSX, you say? It lacks the brand equity of the Boxster and with its transverse V6 perched partially atop the gearbox, the powertrain is a bit of a front-drive-based bodge. The Audi R8 is a nice bit of kit, of course, but conspires to be both bigger and less practical than the Box', never mind the extra money. As for various Loti, they are either too old and

broken, too small, harsh and hairshirt or, like the NSX, fitted with a bodged front-drive powertrain. And bought in, at that. Everything else is either completely outclassed or Monopoly money.

But let's not get bogged down debating those examples. The point is just how much hardware is needed to even enter the conversation against even the lowliest £3000 Boxster. So, there are faster sports cars than the Porsche Boxster. There are more visceral sports cars. There are even prettier sports cars. But has a better all-round, real-world sports car ever been built? Could the best ever Boxster also be the best ever sports car? Hold those thoughts. First, let's dissect the Boxster's relationship with the 911.

The Boxster doesn't just share parts with the 911. They are peas in a pod, the Boxster and the modern 911, variants of a single car on the same platform. At any given point in the Boxster and 911's shared history, the front two thirds from





Original Boxster in the foreground caused a massive stir when launched 20-years ago. Good, early cars like this will be sure-fire future classics, if they're not already

The original 1993 Boxster concept. Production Boxster remarkably faithful to this show-stopper. For full effect, just fit a set of dished, polished split-rims!

bumper tip to the trailing edges of the doors have been identical under the skin. With the original 986 Boxster of 1996 and Type-996 911 that followed a year later, even the exterior panels were shared.

It's at the rear you'll find differences. But even then the gap is more philosophical than hierarchical, a question of orientation rather than substance. Do you prefer mid-engine or rear-engine installation, in other words? Either way, it's essentially the same flat-six engine and often the same gearbox. The only really significant sophistication missing from the Boxster is the 911's multi-link rear axle. The Boxster has struts all round. But you'd struggle to argue the rear-engine 911 was objectively the better handling car.

Of course, there are exceptions to all this. 911 models like the GT3 are a whole different ballgame in the engine department, for instance. The architectural

overlap becomes pretty academic when you are comparing a base Boxster to a 911 Turbo of the same era, too. But the Boxster's Porsche provenance is every bit as impeccable as its 911 sister model.

It's with all that in mind we find ourselves on Salisbury Plain in spectacular spring weather. Over the years, I've been lucky enough to drive just about every Boxster variant to date, bar the new 718. As I implied above, I've owned a 986 Boxster in the past and my current steed is a 987, albeit I went turncoat and bought one with a roof. So, I'm familiar with the modern mid-engine models. But the chance to sample one of each back-to-back, even briefly, is something special.

Chronological seems the obvious ordering solution, so it's time to re-familiarise myself with an old flame. Yup, it's the original 2.5-litre model in all its 204bhp glory. This particular example has 160,000

miles under its 17-inch Twists and yet it's even sweeter than I remember. The engine really hits you. Breathless? Slow? That's what some say. They haven't got a clue. The reality is so cultured, so mechanically refined.

It's also a proper sports car engine with a genuine thirst for revs and a clarity of response that you only get with a cable throttle. Pity it's the only Boxster thus equipped. Then there's the soundtrack. It's a subtle symphony of mechanical, induction and exhaust noises. Compared to the latest models, it's the lack of contrivance and the soulful howl beyond 5000rpm that really sets it apart. It's not in your face, but it is completely beguiling.

That sentiment applies to the rest of the car. The chassis is a little soft of spring and loose of damper by today's standards, the body undeniably a bit bendy. But it's honest, fluid and utterly engaging. The steering isn't





PARAGON

The Natural Choice for Porsche

01825 830424



356 Speedster (LHD)

Signal Red • Black Leather Sport Seats
4-Speed Manual Gearbox • Matching
Numbers • Full Rotisserie Restoration
1956

£349,995



911 Carrera RS (993 LHD)

Grand Prix White • Black/Grey Dual Tone
Leather Bucket Seats • Manual Gearbox
18" Split Rim Wheels • 58,240 km
(36,400 miles) • 1995 (N)

£249,995



911 Carrera RS (964 LHD)

Maritime Blue • Triple Tone Leather
Bucket Seats • Manual Gearbox • 17"
Magnesium Cup Wheels • 93,656 km
(58,195 miles) • 1992 (J)

£209,995



911 2.2 S (LHD)

Bahia Red • Black Half Leather
Comfort Seats • Manual Gearbox • 15"
Fuchs Wheels • Porsche Certificate of
Authenticity • 1970 (H)

£199,995



911 GT2 (996)

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

£119,995



911 Carrera 4 S (991)

Basalt Black • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 20" Carrera III Wheels
9,226 miles • 2013 (63)

£79,995



911 Carrera 2 GTS (997)

Carrera White • Black Half Leather Sport
Seats • PDK Gearbox • Touchscreen
Satellite Navigation • Sport Chrono Pack
with Sport Plus • 25,307 miles • 2011 (11)

£59,995



911 Carrera 4 S (997)

Meteor Grey • Black Leather Seats
PDK Gearbox • Touchscreen Satellite
Navigation • Switchable Sports Exhaust
42,289 miles • 2010 (59)

£46,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats
Tiptronic Gearbox • Satellite Navigation
19" Carrera S Wheels • 59,024 miles
2004 (54)

£27,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats
Tiptronic Gearbox • Satellite Navigation
19" Carrera 'S' Wheels • 67,632 miles
2004 (54)

£26,995



Boxster S

Basalt Black • Black Leather Seats
Tiptronic Gearbox • Satellite Navigation
18" Boxster 'S' II Wheels • 41,012 miles
2008 (08)

£18,995



Boxster S

Midnight Blue • Tiptronic Gearbox
Dark Grey Leather Seats • 18" Boxster S
II Wheels • Full Leather Interior • 61,387
miles • 2005 (05)

£14,995

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

See more of our current stock at paragongb.com

as precise as the later cars, either, and a touch over-assisted. But, again, it's totally transparent. As it happens, it's an awful lot like the steering in a standard 964 Carrera. In truth, much of the early 986's dynamic repertoire, if not its occasionally flimsy physical bearing, is closer to a late air-cooled 911 than more recent Boxsters.

Even the interior is coming good and has acquired an almost art deco appeal in its early dotage. Admittedly, the extended leather package on the door cards and dash helps. But there's a distinctive 'Porscheness' to the cabin design that's lost on the later cars, even if the reward is increased luxury with successive generations. Overall, then, the early 986 is really getting into its stride. Think of it as classicism without the crapness, the sort of experience you'd like to think a 1960s Alfa Spider could deliver but in reality the poor thing couldn't comprehend.

If the 2.5 is

the Ur Boxster, the original, next up is what many regard as the ultimate 986, the 550 Spyder. By more recent standards, the second-generation 986 makeover was decidedly minor, with no new major panels. De-ambered light clusters and some mildly tweaked bumpers were about the size of it. That said, running on two-tone 18s and sporting GT Silver paint with its striking liquid-metal look, the 550 cuts both a more modern dash and a substantially more muscular stance than an early 986. Inside, the all-cocoa leather and lashings of silver plastic are probably an acquired taste. But like the 2.5, there's a Porscheness here that's been progressively beaten out of later

models in the name of polish and productisation.

Less edifying, however, is the seating position. The sports seats from the 986 and 996 generation are not Porsche's finest hour and it says something that even a modest 5'10" frame ends up perched atop the 550's chassis. The hip point, exacerbated by those sports seats, is simply too high. Put that aside and the increased thrust of this run-out 3.2-litre 986

The Boxster's 550 Spyder inspiration is clear to see, particularly from the rear, with the big centrally positioned exhaust outlet. Mid-engined handling didn't come much better, or indeed cheaper

986 BOXSTER 2.5

Engine	2.5-litre flat-six
Power	204bhp @ 6000rpm
Torque	181lb ft @ 4500rpm
Transmission	6-speed manual or 5-speed Tiptronic
Brakes	298mm ventilated discs front, 292mm rear
Tyres	Front: 205/55ZR16 Rear: 225/50ZR16
Economy	35.3mpg (combined)
Top speed	149mph
0-62mph	6.9 secs



with 262bhp is immediately obvious. As it happens, this is another example with mileage well north of 100,000 and yet it feels seriously fit. So much for those engine woes. Whatever, it has that little bit of top-end sparkle missing from the standard 3.2-litre 986. If you really enjoy wringing the snot out of an engine, this is the 986 Box' to buy.

applied as the generations tick by.

Chassis-wise, the standard M030-spec sport springs, dampers and roll bars fitted to every 550 flatten out the chassis responses. However, what all 986s retain is a subtly rear-biased feel to the chassis and mass. It's not a huge issue on public roads, perhaps. The 550's big, 18-inch boots obscure this aspect somewhat, too,

behind you in the 986.

The upshot is a chassis balance that invites a whiff of trail braking on corner entry. That adds texture to the driving experience as you manage the balance into as opposed to merely out of a corner. If that sounds redolent of the classic 911 thing, then it is, albeit on a smaller scale.

On, then, to the first really big Boxster revision in the shape of the so-called 'gen 1' 987. I don't mind admitting the total scorn with which I viewed the 987 at launch in 2004. Bloated, bland and fussy of shutline was my initial reaction. So, I can't fully account for how classy and yet contemporary this simple silver 2.7-litre example

Limited edition '550 Spyder' Boxster is a desirable run-out model and incorporates all 986 Boxster developments from 1996 on. Of course it also benefits from the bigger, 266bhp, 3.2-litre engine and a top speed of 165mph

“ The increased thrust of this run-out 986 is immediately obvious ”

The 550's flat-six also retains a similar mechanical vibe to the 2.5 and that means you're that critical measure more connected to the machine than in the later cars. Another character trait carried over is the firm, relatively short-travel brake pedal and modest servo assist. In other words, it's old school in a good way and in stark contrast to the increasing levels of servo that Porsche

something that's symptomatic of a car that's slightly dulled by bigger wheels and more equipment. But while later Boxsters are neutral to a fault, you can feel the mass of the engine

986 BOXSTER 3.2

Engine	3.2-litre flat-six
Power	266bhp @ 6200rpm
Torque	229lb ft @ 4600rpm
Transmission	6-speed manual or 5-speed Tiptronic
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	29.3mpg (combined)
Top speed	165mph
0-62mph	5.7 secs



looks this sunny spring morning. The 987 has really grown on me.

Whatever your views on the styling, what can't be denied is how much more contemporary the 987 appears, inside and out. That's remarkable when you remember that the 987 is a heavy revision of the original 986. An all-new platform didn't arrive until the 981 in 2012. The

thing, that much is guaranteed.

But what really surprises is the communicative character of the chassis in this PASM-equipped car running on 18-inch wheels. The dampers on this 80-something-thousand mile example are probably no longer in their prime, hence some high frequency bounce in Sport mode. But thanks to an initial malleability

Speaking of which, the rack is another high point and something of a barometer for the whole car. On the one hand there's oodles of genuine mechanical feel, on the other an uptick in precision and response well beyond the 986. Even the slightly gimmicky non-linear steering ratio that accelerates off centre, a new addition with the 987, is a non issue. The cabin is probably an overall win, too. If the design has come over a little generic and German compared to the swoopy 986, the seating position has the older model absolutely hammered. Like the 986, however, it's quite sensitive to spec. The extended leather option makes all the difference.

If the 987 does have a significant dynamic failing, it has to be the brake pedal. Porsche upped the brake boost and slimmed down the master cylinder

The Boxster grows up. Despite being heavily based on the original 986, the 987 model Boxster pulls off the neat trick of looking rather more aggressive, thanks to its more sculpted body and more pronounced wheel arches

“ There’s a level of composure that the 996 just can’t contend with ”

engines for early 987s were only mildly revised, too, but the change in character is still substantial. The soundtrack from the 241bhp 2.7 might not be quite as musical and layered as an early 986, but it still emits a joyous flat-six rasp. Even better, it revs out with more freedom and energy than any 986, helped in this example by the optional six-speed gearbox, which is lighter but a little tighter in operation than the 986. Anyway, students of the art of naturally aspirated sports car engines will love this

to the chassis' responses, that little bit of give before the limits are truly breached, there's a really super sense of what the car is doing. So, yes, there's a whole new level of composure and competence that the 986 just can't contend with. But the engagement levels remain high. It's a thoroughly sexy steer.

987 BOXSTER 2.7

Engine	2.7-litre flat-six
Power	241bhp @ 6200rpm
Torque	201lb ft @ 4600rpm
Transmission	5/6-speed manual or 5-speed Tiptronic
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	32.5mpg (combined)
Top speed	160mph
0-62mph	6.1 secs



for the 987. That combines for a rather mushy, long-travel pedal. It's fixable with the master cylinder from a 997 GT3. But as standard it's distinctly sucky, as I know all too well from my own Cayman.

After the delights of the relatively low-on-frills 2.7, the late second-generation 3.4 is an eye opener. Yowsers, this thing is rapid. It has teensy 2.7's thirst for revs, the same unburstable energy. But with that comes so much more torque and a commensurately meatier exhaust note. Of course, this is a run out Black Edition kindly loaned to us by the good eggs at Ashgood Sports Cars. So it has an extra 10 horses for a grand total of 316bhp from the all-new MA1 engine that replaced the troubled M96 and M97 engine families and seems to have addressed all their woes.

The other really striking aspect is the step up in luxury and kit levels. The updated centre console and PCM infotainment still feels fresh where the first-generation 987 version now looks pretty ancient. Meanwhile, the 987.2 as a whole has an oily, damped refinement that makes it a markedly more couth long-distance companion. The overall impression is of a car that's tilted marginally towards the sporting GT category and fractionally away from simple sports car. It makes no sense, but it even feels bigger than the other 987.

If truth be known, it's a little less composed, too. Those gorgeous Spyder alloys that come with the Black Edition package might be light for 19 inchers. But the dampers still struggle to control them and there's significant thump from surface imperfections. That, in turn, highlights the relative lack of chassis rigidity in what, ultimately, is a platform that dates back to the original 1996 Boxster. The big wheels have a filtering effect on the steering and chassis feedback, too. In fact, everything about the second-generation 987 is that little bit more refined, that little bit more distant compared to the early 987. As a car to tour Europe this ultimate 987 would be epic. For a B-road blast, the thinnest sliver of engagement has gone missing.

But what of the 981, the last of the flat-six Boxsters and built on a radical new steel-and-aluminium platform? We have a 326bhp, 3.4-litre GTS on hand, which is the ultimate 981 if you exclude the low-volume Spyder. It's also equipped with the PDK gearbox where every other car here is manual. There's no point pretending I don't prefer manual in pretty much any driver's car. And yet I enjoyed PDK

more in this 981 than I ever have before.

That's down to the overall character of the car and an incredible quantity it delivers of what you might call the two 'Cs'. I speak of capability and compliance. The capability bit comes courtesy of the phenomenal chassis-and-engine combination. That 3.4 sounds like a million bucks. OK, the pops and farts are programmed into the ECU. But Porsche's own GT3 and latterly R models aside, is there any car on sale today at any price that sounds better?

The chassis is a giant-killer, too. Most remarkable is how playful and progressive the rear axle is near the limit. Where the 987 can be a little edgy and out of sorts when really pushed, the 981 begs to be driven like a hooligan. It's both the most powerful car here and the least intimidating in which to explore the limits. That is an incredible achievement. It's also where the PDK box comes in.

Last of the 987 Boxsters, this 'Black Edition' features the 3.4-litre DFI engine and a serious 316bhp. Perhaps not surprisingly it feels the most refined of the bunch, which can trace their roots back to the 2.5-litre 986 that opens this test

987 BOXSTER 3.4

Engine	3.4-litre flat-six
Power	316bhp @ 6200rpm
Torque	273lb ft @ 4750rpm
Transmission	6-speed manual or 7-speed PDK
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/35ZR19 Rear: 265/35ZR19
Economy	30.5mpg (combined)
Top speed	166mph
0-62mph	5.1 secs



It adds to the sense of a B-road obliterating weapon. You could do very bad things in this car. Very bad things indeed.

Then there's the compliance aspect of the 981's dynamic repertoire. That it rides so well and controls unsprung masses so

“ **Against all expectations, it's the 2.7, 987 that squeaks it** ”

deftly riding on massive 20-inch wheels is truly a work of automotive alchemy. Add in a general upswing in luxury and refinement and you have not merely a jack of all trades but a master of the motoring universe. The 981 can switch modes in a moment, from hooligan to mild-mannered honey. It's up to you. With all that in mind, it's easy to forgive the gluey and numb though hyper-precise steering and the soft, chronically over-assisted brake pedal.

The 981, then, is a staggering machine. But is it the best ever Boxster? These are, each and every one, utterly delightful sports cars. If it was my lot to live out my days with any one of them, I would leave this world

THANKS

Huge thanks to Chris Boulton, Paul Chamberlain, Matt Gough, Stephen Nicholas and Justin True for bringing their beautiful Boxsters to Salisbury Plain. The same sentiments go to the team at Ashgood Sports Cars for the loan of their gorgeous, slinky 987.

a happy Porschaholic. That's the context for the inevitable negatives that must be part of the final reckoning and it's not a cop out. It's not a cop out because it's absolutely true. And it's not a cop out because I'm still going to pick a winner.

The first to fall are the 550 Spyder and

the gen 2 987 Black Edition. The 550 feels a little stretched, it's fussy where the 986's core appeal ought to be purity. Funnily enough, the late 987 has a similar sense of project creep. It's awfully quick. But it's not entirely cohesive as a driver's car. It's a nicer luxury car than an early 987, for sure. But it's not a better sports car.

The remaining three are the real stand out cars, every one a star. The little 2.5 gives you a classic car experience without the crapness. It's oh so pretty to look at

and oh so sweet to drive. It's also the only car here that feels even close to being compact in the traditional sports car sense. As for the 981, it's a tour de force. One could and probably would do very naughty things with the the GTS. It's the ultimate Frankenstein machine, capable of heights of hooliganism but also impeccable manners.

But against all my expectations, it's the simple 2.7-litre 987 that squeaks it. It's communicative enough to be absolutely engaging. It's fast enough to be thrilling. And it's virtually viceless in all the right ways. It's the kind of sports car that lets you jump in and immediately express yourself behind the wheel. It neither gets in your way nor does it feel like it's flattering you. It's also a polished all-round product that's eminently practical and painless to live with. It's the best version of the Boxster. And that makes it the best sports car in the world. **PW**

Last of the flat-six Boxsters and a GTS, too. This is bound to become a future classic. It's supremely capable, astonishingly fast, but also impeccably mannered when you just want to cruise

981 BOXSTER 3.4 GTS

Engine	3.4-litre flat-six
Power	326bhp @ 6000rpm
Torque	273lb ft @ 4500rpm
Transmission	6-speed manual or 7-speed PDK
Brakes	320mm ventilated discs front, 299mm rear
Tyres	Front: 245/40ZR20 Rear: 265/40ZR20
Economy	31.5mpg (combined)
Top speed	172mph
0-62mph	4.8 secs



Suspension Science, Made Easy.

www.ElephantRacing.com

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

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

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

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

Best of all, we make it easy.

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

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.





2004 FACE LIFT PORSCHE
BOXSTER 3.2 S TIPTRONIC £8,995

04 reg in Midnight Blue metallic, with dark blue hide trim, 95000 miles, Tiptronic transmission, 18" Classic alloys, heated seats, Bose stereo upgrade, sat nav, heated glass rear window, recent ac condensers, brakes and tyres, full service history, and in really great condition. We will service, mot and warrant this car before it leaves us, part ex welcome

2005 PORSCHE
BOXSTER S 3.2 MANUAL £15,995

We are thrilled to be able to offer this one owner, 24000 mile Boxster S, in Basalt Black metallic with terracotta hide trim, 18" S alloys, manual 6 speed gearbox, Bose stereo upgrade, heated seats, rear park assist, cruise control, computer, sports steering wheel, and in stunning commensurate condition throughout. We will service, mot, and warrant this car, and PX is welcome.



2007 MY PORSCHE
CAYMAN S 3.4 MANUAL COUPE £15,995

This is a car we have sold before and has covered 81000 miles, finished in Bright Arctic Silver metallic with black hide trim, it has sat nav and a bluetooth Phone system, PSM, 18" S alloys, computer, sports multi-function steering wheel, with a full service history, and in really excellent order throughout. We will service and mot this car with a 6 month warranty, part x welcome.



2006 PORSCHE
997 C4S 3.8 MANUAL COUPE £31,995

This is a wide bodied C4S manual coupe, 55 reg, 2006 model, finished in GT Silver metallic, with full Cocoa hide trim, this car has done 63000 miles, with a full service history, but now has the benefit of a full engine rebuild by us, with a new clutch, dual mass flywheel, brakes, and the larger image bearing. This car has sat nav, phone module, Chrono sport pack plus, computer, Bose stereo upgrade, auto dim mirrors and wipers, 19" 5 spoke alloys, litronic lights, and is absolutely lovely. We will warrant, mot, and service before it leaves us. PX is welcome too. We have full after sales backup, with 40 years of Porsche experience.



We always consider part exchange - please ask.

All our vehicles have Full service history, MOT and a minimum of 6 months warranty.

Viewing by appointment only | Telephone: 01284 827427 | Mobile: 07831 444100 | www.finlaygorham.com



VARIOUS PORSCHE MODELS
CURRENTLY DISMANTLING -



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

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

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

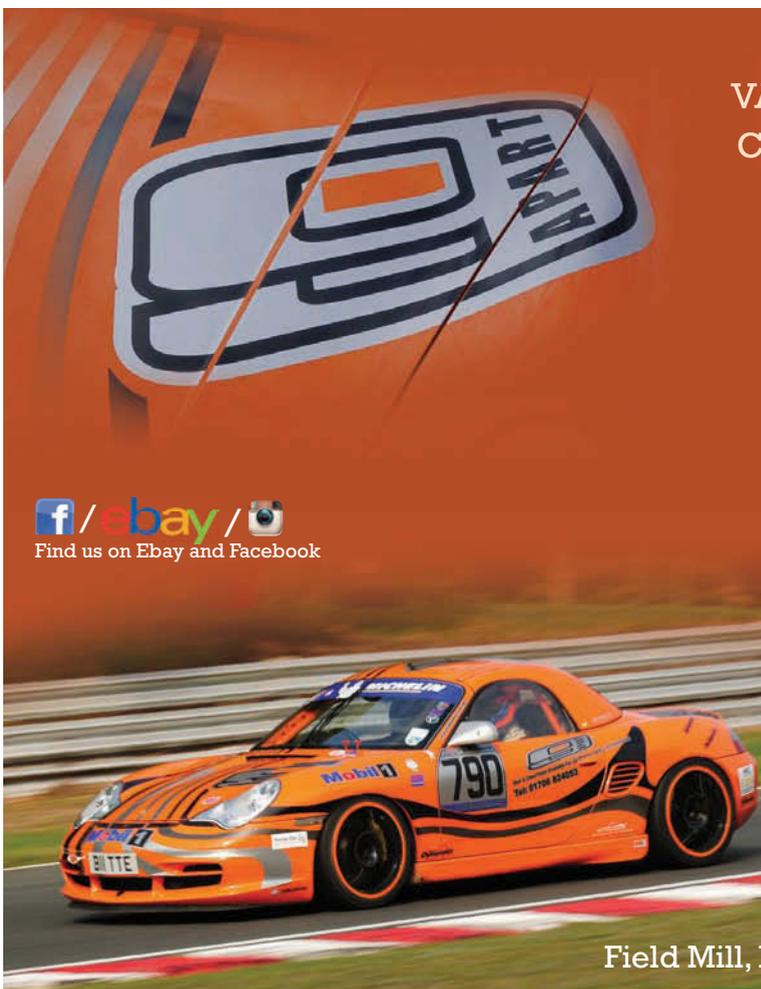
9-APART Ltd

www.9apart.co.uk

e:9apartsales@gmail.com

t:01706 824 053 f:01706 824 665

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



f / ebay /
Find us on Ebay and Facebook

BROOKLANDS MUSEUM, SATURDAY, 11TH JUNE

THE CLASSIC PORSCHE COLLECTION

AN AUCTION OF FINE STUTTGART CLASSICS



2011 Porsche 911 GT3 RS 4.0
£220,000-£270,000



1992 Porsche 964 RS
£120,000-£140,000



1962 Porsche 356B 1600S T6 Convertible
£86,000-£96,000

Please visit the website for full details of all 139 fine consignments offered by Historics at this most significant 25th anniversary summer sale at Brooklands Museum, Surrey



1988 Porsche 911 (930) Turbo Targa Flatnose
£62,000-£70,000



1985 Porsche 911 SSE 'Supersport'
£48,000-£56,000



1967 Porsche 912
£28,000-£34,000

SALE TIMES

Saturday, 11th June
Automobilia 10.00
Motor Cars 12.30

VIEWINGS

Thursday, 9th June. 10.00-20.00
Friday, 10th June. 10.00-17.00



1967 Porsche 912
£28,000-£34,000



1979 Porsche 911 SC Targa
£23,000-£28,000



1989 Porsche 944 S2
No Reserve



1992 Porsche 944 S2 Cabriolet
No Reserve



1989 Porsche 911 Wide-body Speedster
£145,000-£180,000

FINE CLASSIC CAR & MOTORCYCLE AUCTIONEERS

Tel: 00 44 (0) 1753 639170 | E-mail: auctions@historics.co.uk | www.historics.co.uk



HISTORICS
AT BROOKLANDS

WE OWN WE DRIVE



What separates *911 & Porsche World* from other Porsche magazines out there? Well, pretty much without exception, if you write for the magazine, then you own and drive a Porsche. We are real world Porsche owners. We share the passion and quite often the pain, too. And the, which is why we've gathered the *911&PW* crew together for an 'Our cars' special get-together

Words: Brett Fraser, Steve Bennett, Johnny Tipler, Adam Towler, Chris Horton, Keith Seume
Photography: Antony Fraser



A motley collection indeed, and that's before we even start on the cars! So here they are: the *911&PW* collective and their respective Porsches gathered together at Bicester Heritage for a day of tyre-kicking and general driving shenanigans. And the point of this exercise? Well, we don't just write about Porsches, we own, drive, fix and generally agonise over them, too.

Without wishing to sound in any way smug, we do feel this is important. Why? Well, while it's all very nice to have access to new Porsche models, and to test them as part of the job, it's not exactly 'real world'. No, real world is all about the day-to-

day trials, tribulations and sacrifices that we make to run a car that excites and turns a journey into an adventure. For us that means a Porsche. It's not a prerequisite of working on *911&PW*, but it's no coincidence that, almost to a man, every scribbler that contributes to the mag also owns a Porsche, and that's not something that any other Porsche title can boast. Worth dusting off the trumpet of self promotion and giving it a good foot? We think so.

We like to think that we're all in this together. Running a Porsche is not a rational decision. You know that, we know that. Sure, we can rationalise all we like, but ultimately we drive these cars

because they are more than just mere transport.

That's not to say that we drive a Porsche because we're trying to make some sort of statement. We think it goes rather deeper than that, despite what others might think. Besides, our collection of Porsches could hardly be described as glamorous, bar perhaps the Fraser GT3 and Keith's hot-rod. Many of us have had rather more glamorous Porsches in the past, but have sold and missed the classic boom, but we've bounced back into whatever we can afford.

Here, then, is the story of the 'Our car' fleet. Real world Porsche motoring as preached every month in *911&PW*.



Words: Steve Bennett

PORSCHE 996 C2

911&PW's Editor, Steve Bennett, put money where mouth is to buy a 996 C2 and so recreate his first 911 experience some 16-years ago. He's also a serial 944 owner and enthusiast with a 2.5 Lux

You could almost call it destiny. My first car was a Beetle of the 1303S variety. Had I known about the Cal look scene, I would have bought a more trad looking Beetle. The 1303, AKA 'Super Beetle', had the curved windscreen and more bulbous front and the 1600cc engine. Still, I loved it and modded it and avidly read the VW-based scribbles of 911&PW founding father, Clive Househam, in *Street Machine* and similar from Keith Seume in *Custom Car*. Indeed, I even went to work at *Custom Car* on placement and in the process landed a job on the much missed *Cars and Car Conversions*.

That was in the mid '80s and I think it would have been impossible to have more fun, perhaps save for a job on a music mag, which had been my other ambition. Pre-digital paper ruled and motoring mags sold by the lorry load. I took my Beetle with me to CCC, but very soon my head and heart were swayed by the mind-boggling

selection of cars coming my way, even as office junior. Project cars, test cars, race and rally cars, but the Beetle always held a special place and with it that inextricable link to Porsche.

CCC was a motorsport mag of the clubby variety. In the '80s we gorged ourselves on hot hatches, fast BMWs, Cosworth Sierras

and the very occasional Porsche, although I never got a sniff of them. In the '90s it was all about rally homologation specials – Delta Integrales, Subaru and more Evos than you could shake a camshaft at, plus we had a big thing for Lotus Elises and Caterhams. Porsches were still off the radar for some

reason. Maybe we viewed them as too exotic or just not a CCC type of machine. Even when I became Editor I still felt they weren't right for us. I well remember renowned journo and racer, Mark Hales, convincing me to take a first drive piece from him on the then new 996 GT3, which he raved about.

I liked Porsches, particularly old ones and the race cars, the 917 being a favourite since childhood. A couple of friends had 911s, one a Carrera 3.2 and another an SC. Not bad given we were all still in our 20s. My dad got an SC, which I had a pedal in, but didn't rate. We discovered a couple of

“ We discovered a couple of days later that a plug lead had come astray ”

Above: On track, Bennett's 996 grips rather well, with its lowered Bilstein/Eibach suspension. Below: Anthracite wheels offset silver nicely. The 944 is a prime example of the front-engined breed





days later that a plug lead had come astray! Oh, and I regularly got a lift to work with a colleague in a 944, which impressed me with its bomb-proof build quality and ability to survive his complete lack of mechanical empathy.

And then the penny dropped. In an abuse of position, and as a parting gift to myself as I left CCC for pastures new,

the rear and delicate steering that transmitted every ripple of Tarmac. The way it squatted and rocketed out of corners and its sheer cross country pace that even an Impreza would have trouble keeping up with. The way the controls worked with perfect synergy and the turbine howl of the flat-six with just a hint of gravel! I took

Swiss stereotype. It was a standard non-Sport model, so devoid of a wing, but amazingly someone wanted the standard Teledial wheels and dealer, Paul Stephens, slapped some Turbo Fuchs on it at no extra cost. Boy, did it look tough on those. I ran it for six years before selling it for what I paid for it, which was considered to be pretty good going before the classic Porsche price boom. Best not to think of what might have been and, besides, I needed the money.

Past glories. The red 944 actually makes an appearance in this issue on the letters page, thanks to its new owner. Black 944 started the whole Porsche thing, while the Carrera 3.2 was every bit as good as it looks here

COVETING ANOTHER MAN'S CAR

I was particularly interested to get behind the wheel of both Adam and Johnny's 996s from a research point of view. Adam's car is four years newer than mine and immediately made the clutch and shift on my gen 1 car feel very stiff. Johnny's car has similar suspension mods to mine albeit with H&R springs and roll bars instead of Eibach and Mo30 like mine. It felt much the same, though, with huge control over the damping. I took a spin in Antony's GT3, too, which is always a treat, but just too hardcore for me. Chris's 924S is a narrow bodied version of my own 944 Lux and I decided not to upset myself by driving Paul's Carrera 3.2! Brett's Boxster I've pedalled before and its ride quality is something I'm trying to replicate with my 996, but haven't quite achieved yet. So which car would I take home with me? The Fraser family's SC. As time has moved on, I've come to rate the SC over the Carrera 3.2, with its sharper engine and shorter gearing. Plus the Fraser car is something of a blank canvas. Restore to standard or hot-rod it. Either way would be fun.

I booked a 996 C2 from Porsche GB for a week's test. Given that this was the first Porsche that the mag had requested in about ten years, they very kindly agreed. Indeed it was almost as if they had been expecting the call. "Ah, Mr Bennett, we've

it to the Nürburgring, as you do, and house hunting in East Anglia and fell for it in a big, big way.

My first Porsche was a leggy 944 Lux, which I bought in 2001. I adored and restored that car and it's still in use locally with nearly 200,000-miles on it. I launched

For most of my tenure with the Carrera 3.2 I ran a succession of 944s as day-to-day machines. Indeed I still have one now – a very tidy 944 Lux, which is frankly far too good for me and, all being well, as you read this will have recently been to Stuttgart and back for Porsche's 40th Anniversary celebrations of the transaxle cars at the Porsche museum.

After saying goodbye to the 3.2, I thought that was probably it for me and 911s, but I realised last year that with prices going the way they were/are, I had one last chance before the boat truly sailed and so I stuck my money into a 996 C2, a dead-ringer for the car that I blagged some 16-years ago and now I'm back in the game. They get under your skin these Porsches and there is no doubt that somewhere along the way the stars aligned and I found myself driving them for a living.

“ I took it to the Nürburgring, as you do, and fell for it in a big way ”

been waiting for you.” It was more out of curiosity than anything, plus a vague realisation that the new breed of water-cooled Porsches seemed to be quite popular.

Now I got it. At first it felt a bit weird. The strange swinging movement from

a track day mag called *Circuit Driver* and figured I should have a track day type of car, so got myself an immaculate BMW E30 M3. Big mistake. We didn't get on and I chopped it quickly for a Carrera 3.2, which I wholeheartedly did love. It was a Swiss import and lived up to every fastidious

MONEY NO OBJECT

Easy. That would be a 997 GT3 RS gen 1, easily the sweetspot of the 997 GT3 range before they went too hardcore with the ride/damping and the 'boxes appeared to become full of rubble. I occasionally still see the very same Viper Green car that we tested on re-runs of Top Gear, while I'm having my lunch. Scarily it's nine years ago, but no other GT3 has felt as good as that one. We started with some lappery at Snetterton before hitting the road to Cumbria and some of our favourite roads. That particular 997 generation worked so well with UK roads, felt so utterly stable and turned into corners seemingly by telepathy alone. The only downside was the fact that photographer Fraser got done for speeding in it on the A1!





Words: Antony Fraser

PORSCHE 996 GT3 & 911 3.0 SC

911&PW's tame snapper, Antony Fraser, did the right thing when he was gifted a bit of dosh – he bought a 996 GT3! Since then he's added a 911SC to his collection, although really it belongs to his wife!

Early adopter, me. Cellphones, iPods, digital cameras; I was in at the beginning. Likewise for me and Porsches. When I was a slip of a lad, say eleven or twelve, we had a series of visits from a family friend called Jeff Carter. Jeff was a tough-as-they-come photo-journalist from Australia – a veteran of many Outback expeditions and owner of a nature reserve south of Sydney. As far as a young Fraser could tell, he spent most of his time boxing kangaroos and wrestling venomous snakes. Jeff appeared at our place in a Carrera 3.0 and it was cool, in an understated way; a pretty fair reflection of its owner. Naturally, I found all manner of excuses to be given lifts to my friends' houses and, by association, I was cool, too – although, I concede, I may have been the only person who noticed. This, remember, was back in the days when only top rocket scientists had computers,

there were three channels on the telly, and boys of my age thought of little else beyond cars and war comics. And we lived in Norfolk, where most cars were still pulled by a horse. A 911 was a Big Deal.

Jeff's was white, and on German export Zoll plates. He was on an extended trip to the Northern Hemisphere, and was saving a

interesting motors at Chateau Fraser (the Old Feller was a motoring scribbler, so good stuff came and went pretty regularly), but something about 911s got under my skin. I think it was the solidity of the things, although that seems an unlikely reason for a young man to yearn for a car. There are plenty of rusty SCs and 3.2s around now,

“ We lived in Norfolk, where most cars were still pulled by a horse ”

fortune on Aussie import duty by keeping the car abroad for a while before shipping it south. Did all this make it even cooler? Of course. Was I hooked? Was I ever.

We weren't exactly under-supplied with

but you have to remember that, back then, Alfas, Lancias and the like would oxidise to nothing but glass and tyres before your very eyes. By comparison, a 911 was a high-speed Panzer tank. Saw one in half and

Below: Man and his machines: Super Snapper, Fraser, and his 996 GT3 and 911SC. Predictably the GT3 rather monstred the track, while the SC was deemed the road car of choice of the two





you'd find Qualität written right through it like a stick of rock.

I recall spending most of my late teens telling all and sundry how I'd soon be driving a Kermit green 2.7 RS. If I'd actually managed it, I'd be a rich man now. They were around thirty grand at the time. Bugger. At length, I did manage to squeeze into a ten-year-old

pick-up truck for them to break into instead. Of course, what I should have done was to leave an alligator in there, and let Darwinism take its course. I'm not bitter, obviously.

Well, time passed, as it tends to do, and I found myself, a few years ago, with enough money to get into a 996

interested...). However, a few laps of the little circuit here served as an adrenaline-fuelled reminder of just what a proper sports car it really is. I don't want to boast, but for The Big Thrill nothing else here comes anywhere near it. Oh bloody hell, I really shouldn't have driven it.

Let's talk about Mrs Fraser's SC. Handed over to her by her dad, one Mike Crouch of these very pages, it didn't do much for a while, other than stop the garage filling up with other stuff. But now it's had a bit of work to make it more usable (ie: to make it run), I've got the bit between my teeth. Mr Horton and I have been tackling the electrics (see 'Projects' in this issue), and I'm gradually working my way through all the numerous little jobs that don't mean much individually, but make a big difference to a car, en masse. It's a good, sound car, if a little frayed at the edges, and a hoot to drive. In many ways, the GT3 echoes its directness, its simplicity. It's a no-nonsense, no-frills sports car, and all the better for it.

Above left to right: It's all true. Fraser, complete with brick like mobile phone and a Porsche 911, living the '80s yuppie dream. With friend of the family, Jeff Carter's, 911SC. Giving it some abuse. Note typical 911 tail squat. A permanent state of filth thanks to frequent trips from Penrith to Haydon Bridge on the A686

COVETING ANOTHER MAN'S CAR

What can I say? I didn't drive anybody else's car, because I was just too busy with the happy-snappery. But that's never stopped me having an opinion before, so no reason to let it interfere now. Stand-out cars for me would have to include Mr Towler's 996, if only for its sheer, shiny beauty. The Dear Leader's 996 looked low and purposeful, and appeared to be going well for the cornering shots – ditto Fraser Senior's Boxster. Mr Horton's 924 seemed to be showing him a good time, too. I'd like a drive of that some time. Books and covers, and all that. Put on the spot, I'd probably choose to go home in the Towler-mobile. It was so smart, I couldn't resist!

SC, and I loved it. Most of my mates were running French hot-hatch company cars, but my old SC would whip them all. SCs may seem a bit agricultural now, but back then I didn't even notice. All I cared about was the brilliantly communicative steering, the performance, the fabulous noise, and the frisson of perilous excitement every time it looked like rain. I drove that car every day, and put twenty thousand miles on it in less than six months. I was living in Liverpool at the time, and a regular visitor to chums in Newcastle Upon Tyne. Between the two, the A686 from Penrith to Haydon Bridge was my playground. Precious little on it at the time, and plenty of opportunity to get into the rhythm of all those curves. Simple pleasures, but destined not to last. Eventually, the war of attrition with Liverpool's army of car thieves got the better of me. Having taken the car away to be mended after yet another break-in, the night I brought it back...well, you're ahead of me, aren't you? I sold it, and bought a

GT3. I'd been physically itching for one since driving a high miler from Paul Stephens to a shoot in Yorkshire. What a car that was – so much more focused than

“ The 911SC is a good, sound car if a little frayed at the edges ”

a regular 996, and so fast! Once again, I found myself enslaved by my own self-indulgent nature. Money in hand, I threw myself at the first car I saw. It was the perfect spec, and the right price – and editor Bennett wanted a story out of it pronto, so I couldn't afford to dawdle. It turned out to be a corker of a car, which has just kept getting better with the various mods, as previously detailed in this very organ. I hadn't driven it for a bit, as it's been for sale (at RPM Technik, since you're

My snapping duties precluded me from a drive on the track, more's the pity, but I know what they're like on a good road. Maybe we'll take it up to the A686, for old time's sake. But we'll probably give Merseyside a miss, eh?

MONEY NO OBJECT

With access to somebody else's bank details, there's really only one direction I'd go, and that would be towards one of Herr Preuninger's products. The GT department at Porsche speaks to me like no other. 997 GT3 RS 3.8? Yes please. Or any of them, quite frankly – there isn't a duffer amongst them.



NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

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



*Repairing and servicing of Porsches
for over 20 years*

USED PORSCHE IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

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



SERVICING ★ RESTORATION ★ SALES

Experienced and trusted with classic air-cooled
356, 911, 912 and 914
Oxfordshire's specialists in 914 engines & transmissions

01295 812002

Your Lifestyle, Our Profession

PORSCHE SERVICE ★ RESTORATION ★ SALES



www.greatworthclassics.com



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
comprassed with an affordable pricing structure.



Porsche Cayman 2.9 Gen 2
Only 11500 Miles
Manual gearbox
£27495.00

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

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

01423 865602

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

Sportwagen

ECKERT



Porsche spare parts for all models since 1950



**exhaust system set for
additional heating**

911/912 619,00 EURO

parts also available separately

door stop

911 39,00 EURO



battery tray

911/912, 65-68 52,00 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.sportwagen-eckert.com • info@sportwagen-eckert.com



Words: Johnny Tipler

PORSCHE 996 C2

A year's passed, and Johnny Tipler is still getting to grips with his 996, planning modifications cosmetic and mechanical. But, deep down, the passion for Peppermint Pig still smoulders

Silver is OK,' says Porsche guru Paul Stephens; 'it will come around again.' Which, having two silver Porsches as I write this, is great news because he's currently marketing my 986 Boxster S "550 Spyder 50th Anniversary" that's finished in exclusive Carrera GT silver. You don't see it here at Bicester because it's currently gracing his showroom. This all-whistles-and-bells Boxster is, by some way, the better drive than 'Pig Energy', my gen 2 996 C2, and I regret its disposal. As I've said, house purchase forces sale. This particular Boxster's inherent value lies in its unmolested specification and scarcity – they released just 1953 of them (alluding to the year the 550 Spyder came out) and this is number 1603 – which is why it's such a lovely mover, what with its tweaked engine, silky smooth gearshift and upgraded M030 suspension. When acquired from Paul Stephens a couple of years ago the 'Silver Bullitt' had clocked a mere 25k miles, since

when Mrs T and I have doubled that. The spirit of adventure is still powerful with a sports car, and the Boxster delivers that emotion every time the top goes down. Our best adventure was the drive to our riverside gaff in northern Portugal's Douro port-wine region.

But I digress. After a decade-long

acquisition of the 996 was about the car's particular spec, just as it had been with the 3.2 Carrera. When I bought that from Adrian Crawford (Williams-Crawford) back in 2000, he had a similar car available in Guards Red, but for a number of reasons that didn't speak to me in the same way that the Prussian Blue car did. The Peppermint Pig, on the other

“ The bleakness of an Arctic Silver 996 was a shock to the system ”

relationship with the startling mint-green Peppermint Pig 964, the bleakness of an Arctic Silver 996 was a shock to the system. OK, so my first Porsche, a 3.2 Carrera in Prussian Blue was perhaps a conservative colour choice, but whilst I fell for the Pep Pig on account of its distinctive minty tint, the

hand, was love at first sight: centre stage in Rook Racing's Leverkusen showroom, 'mint' was the sole description on the German logbook, plus those black Cup wheels and lowered stance that insinuated competition-oriented activities past and future. I was putty in Michael Rook's hands. Still, he did give

Above and below: You sense that something as plainly silver as a 996 C2 is something of a struggle for *911&PW's* 'International Porsche Adventurist,' one J.Tipler, after the vibrantly mint coloured 964. He's made it his own, though, with a bunch of mods





me a good part-ex price for the Sport-spec 3.2 Carrera. After an auspicious debut at the Nordschleife, Pep Pig went and snapped its crankshaft in an autobahn max-out, and then, with replacement engine sourced by Autowerke, over the next eight or nine years, it served on numerous long hauls to Portugal (even wearing a top-box – oh the ignominy!), Bavaria, Rome, Le Mans, Monte Carlo, Zandvoort, Copenhagen and Austria covering various events, plus a few trackdays at Spa, Silverstone and Abbeville, not to mention the 80-miles a day school run, as well as carting my drum kit to rehearsals and gigs. No wonder it racked up 360,000 kms, and you see how a bond builds up. Only Mike Van

second set – with Nokians briefly shod in winter, though the Boxster happily runs Falkens, which last and last, as well as sticking to the road nicely. The 996 performance factor has so far been addressed by an ECU remap, Dansk exhaust and EuroCup Y-pipe air intake, all carried out at Porscheshop, and according to proprietor Ian Heward, lifting power output from 320bhp to 340bhp. As he says, it now produces 'probably 25–30bhp at the engine, so say 20–22bhp at the wheels; the main thing is the torque increase, that's what you feel, and that's what we work on when developing these things.' And yes, it does feel torquier

hand, I also have my snapper colleague's genuine GT3 on hand as a starker inspirational counterpoint, though really I just wanted Pig Energy to look different, enigmatic, even.

Although I much prefer a left-hooker – which both the 3.2 Carrera and 964 were – even in traffic-blighted Blighty, the right-hand drive cabin of the Gen 2 996, like that of the contemporary 986 Boxster S, suits me very well: legible instrumentation, uncluttered wheel, straightforward controls and basic digital info on the on-board computer, and despite its clumsy location, an up-to-date portable sat-nav is preferable to an out-dated built-in system. The black leather seats are comfortable in the 996 – though in the Boxster I need to be one notch further back, which the 986 cockpit dimensions won't allow. As for this particular 996's driving experience, I have come to despise the aftermarket short-shift gear change – returning from our last shoot up at Malton I feared I wouldn't even make it home, such was the lever's reluctance to slot into the niches; so I would like to replace it with a standard shift, preferably from a 997 if that will fit, or else revert to a regular 996 shift. Ian at PorscheShop is currently looking one out, so watch this space.

As for Silver, I've seriously considered going for a wrap. Hell, I spent ages jeering Antony's wishy-washy silver GT3, and yet it's come to this! But what colour suits a 996? I've examined the '3m 1080' colour chart but failed to settle on any particular hue. A wrapper was even lined up to perform the task, but somehow that faded from the agenda. I'd still be up for it, and by the time the wrap has become unsightly or disintegrated, silver may have become the new white.

Porsches past and present. The Boxster is still in Tipler ownership, but is currently for sale. The Peppermint Pig was recognised all over Europe, while the Prussian Blue Carrera 3.2 sported a very loud Hayward and Scott exhaust system, that always made the school an event. Yes, you would be in for a shock if you found Tipler in your engine bay

COVETING ANOTHER MAN'S CAR

Having owned a 3.2 Carrera and Boxster I have a good feeling about the ones here, belonging to Paul Davies, Brett Fraser and Mike Crouch. At £3.5k or thereabouts, Mike's car was a steal.

It's great that Adam has also bought a 996, boosting our belief that they really are underrated cars, and the Dear Leader's model looks great on its new Ninja star wheels. The dark colour contrast really sets the car off. He drove Pig Energy as a comparison with his own 996's modded and rebuilt suspension and declared that mine was possibly better!

An ongoing project car is always interesting, and I like it when individual cars evolve; none have altered quite as radically as Keith Seume's 912/6 El Chucho – shame he didn't make it to the shoot. Shoehorning a flat-six into a 914 would be my own take on radicalising a classic. I've also been contemplating a 924 Turbo as a competition car – they're starting to make an impression in classic rallies like Monte Carlo Historic, and our recent foray to off found us looking at Jan Fathauer's project car that he claims will see 325bhp when he's done with it. So it's possible that I shall be quizzing 924 maestro Chris Horton for tips, should this crackpot notion come to anything. And then there's my colleague's GT3, which he let rip (the car, that is) on the Bicester Heritage 'circuit' for good measure. The sound of that Mezger flat-six is awesome, and much as I hanker after matching his bhp levels with Pig Energy, I'll never equal his engine note.

Dingenen, who rebuilt the engine at 911Motorsport at Kontich and who now owns the car, knows it as well as me. Do I miss it? Nothing (apart from a quirky old Alfa Romeo Giulia Ti) comes close.

So, what about the 996? Its acquisition was the culmination of a few months' sweeping the usual dealer and commercial websites at home and abroad, boiling down to a yellow 996 C4S with no engine at Van Zweedden in Holland and a couple of 3.6-litre gen 2 C2s on sale at Porscheshop, Birmingham. The latter won out, and 'Pig Energy' secured the deal on account of its overall condition and low 25k mileage. Its numberplate brokers the 'Pig Energy' moniker, of course and, no question, it's way quicker covering ground than its two 911 predecessors, maybe even the Boxster, which I've always regarded as the optimum point-to-point car. It just hoofs up the autobahn (note legal get-out) with greater alacrity, comfort and sheer pace than any of my other charges, and though it's not as focused in the twists and turns as the Boxster or even the Pep Pig, with its shorter H&R springs and thicker roll bars, it's pretty swift and secure, maybe quicker due to the faster entry and exit. Like its predecessor, I habitually fit Continental tyres – now on its

accelerating out of roundabouts and so on. It's kind of a Leicester City car, I guess: fairly unremarkable on the face of it, but delivers a surprising result. (And I do come from there so I can say that!).

Overindulgent or overoptimistic? If justification is needed for the 996's front and rear addenda, blame my penchant for the VLN-style 997 and 991 racers that I ogle when covering the Nürburgring 24-Hour race – which I've revelled in the past two years courtesy of the Falken Tyres squad. The front panel came from Design 911 and is redolent of a Carrera Cup design rather than a GT3. Its splitter may look the part on the Nordschleife, but has proved absurd on urban speed humps, at home and abroad. As for the rear wing, the curvaceous 'swan-neck' spoiler of the Mk 1 996 GT3 is a no brainer aesthetically. In both cases Norfolk Premier Coachworks did the honours of (laborious) preparation, painting and fitting, and I'm reasonably happy with the look that they've achieved. The Porsche Design split-rim lattice wheels embellish its stance too. If you detect any reticence, blame the Dear Leader's appearance at our Bicester bash, his 996 resplendent on its new dark grey Ninja wheels: the uncluttered standard car is a perfectly neat piece of design. On the other

MONEY NO OBJECT

OMG! Are we allowed race cars? Aesthetically I would plump for a 907 or 908: what an evocative history they have, key players in Porsche's history from the halcyon days, and driven by stars like Quick Vic Elford, Brian Redman and Hans Herrmann. Ultimately unrestricted cash would enable me to return to the land of the air-cooled 964 and maybe, just maybe, Doctor Mike would sell me back the Peppermint Pig. And if he won't – and I couldn't blame him – then I'd have a mint green 964 RS.





Words: Mike Crouch

PORSCHE BOXSTER 2.7

You know how it is. You nip off to the garden centre for some bedding plants and you come home with a Boxster. Well that's what happened to new recruit, Mike Crouch. The SC in these pages used to be his too

I suppose my first encounter with interesting cars came via aeroplanes. I was an engineer working for the Gloster Aircraft Company, developing the undercarriage for the Vulcan bomber. So, a few years ago then. We had a rig attached to a Jaguar XK140 for high-speed testing of components. One of us would drive, with the other squeezed in among the electronics, run after run at exactly 100mph for 300 yards on Hucclecote airfield, just outside Gloucester. That may not seem especially out of the ordinary now, but in those days it was very fast indeed, with the end of the runway looming up in the windscreen, drum brakes and no seatbelts!

Porsches didn't really appear on my radar until the 1980s, when they seemed to become the bonus-buy car of choice for the red braces brigade. I envied their taste in transport – less so, their sartorial trouser

tethering. I was a Mercedes and BMW man at the time, but 911s are nothing if not distinctive, and I wondered for years what it would be like to drive one.

In the end, my Porsche baptism came in an equally distinctive form, but with the engine at the other end. I had the opportunity to drive a 944 Turbo belonging

acquainted with fast saloons, it came as a bit of a revelation to drive a proper sports car. It wasn't so much the speed (although it was tremendously quick), but the way the car delivered it that left such an impression on me. The driving experience was so different to anything I'd driven before. The road manners were impeccable, the ride

“ I envied their taste in transport - less so, their trouser tethering ”

to my late son in law. I was lucky enough to be able to make a number of long trips in the car, and form a good idea of its strengths and weaknesses. I must say, I came away very impressed. As a man well

was excellent, all things considered, it wasn't too noisy, and it was even surprisingly economical. To my eyes, it looked fabulous, too – and that's never a bad thing.

A Boxster for under £4000? Well, we know it can be done, but what's it going to be like to live with? We'll find out now that we've got one on the fleet, thanks to the arrival of Mike Crouch. Mike is Snapper A.Fraser's father-in-law and previous owner of the Fraser family 911SC





When I finally took the plunge into Porsche ownership, it was entirely by accident. I had gone looking for a Mazda MX-5, which had seemed like a good idea at the time. However, after much "hairdresser" ribbing from various quarters, including the editor of this very magazine (who now, secretly owns an MX-5. You read it here first), I relented, and allowed myself to be talked into an SC, which was

issues. Kidney bowls and one sill come to mind (the other one was fine, for some reason). Plus, of course, there were one or two other bits, such as a high-torque starter motor, to give it a good shove into life. Oh, and not forgetting a top end rebuild by Ray Northway.

Of course, the SC was able to give me the full-fat Porsche experience that I

lingering just beyond Peugeot. As you do. The browsing became an itch that needed scratching and, as luck would have it, I found the car for me just down the road. It was an early 2.7 Boxster – not too many miles, right kind of money, and sitting slightly out of place in a dealer's yard full of affordable hatchbacks. I went and had a look, but didn't come to a deal at the time. The car still sat there, and I was in no hurry. However, at length, after a little to-and-froing, a deal was struck for a little under £4000. Back in the Porsche family!

What a lovely little car it is. After only a few weeks of ownership, I smile each time I see it. It's modern, easy to drive, and as sporting as I need. With the electric roof, wind-in-the-hair motoring has surely never been more civilised than this. One or two little issues have sprung up, like a slightly unwilling door lock, but nothing major enough to dent the experience. There's the ever-present concern over the engine issues on these cars, obviously, but at this end of the market there's only so much you could be risking. It's not like they're tens of thousands of pounds. Old Boxsters are a cheap way into a great open-topped motoring experience, and a really cheap way into a Porsche. I hate to advocate a throw-away society, but at this level it's important to know when not to spend. If the engine gives up, just sell the car for spares and buy another one.

I think it's a great car, and undervalued in the market. For used MX5 money, you can drive around in a Porsche convertible. Who wouldn't want that? With summer well and truly on the way, I can't think of too many cars I'd rather be driving right now.

Above left to right: The 944 Turbo was an early Porsche experience. Mike's 911SC in line-up with Editor Bennett's 944 Lux and Carrera 3.2, plus 944 Turbo. The SC at Ray Northway's having top-end rebuild

COVETING ANOTHER MAN'S CAR

I suspect most of us at Bicester were more than happy to go home in their own cars, but if I were denied that pleasure, I would certainly have been spoilt for choice among the others. If we assume I'm not allowed to take the SC, then I would have no hesitation opting for the nearest equivalent, Paul's 3.2 Carrera. A lovely car, in superb condition. Very nice. Failing that, a nod towards modernism in the shape of Adam's gorgeous 996. If ever there were a car to drag folk away from the air-cooled world, that would surely be it.

conveniently sitting on a country garage forecourt in Suffolk. An SC, by the way, which can be seen elsewhere in this feature, as it is now in the hands of my daughter, Emma, and her husband Antony, who's snapping the pics today.

craved. Even more than the 944, it was one of those cars that truly connects the driver to the road under him. Or, indeed, her, as my daughter would remind me. It wasn't exactly a modern car, even then, but it was so much more involving than most cars on the road. It sounded fabulous, and turned

“ Of course the SC was able to give me the full-fat Porsche experience ”

But I digress.

As it turned out, of course, the old SC was a very good buy. This was well over a decade ago now, and, at only £7000, it was no money at the time. OK, it wasn't concours, but it was a good, solid runner, which gave me years of extremely reliable service. I had a fair bit of work done, to keep on top of the inevitable corrosion

plenty of heads for an old girl. Every trip was an outing, and I enjoyed every minute of my ownership. But time marches on, and a while ago, I finally decided to pass it down the line, so to speak.

The only problem was that it had left a Porsche-shaped hole in my life. I wasn't really expecting that. Eventually, I found myself idly browsing Autotrader and its ilk,

MONEY NO OBJECT

My ultimate Porsche? Quite easy for me, really. I'm starting to like my creature comforts as well as performance, so I'd go straight for a 991 Turbo S. What a continent crusher that would be. Four-wheel drive security, ridiculous levels of performance, and all in quiet luxury.

Sign me up, if you're paying, Mr Bennett!



WHAT DO YOU KNOW ABOUT IMS BEARINGS?



IMSSOLUTION

**IMS
RETROFIT**

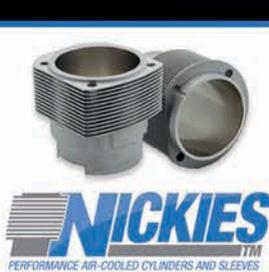
FACT 1  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

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

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

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

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



EXCLUSIVE DISTRIBUTOR:

FAST FORWARD 

AUTOMOTIVE

Burscheider Str. 75

D-51381 Leverkusen, Germany

Phone: + 49 2171 3416980

info@fastforward-automotive.com

EuroCupGT .COM

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

986

987

955

EPS engineers & manufactures corrections.



IMS BEARING UPGRADE

Fits Porsche 996, 997, Boxster and Cayman vehicles

- Permanent fix or prevent intermediate shaft failures
- Uses patented cylindrical bearing with thrust control
- Comes with a modification for forced engine oil feed



CONTROL ARMS

Fits Porsche 996, 997, Boxster and Cayman vehicles

- Permanent fix of original failure prone ball and socket
- Exceptionally long service life with polyurethane bushings
- Enhances proper suspension height



DRIVE SHAFT BEARING SUPPORT MOUNT

Fits Porsche Cayenne, Volkswagen Touareg, Audi Q7

- Permanent fix to premature center support failures
- Patented clamp is the only device that does not require removing or disassembling the drive shaft



SHOCK ABSORBER

Fits Porsche 996, Boxster and Cayman vehicles

- High quality shock insert using existing shock tower
- Dramatically lower cost solution
- Quick and easy fix to yield quality results

European Parts Solution
3030 SW 38th Ave
Miami, FL, 33134-4563, USA
(305) 503-9921
www.epsfix.com

Products are available at the following locations:

Vertex Automotive
Miami, FL
www.vertexauto.com

Design 911 UK
Ilford, London
www.design911.com

Rose Passion
Jarny, France
www.rosepassion.com



Words: Chris Horton

PORSCHE 924S

Initially more by accident than design, Chris Horton has owned three transaxle Porsches and, despite a few trials and tribulations, has enjoyed them all enormously. So bring on the next one, he says

I bought my first Porsche, a 1986-model oval-dashboard 944 Lux, nearly 17 years ago, in December 1999. I was 43 and, even though it wasn't the classic, iconic air-cooled 911 that even then we were all meant to aspire to, inordinately proud of myself. And not least because, at just £1600, the then only 13-year-old vehicle was a bit of a bargain.

It served me well for four or five years, but gradually became increasingly unreliable – nothing particularly serious; I suspect it has always been essentially an electrical and/or fuelling issue – and for the period since then it has been languishing, wheels-off, on axle-stands on my driveway. It remains basically very sound, though, and slowly but surely I am making it roadworthy once again.

Changing the engine drive-belts and the water pump was a mission – one of the latter's M6 fixing screws snapped, and required drilling out – but the long-dormant brakes have been overhauled (and subsequently 'cannibalised' for one of my

other cars), and I am now in the process of replacing the equally ancient fuel pump and filter. Which is again going to need more grinding, drilling and thread-tapping, but then such are the joys of old Porsches – and rather too many not-so-old ones, as well.

The next car, a 1985 924S, came along in about 2001, in partnership with a then

and a little later it became daily transport for my step-daughter. And at then 28 or so she was naturally very proud of herself, too.

Gradually, though, that car developed starting issues, as well – I forget the details, but Jöelle became adept at bypassing one of the engine-management sensors with a paperclip – and it ended up back at Dad's

“ I forget what we paid for it, but it can't have been more than £500 ”

colleague, who later sold me his stake in it. I forget what we paid for it, but it can't have been more than £500. It had been standing in a garden for some years, and we had to tow it home on one of those precarious-looking two-wheeled 'dollies', but a new fuel pump and various other bits and pieces got it going,

Porsche Garage. I took the head off, having established that one of the cylinders was down on compression (probably due to a single deep score mark in one of the bores), but later fitted a complete second-hand engine. The car was back on the road by mid-2007, as I recall, and with the 944 out of

It took only a few metres and the first corner of the airfield circuit at Bicester to show up the many weaknesses in the 924S's current chassis set-up (above), but on the road it is deceptively quick. Refined, comfortable and economical, too. What's not to like about that? And despite a few body blemishes it is both very tidy for its age and, from the right angle (below), a bit of a looker. No comment about the man himself (far left)





Words: Peter Simpson

PROJECT MONKEY!

Welcome to the world of the Porsche project, or more specifically Pete's Porsche projects. Never happier than when he's in the midst of a rebuild, he currently has two 911 Targas on the go



I started out as a Ford man. My first six cars were Escorts. I had the range: Mk1, Mk2, Mk3, Mk4, Mk5 and Mk6, and in that order, too. Then I got involved with VWs and it just started to go crazy with various Mk1 Golfs – two of which I still own. A Golf Rallye and a Golf G60, a couple of Mk3s and a Mk4, but never went on to a Mk5. This is when Porsches started

bonus! I then went on to buy a ropey 944S2 which was fun to drive and I modified the hell out of it. When I came to the end of the project I got bored with it and broke it for spares. The bulk of the car went to Greece to be used for trackdays.

Next up was a lovely 996 3.4 C4 which to this day was probably one of the most sorted 996s around. It was built to last

back on the road. It's a horrible feeling when you see your car in photos years ago as a perfectly great, useable car and now it's sitting in the garage. It's unhappy, I'm unhappy. So I have no Porsche to drive – unless I buy another!

Above: Pete's Porsches. Now just two piles of bits. Below: 996 C4 was heavily modded, like the 'wrapped' 944

COVETING ANOTHER MAN'S CAR

Although I didn't get to drive any of the other cars, this may be down to the fact I only had a steering wheel to offer in return... You could get the feel of an early car, but would look silly running around making car noises with a steering wheel in your hands. If I could, I would go home with Antony's GT3. It's been set up so well and can handle almost anything, with control, plus it's got a strong engine, not like those 996 C2 timebombs! I know, I had one. So the question is: Antony, will you take £35k for it? Antony...hello...?

to get a hold.

My first Porsche was the white 911 3.2 Targa that's been featured in the mag many times. I still own it and it still needs work, but then again if I had finished it I would have sold it by now, so that's a

and had a huge file on the work carried out, not like the £10k ones you see today that need a good £5k thrown at them. I would like another, but I just can't put myself through all that work again!

I'm now at the stage where I need to get the 3.2 Targa and the 2.7 Targa projects

MONEY NO OBJECT

Ok, I'm not going to mess around with my childhood dreams of owning a Ferrari. That went wrong when I bought my 911 3.2 Targa. If only I owned that 308. Wowzers, those prices are now double and up to treble the 3.2. Anyway, I'd just walk into the nearest Porsche showroom and buy a fully spec'd 991 Turbo then slap on bigger turbos...





Service Parts

Oil Filter Black

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

Oil Filter Red

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

Oil Filter Insert

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

Oil Filter Insert

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

Air Filter

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

Air Filter

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

Air Filter

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

Air Filter

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

Pollen Filter Set - 2pcs

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

Pollen Filter

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

Carbon Pollen Filter

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

Carbon Pollen Filter

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

Spark Plug - 6pcs required

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

Spark Plug - 12pcs required

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

Spark Plug - 6pcs required

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



Established 38 years ago, we have the largest range of parts in the UK for all Porsche models. Shown above is a small selection of our range of Porsche parts, more available at www.carparts911.co.uk



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

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

EVERY PART FOR every PORSCHE

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

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

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



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



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



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



Ultimate Performance Cooling



WORLD'S BEST ALL-ALUMINIUM PORSCHE RADIATORS

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

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



Dealer enquiries welcome

DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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



Words: Paul Davies

PORSCHE 911 CARRERA TARGA

Not many air-cooled Porsches in the *911&PW* fleet these days. A sign of the times, but long term contributor, Paul Davies, has had this beauty for 10-years and 50,000-miles now

Should you still have the 2006 issue of *911 & Porsche World* that last featured all our staff and contributors' cars you'll spot the self-same red Carrera Targa that appears on these pages. Which means I can also pop a cork to ten years' ownership; I can also say that I have enjoyed every one of the 50,000 and a bit miles that have been covered by just two sets of Avon tyres during that time!

I was sorry to see my old 912 depart to a new owner back in 2005 (there was a short gap whilst I found my replacement) particularly as values of the 'four cylinder 911' have climbed even more so than the, still agreeable, rise in those of the Carrera, but I had good reason.

The 912 came as a California import (it really was – almost – rust-free) with, it seemed, square tyres, a sun-baked fascia, bouncy suspension, rock-hard seats, thread-bare carpets, poor brakes and coughing Solex carbs. I stuffed the seats

with foam (as a stop-gap before letting Southbound Trimmers do their excellent work), fitted new tyres (Colway's rally remould, sadly no longer available), a new master cylinder and new rear arm bushes. Steve Winter of Jaz Porsche tickled the carbs, fitted new Bilstein dampers and made sure all four wheels pointed in the

a 911.

The choice was almost easy. I passed over an immaculate, but pricey at the time, Carrera 3.0 and then aimed straight for what I regarded as the last 'real 911'. Furthermore, experience by both Yours Truly and my long-time co-driver (she loves it when I have to do exactly what she tells

“ I rallied, auto-tested, went on scenic tours and even hillclimbed it ”

right direction by the wizard use of a length of string and a piece of chalk.

After that everything was great. I rallied, auto-tested, went on scenic tours and even hillclimbed it, but there was a problem. It was not a daily-driver. Too slow, too fragile, too old? And, I'd always had a hankering for

me) of the 915 gearbox/cable clutch of the spurned Carrera 3.0 meant a hydraulic clutch and Borg Warner G50 transmission was advisable.

So an '87 model Carrera 3.2 it was, the Targa bit came about not particularly by choice but simply because the best

Below: Paul Davies and his Carrera 3.2 Targa. For so long the poor relation to the coupe, the Targa is getting its day in the sun, thanks to a resurgence of Targa love brought about by Porsche's retro look 991 Targa. For those in the know, however, it's never been out of fashion





available car was that way. In fact I don't regret that at all – the ventilation of any early 911 is so bad the lift-off roof is a bonus any time there's a hint of summer. And, in the style sense, are Targas not 'cool' now there's one in the new model line up?

I've had problems, of course. PCT of Coventry (one of the very earliest

rubbed against a rear wheel.

More recent mechanical work has included the replacement of the front brake calipers and a front suspension arm after the original broke its anti-roll bar mounting. At the same time I had all bushes replaced with SuperPro synthetic items – a good move. Those Avon tyres I mentioned

classic Carrera and I'll guarantee an ear-to-ear grin develops within a mile. This is driving as it should be, as it used to be, seat of the pants stuff. Precise, non-assisted steering, oodles of low-down torque from the 3.2-litre flat-six, super-smooth power right up to the 6300rpm red line, slick gearbox, precision handling, anchor brakes.

My red Carrera is fast, even by those modern standards. OK, (photographer) Fraser's GT3 and Tipler's 996 also in our set-piece picture are flat-out faster, and the (other) Fraser's banana Boxster will corner smoother than anything on account of its mid mounted engine, but only by degrees. That air-cooled, 3.2-litre, horizontally opposed six is man enough for any real-world, on-the-road situation; third gear is all you need in traffic, except you'll gun that motor just to hear the unique sound that a friend of mine once described as being akin to 'someone pushing over a pile of dustbins'.

My current Porsche has done all the things the old 912 did, but it's also been regular transport on 911&PW and *Classic Porsche* assignments. This month it will be taking part in the Derbyshire Dales Scenic Tour and then making its third 2000 miles round trip to Spain, all I expect with overall fuel economy of around 25mpg.

Ownership has not been cheap because I like to keep body and mechanicals at top level, but looking at current values I reckon with purchase price and maintenance costs added together I'm still ahead of the game. So perhaps you can see why I'm celebrating a decade of ownership.

First Porsche ownership experience came with a largely rust free California import 912. A crystal ball might have encouraged Paul to hang on to it, such is the way that 912 prices have rocketed, but he's not done too badly with the Carrera Targa

COVETING ANOTHER MAN'S CAR

Don't think I could handle the daily grind with a GT3, I'd always get the feeling that I was underperforming. Me, that is, not the car. Horton's 924S is underrated (I always get the hump when I remember Porsche GB refused to sell me one at a discount in 1987 although the factory had approved the deal) but I didn't like the seating! So there's only one for me and that's Brett's Boxster, banana yellow and all.

Porsche specialists) from which I bought the car, replaced a burnt out fresh air blower under warranty, and later a leaking dry sump tank. They also fitted a new, stainless, pre-silencer between the exhaust manifolds and the rear cross-ways box. Oh yes, PCT also re-fitted the rear anti-roll bar when a mystery clunking noise was revealed to be that someone had installed it upside down!

The clutch went a year after I took over, and just before – luckily not during – a 2500

earlier also deserve a round of applause: good ride and performance at modest cost.

What's left to report? Oh yes, bodywork. Over the years I've had little jobs done to keep things up to scratch, if you'll excuse the pun, when the paintwork got a bit shabby, but last year bubbling appeared around the passenger door sill, and subsequent surgery revealed rust through the inner sill and into the 'kidney bowl', which strengthens the inner panel. The resulting bill was tough to take but if I'd left it longer I know the hit would have been

“ The 3.2-litre, flat-six is man enough for any real world situation ”

miles trip to Spain and back. Gantspeed fitted a new one and also took the opportunity to update the release mechanism to later spec. As well as, oh, umpteen other essentials they found, like fit new rear discs and replace the carbon canister (didn't know it had one) that had

much more. Don't believe that rot (another pun) about Porsche curing rust problems from 1976 by zinc coating the shells.

If you're beginning to think it all sounds a lot of hassle and expense let's get things straight. Step out of (almost, I have not driven them all) any modern car into the

MONEY NO OBJECT

My wishes are pretty modest, Porsche values considered. You'd have thought an oldtimer would plump straight for everyone's dream machine, the 1973 Carrera 2.7 RS, ducktail and all, but I'll stick with a same year 911S Targa complete with that lovely stainless roll hoop and plain engine cover just as 'Butzi' intended. But, if you like, fit the 2.7 RS motor for me. Thanks very much.





Words: Brett Fraser

PORSCHE BOXSTER 3.2 S

A lifetime immersed in car scribbling, *911&PW*'s Dep Ed, Brett Fraser, has driven them all, but when it comes to splasing his own cash, it's a vibrant yellow Boxster that hits the spot

My first Porsche was a 914. A Politoys diecast model that my father had bought a nine-year-old me to keep me quiet in the back of the car while we toured Europe's supercar factories in the early 1970s. The nice PR man at Lamborghini feigned horror when he saw the Porsche and promptly presented me with two Lamborghini models, a Miura and a Jarama: my brother and I played with them on the Lamborghini factory floor while the PR man showed Dad around the yet-to-be-seen-in-public Countach prototype.

Even as a nipper, the Countach was jaw-dropping. But neither it nor the Miura and Jarama models could diminish my fondness for the 914. I've still got it, in fact, somewhat dented and missing its windscreen, and now adorned in multiple layers of Humbrol

enamel, although I wouldn't like to speculate which box in the attic it's in. Years later I contemplated buying the real thing from another journalist, but by then I was road-testing 944s, 964s, 993s and 928s for a monthly motoring title and concluded that the 914 was probably better off left as a

hero unmet...

Porsche heroes that I did meet, however, included the (930) 3.3-litre 911 Turbo. I was operating the performance testing equipment while a colleague attempted to

launch the car from standstill to 60mph. The official quoted figure was, I think, 5.2secs, and while we were near that time the turbocharger kept bogging down as the Turbo's back wheels found grip and spoiling the run: for a good figure we really required plenty of initial wheelspin.

“ Mostly as a joke I suggested dumping the clutch at 5500rpm ”

Mostly as a joke I suggested dumping the clutch at 5500rpm. No problem with the wheelspin this time – the turbo stayed mightily on boost and the car rampaged off the line with such furious force that we both

Good with colours, or just colour blind? You decide, but Brett held out for a yellow Boxster and doesn't care what anyone else thinks! Black wheels offset with good effect. Ride height enhanced with Eibach springs



started giggling involuntarily. The Turbo smashed out a 4.9secs run to 60, which may seem a little so-so these days, but back in the late 1980s was awesome stuff. And when we returned to our point of departure, the twin, thick skid marks had a series of gaps in them where the back wheels had momentarily left the ground a few times – the Turbo had truly leapt away from standstill.

Four black lines on the road marked another great Porsche moment, this time in a 959. The white Comfort model belonged to Lord Mexborough, a car collector who believes that cars are there to be driven and who doesn't mind being there when someone else is caning his. I'd had an epic run in the car, but it was left to colleague John Barker to wring the most out of it for the magazine's cornering pictures.

Quicker and quicker John thundered around the corner until I couldn't believe that the 959 hadn't just flown off the road. All the while Lord Mexborough was filming the action for his own archives, and with each pass urged John to go faster still. Finally, with the car a white smear across my field of vision, John eked out an even more startling corner



Since Brett has mentioned his visit to the Lamborghini factory, we just happen to have a pic supplied by brother Antony. While mum, Robin, looks on, Brett is the one looking the other way, while Antony is peering into the engine bay and youngest brother, Dominic, surveys the interior. Father Ian is presumably behind the camera. It's no wonder these boys grew up with petrol in their veins

embodies the spirit – if not the outright pace – of those other epic sports cars. When the Boxster was new it won pretty much every magazine group test it was

allow for monster speeds, but it did have a couple of savage little corners, one of which was immediately followed by a second kink. You may have heard people bang on about the handling balance of a well set up mid-engined car; well, the Boxster is the epitome of that configuration.

Even at very high entry speeds its Michelins just dug in and hung on. Pushed harder the fronts started squealing as understeer crept in, yet even a hearty lift of the throttle mid-bend and then a stupidly large reapplication of the right-hand pedal failed to significantly unsettle the chassis. On one of the occasions where there was a slight swap to the onset of oversteer, the Boxster's innate balance made it easy to get the car settled before the speedy arrival of the next corner – settled enough to get straight back on the power.

There have been days when Britain's miserable traffic conditions have made me question the sense of keeping a car with the Boxster's talents when they are so little used – the outing to Bicester Heritage's track has extinguished those flames of doubt.

COVETING ANOTHER MAN'S CAR

Confession: I didn't manage a drive in anyone else's Porsche on 911 & Porsche World's Big Day Out to Bicester Heritage. But I do rather envy Bennett and Towler's latest chariots, and I forgive Mr Tipler's attempt to deceive with his GT3 lookalike. Although I'm not a great Targa fan, Mr Davies' example is gorgeous; as for Chris Horton's scabby 924, well, I'm sure it has potential. We'll wait to see about Pete Simpson's pile of parts... As he's my younger brother, I have, however, driven the Other Fraser's genuine 996 GT3. As he's my younger brother, please no-one tell him that I'd really like to take his car home with me.

speed and the 959 laid down four lines of rubber as it reached the edge of adhesion. Nobody needed telling it was time to call it a day.

All of which is a long-winded way of

entered into, not necessarily by being the quickest of the pack, but rather for the depth of its dynamic abilities on every level. It's not a car that offers instant thrills to appease a mass audience, it wants you to be involved, to invest time in learning how

“ When the Boxster was new it won pretty much every group test ”

explaining why I eventually got around to buying my own Porsche, a 2000 Boxster 3.2S. No delusions about it matching up to some of my other Porsche experiences, yet it was the best Porsche I could afford and

far you can push it.

Our outing to the excellent Bicester Heritage facility allowed the opportunity to extend my own education on that front. The tiny circuit we were granted access to didn't



MONEY NO OBJECT

Bottomless bank account? I'm sure some of the old boys will be looking towards classic race cars, but I'm a man of simple, easy to look after pleasures. A 991 GT3 RS would do me nicely, or even a plain old GT3. Yet I actually think I'd prefer a Cayman GT4. Or failing that, the previous generation Cayman R, manual 'box, orange or green. There's something about my Boxster's mid-engined configuration that has clearly rubbed off on me.



TUNE^{RS}
MOTORSPORTS.COM®

PERFORMANCE & RELIABILITY



WE MANUFACTURE & DEVELOP HIGH QUALITY RELIABILITY COMPONENTS FOR YOUR PORSCHE®

Direct Oil Feed (DOF):
The cost-effective prevention system to help protect against a possible IMS Bearing failure for all Carreras, Caymans and Boxsters.

THE BEARING IS NOT THE PROBLEM; IT'S THE LACK OF PROPER LUBRICATION

It's a common problem that could cause a catastrophic engine failure on Porsche® engines from 1997-2008. *Excluding GT3 and Turbo models

THE ONLY IMS LUBRICATION KIT FOR M96 AND M97 ENGINES WORLDWIDE
Does not require engine dismantling for installation



Deep sump oil pan extension



Underdrive Pulley



Steel braided brake lines

f TuneRS Motorsports
@tunersmotorspor
@tunersmotorsports

DESIGN 911 UK
U.K. Distributor

(+1) 954-345-7877
11510 Wiles Rd, Coral Springs, FL 33076, USA.

©Copyright 2008-2016 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.

elite motor tune Limited 



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

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

Recent new workshop with latest German technology and 7 service bays

www.elitemotortune.co.uk

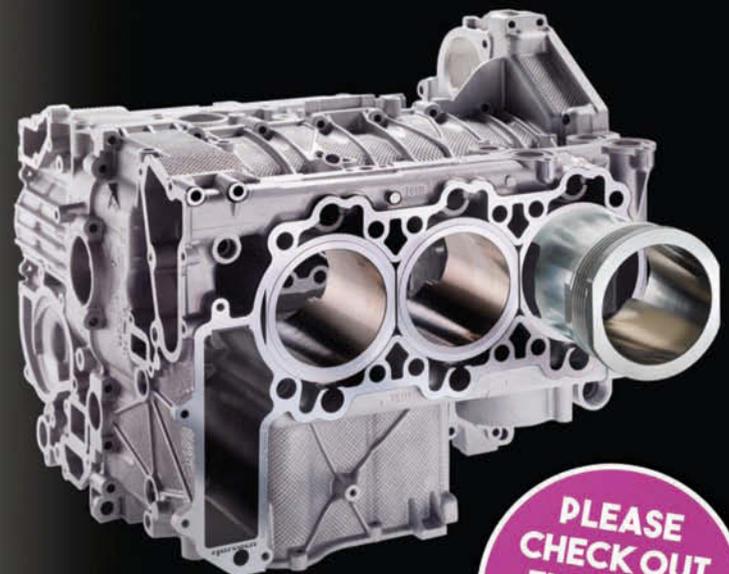
NORTHAMPTON Tel: 01604 757510

ENGINE REBUILDS FROM £2,200 + VAT



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



PLEASE CHECK OUT THE VIDEO ON OUR WEBSITE

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



M&A COACHWORKS

Londons only Porsche Recommended Repair Centre

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



Porsche Restoration Day
The Fan's Choice winner



M&A Coachworks
135 Highgate Road
London NW5 1LE

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





Words: Keith Seume

PORSCHE 912/6 EL CHUCHO

Keith Seume's 912 hot-rod has been a well documented labour of love. He's shared the pain and the glory in these very pages. We would love to have had it at our photo shoot, but El Chuchito had other ideas!

Damn, it seems like a lifetime ago since I first had any contact with the world according to Herr Doktor Porsche. I remember walking to school as a skinny little nine-year-old and seeing every day a bearded old man (everybody seems old when you're nine) driving what I soon found out to be a Porsche 356A. If he wasn't driving his Porsche, he'd be astride an old Norton.

The beardy fellow was, of course, Denis Jenkinson, doyen of motoring journalists, co-pilot to Stirling Moss and an all-round eccentric. He lived a few miles away and his route to work happened to coincide with my walk to school. The image of his little 356 coupé seared itself in my mind for ever.

A few years later, while up to my ears in VWs, I bought a set of 356 wheels and

gauges for a never-to-be-completed Beetle project (one of many). The deal done, I was then offered two – yes, two – 356As, minus their engines, for £350 the pair. My mum had a fit and told me 'no way'. Sigh... Porsche ownership would clearly have to wait.

Further pre-ownership contact manifested

and, as a journalist, a brand new 911SC borrowed from Porsche GB for a magazine road test. That could have put me off Porsches for life, as the cam chain tensioners lunched themselves on the M4 in spectacular fashion...

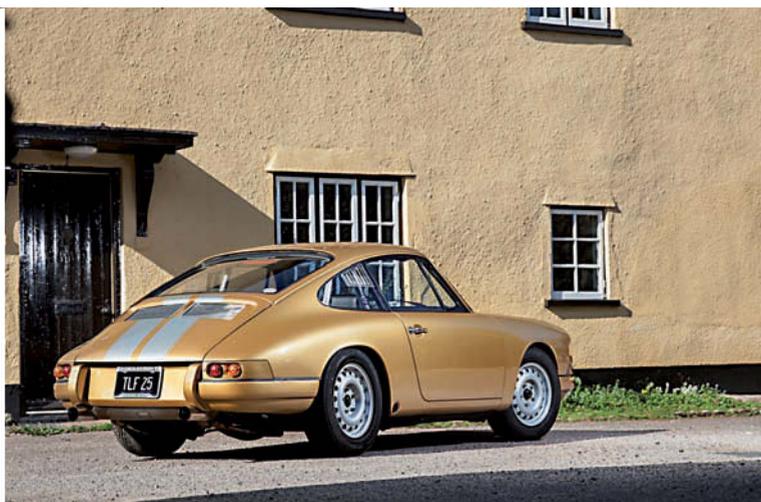
After several years of Beetle ownership,

“ The cam chain tensioners lunched themselves on the M4 ”

From start to finish, we've all followed Keith's 912 hot-rod journey. Depending on your outlook, it will have been an inspiration or a warning as to how it can all simply get out of control! Engine puts out 210bhp on throttle bodies and sounds amazing

itself in the form of driving a friend's 930 Turbo (a rare Martini special edition), a Kremer-built 934 look-alike on which I did some mechanical and body repair work

including time spent drag racing. I eventually took the plunge and started actively looking for a Porsche to buy. Budget was modest, so I considered a 944





(nice, but not me) and a 914 (nicer, but lacking a certain *je ne sais quoi*). Then I got 'The Call' – the game changer. Barry Curtis called me to tell me of a 914/6 for sale in Paris and the rest is history.

I've always liked the slightly oddball models, so the 914/6 was later joined by a 1974 2.7 Carrera, a car which nobody really

I snapped that up, and then I spotted an advert for a Junior tractor for £1100. Had to have that, too. Four Porsches, a four-car garage, big workshop – I was in heaven. And then came the divorce...

The 914/6 was the first to go as it needed a resto and I didn't have the time, money or

hot-rod (or 'outlaw' in modern parlance). The result is what you see here and what now resides in my single-car lock-up (oh for a decent garage with power and light...).

After a four and a half year struggle to build the Porsche of my dreams on a very tight budget, I'm pretty happy with the result, but El Chucho still turns round and bites me every now and then. Right now it's the alternator that's quit and, of course, it has to be an early unit which is tricky to find and expensive to replace.

The project has been covered extensively in both this magazine and its sibling, *Classic Porsche*, as well as on the DDK-online and Early 911S Registry forums. Venting my frustration in public led me to receive numerous emails expressing solidarity ('I know what you're going through – it'll all be OK') and several others questioning my sanity ('Why didn't you just buy a 911?'). The answer to the latter question is: 'I couldn't afford one'.

Of course, I ended up spending at least double what I anticipated, but that's the nature of the beast. It turned out pretty much how I wanted, too, although the decision to go without a heater is one I have regretted on occasion! Driving El Chucho is a visceral experience. It's noisy, lacks refinement and gets looks out on the road. I love it and wouldn't swap it for anything. Except a 930 Turbo. Or a 2.8RSR. Or...

Left to right: 1966 912 was bought on a whim and didn't stick around for long. The 914/6 was Porsche number one. The 928 cost just £2000 and ended up in the Middle East. The '74 Carrera 2.7 was a £12k bargain and was made to look like a Kremer style 911R. Tractor? It probably seemed like a good idea at the time

COVETING ANOTHER MAN'S CAR

So, I can have the keys to any one of the rest of the team's pride and joys. Chris, I'm sorry, but try as I might, I really can't quite see me in a 924. And, be honest, can you? A 924 Carrera GTS, maybe. As for all those silver 996s, when I'm appointed Lord of the Universe (just wait), I shall decree that no more silver cars shall ever be built. Now, that nice red Carrera 3.2 of Paul Davies looks cool. Shame it doesn't have a proper roof, but I could live with that as a summer runabout. Not so a bright yellow Boxster, I'm afraid. No, I won't be swapping log books and keys any time soon. Not that any of the others want a car without a heater, anyway. Especially a gold one.

understood at the time. Blessed with the same drivetrain as the '73 Carrera RS, I paid just £12,000 for my Italian import back in the year 2001. And then I did something which nobody would dare do today: I backdated it to a vaguely 911R-like hot-rod, with Minilite wheels, glass panels and a

space. This was followed by the tractor, as I now lived in a town. The 928 became problematic so was sold on eBay to someone in the Middle East where, presumably, it spent its final days. The backdated Carrera was sold to help fund a house purchase, but was quickly replaced by a 1966 912, which I bought on a whim.

“ A 4.5-year struggle to build the Porsche of my dreams on a budget ”

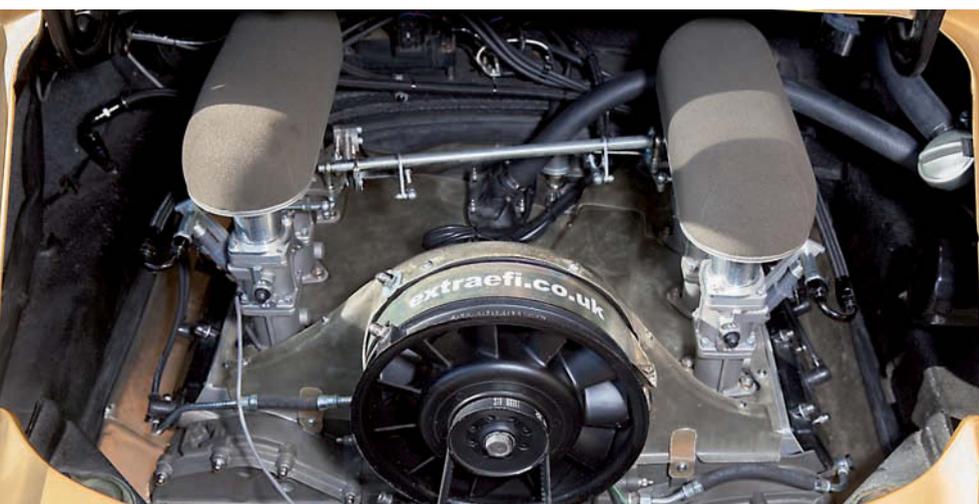
Kremer-esque paintjob.

Nobody really 'got' what I was doing and I came in for some stick in certain quarters, but I liked it. But I wasn't happy with just two Porsches, I wanted (needed!) more. I was offered a first-series 928 for £2000, so

By now, I was in the position of only being able to have one 'toy', so when I had the urge to have another fast Beetle, the 912 was sold. Then, going full circle, the VW was sold to buy another 1966 912 – this time as the base for a 911-powered

MONEY NO OBJECT

Putting aside the obvious but absurdly impractical choices of a 935K3 or a 917, I can see myself steering towards a 911R. A proper one, not that modern upstart. Loud, fast, rare and the very embodiment of less is truly more, the R was the original factory hot-rod 911. Street-legal, a potential race and rally winner in the right hands and mouthwateringly gorgeous, I want one. How about a modern Porsche, you say? OK, I like the idea of a Cayman GT4, but think I'd ultimately get bored. Nah, I'll stick with an old 'un.





Words: Adam Towler

PORSCHE 996 C2

It was starting to get embarrassing, but at last resident Porscheophile, Towler, has gone and got himself a Porsche. No surprises – it's a 996 C2, manual, the purist/journalist's choice

Take a look at the Our cars line up these days and I think it says something very interesting. Where once there would have been a line-up of assorted air-cooled 911s, probably supported by a phalanx of four-cylinder cars, there is now the silky purr and wail of water-cooled 'sixes'. It is a reflection on the used Porsche market as a whole, something entirely to be expected. The air-cooled 911s have moved into a different world, one out of reach for many (including most journalists!). Sure, we still have Paul's Targa on the fleet, and Antony's acquired-from-family SC, not to mention Keith's early 912 project (that car sadly hit a snag and couldn't make it along), but the former pair are longer term ownerships: I'm not sure the situation would be the same if the

cheques were being written now.

The obvious theme is the rise of the 996 Carrera. Where Steve once ran a 3.2 Carrera and, of course, Johnny the 'Peppermint Pig' 964, there now sits gen 1 and gen 2 996 Carreras. And now I've joined that party, with a gen 2 996 Carrera of my own. The reason is pretty obvious: in

detractors, it has to be said, but many of those are people simply following the current perceived wisdom. Give it time, and they're probably the people who will be hailing it the new classic of the early 2020s.

I've bought a gen 2 for a few reasons, but principally because I really like the way they look, especially in the right colour.

“ Now there is the silky purr and wail of water-cooled 'sixes' ”

the current market, if you're after a 911 on a real-world budget then you're going to be looking at the 996. This is a car with its

Now, that's not meant as a slight to Editor Steve and his gen 1, because his car, in particular, does look very purposeful, but

Below: Laughing? You would be too if you'd picked up this black 996 C2, with matching black leather interior for a mere £16,000 from respected specialist Ray Northway





there's just something about the gen 2 aesthetic modifications – the sharper 'bone lines' in the bumpers, the almost shark-like air intakes, the more modern lighting – that lift it onto a different plane for me. And then there're those wheels: oh, those five spoke wheels! Always had a thing for those. Plus,

nearly as quickly as I'd got into the trouble – about a fortnight – and lived to fight another day.

I also ran a white 3.2 Carrera for a while, but this car belonged to a collector and was never actually 'mine'. I wrote about the

else: another 944? Or should I go for the big prize, a 911? I initially looked at early 997s, and narrowly missed out on one car in particular, but through losing that one I was forced to re-evaluate my game plan, and purely on the off chance had a quick look through the 996 classifieds.

They say you know 'The One' instantly, and so it was with my car. The moment I looked at the picture of it, and read the spec, I knew I was going to buy it. Every box in my head was ticked, so as long as it all checked out and wasn't a dog, then why not? I've driven plenty of 996s before; I didn't need to traipse around the country looking at loads of cars first.

I'd been slow off the mark with the 997, and wasn't going to make the same mistake twice. The next morning I was down to Ray Northway's workshops, and even while I was there he took calls on the car. He'd sold two similar gen 2 Carreras in the previous few days, so cars of this standard aren't exactly gathering dust on the showroom floor, which should tell you something.

What about the usual 996 nightmares? Well, my car has had an upgraded IMS bearing recently, and I got it borescoped, too. It runs smoothly and quietly, so what more can you do? There'd be a risk buying any 14-year-old sophisticated performance car, so I don't think we should see the 996 as being much different to that – or am I just sticking my head in the sand? I'm about to find out, and in a public way, because you'll be reading about it in Our cars from now on. For now, I couldn't be happier with my new purchase, a car from a model lineage I've wanted to own since I was four years old.

Close shave or what? Non-running 944S2 turned out to be a rusty relic, with foliage growing from the sills. Adam managed to extricate himself before any real harm was done to both enthusiasm and bank balance

COVETING ANOTHER MAN'S CAR

- I'm not sure I can bring myself to say this, because I don't want to upset my Carrera, but Antony's GT3 gets me every single time.

there's the small matter of the 315bhp flat-six in 3.6-litre form, which remember, only has to push 1345kg around. There's nothing wrong with that power-to-weight ratio.

This is my second Porsche to be completely honest, but in truth, it's my first proper car. The first was a 944S2 that I don't really like to talk about, on account of still being mentally scarred by the sight of a plant escaping from the sill when it was put on RPM Technik's ramp for the first time.

experience in a different magazine, but as fortunate as it was to be in that position I didn't find it satisfying: it's just not the same when a car isn't properly 'yours'.

Recently I'd been thinking about buying a 944: Steve Bennett's 944, actually. As regular readers of Our cars will know, that car has been away for a while having an engine rebuild. Time ticked on, and I knew I really needed a car. It was like a brass band playing in my head, with the bandstand moving slightly closer to me

“ Another 944? Or should I go for the big prize, a 911? ”

Yes, I had bought it as a non-driver project, so I was expecting some work, but I've never seen a more rotten 944 than this one. It was a shame, because an early, white S2 is a really attractive car. I'd simply bought a dud. Thankfully I managed to get out of it

every day. Finally, my hand was forced. I needed a car for a driving holiday that happens once a year with friends, and peer pressure forced me into action. I couldn't guarantee that the 944 would be ready in time, so I would have to buy something



MONEY NO OBJECT

Choosing one car is always so difficult, but if push came to shove in the garage it would have to be some form of 997 GT3. I don't even mind which one, either. Now, I can't say fairer than that.





IT'S A WRAP!

So as the dust settles on a fine day out, we're sure you'll agree that the motley collection of fellows that make up the writing force of *911&PW* are cut from the right Porsche stuff and whose opinions qualify

So what have we learned, aside from the fact that we had a right nice day out, and the Editor bought the sandwiches? Well, it's interesting how our Porsche landscape has changed. As Adam remarked in his piece, a few years ago the gathering of cars would have been predominantly air-cooled, with some four-cylinder machines, too. That was starter Porsche territory, but not any more and we've cut our cloth accordingly. The air-cooled cars are now rather more classic and a lot more expensive, and *911&PW* has sister mag, *Classic Porsche*, to cover that end of things.

No, *911&PW* has always been about real-world Porsches and similarly real world experiences. It's no surprise, then, that some of us have left the over-heated air-cooled scene and are splashing happily around in the water-cooled end of the market. Sure, if we'd hung on to our classics for longer, we would have made a bit of money, but our cars are not investments, they are to be driven, preferably on the road and not off it out of fear of spoiling our investment. Others, like snapper Fraser, bought at the bottom with his GT3 and look to make a bit of dough. Hasn't stopped him modding the whatsits off it, though!

Perhaps we are not your average sort of Porsche buyer. We're clearly not afraid of a project or the lure of modifications, but many of you are exactly the same. Standard cars are thin on the ground in this gathering, even Paul Davies's Carrera 3.2 Targa sports a Brantz rally computer for road rally and touring events. Keith, meanwhile, will never shake off his hot-rod roots, Antony's SC is unlikely to retain its impact bumpers. Tipler's 996 is his own homage to...well, we're not quite sure, but he likes it. Pete is the project meister, while Editor Bennett won't rest until the suspension on his 996 C2 is perfect, whatever that is. Chris has ambitions for a 924/968 track-based hybrid and it's going to be fascinating watching Mike's exploits with a cheap Boxster. One thing's for sure: the Our cars pages of *911&PW* will never be dull. **PW**

BICESTER HERITAGE

Before we leave, a few words about our chosen venue for this test. You will have seen Bicester Heritage referenced throughout the feature, so what and where exactly? Well, the where is obvious, but the 'what' is actually an RAF air base just on the outskirts of Bicester and built over the WW1 and WW2 period, when it was a state-of-art Bomber station and as WW2 reached its conclusion, RAF Bicester became a busy maintenance unit for both aircraft and motor transport, which also became its role, as well as a training facility, in the post war years. Predicatably, though, it was de-commissioned in the early '70s and left, seemingly, to return to the land.

But not any more. The 348 acre site is actually listed and recognised as the most complete base still in existence. It is now being transformed into a business hub specifically for classic car workshops, race teams and any other business associated with the historic car world, including storage in the vast hangars. Many of the buildings have been restored and the runway and perimeter roads have been turned into a test track. Leafy avenues run between the red brick buildings and the impression really is of stepping back in time, particularly as a race Bugatti is sparked up or a Bentley Speed Six splutters by. Would be a fab place to base a magazine!

The site was acquired by a group of like-minded individuals just three years ago and so far what they have achieved has been remarkable, from the workshops and specialists attracted, to the boutique style accommodation on site and even the award-winning period loo! Future plans include a restaurant and the potential of a hotel. Its location, within striking distance of London and in the heart of the UK's motorsport valley is perfect, too.

Although not open to the public on a daily basis, Bicester Heritage does hold regular 'Sunday Scramble' events for classic car owners to have a look around and enjoy a coffee and a bacon roll. We would heartily recommend a good look around. For future dates and more info: bicesterheritage.co.uk



HENDON WAY MOTORS

HWM established 1952



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

FOR COLLECTORS OF MODERN ART



PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

See all of our cars at www.hendonwaymotors.com

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

PORSCHE PARTS



www.douglasvalley.co.uk

01257 472866

eBay shop [stevestrange007](#)

07801 456066

EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™



Your Porsche.

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

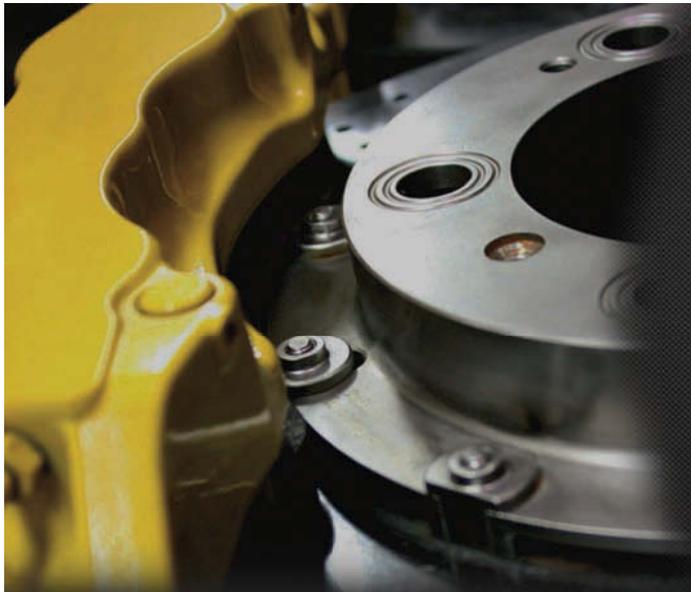
- Four wheel alignment and corner weight gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, conrolling and trim work
- Mapping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



Independent servicing and repair specialists for classic and modern Porsche.

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

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



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





ECONOMY DRIVE

As Le Mans approaches once more, race engineers and team managers will have their heads filled with thoughts about race strategy and how best to manage fuel usage throughout the day-long race. We look back to 1982 and the first 24 Heures du Mans where fuel efficiency became a major issue following the introduction of the new Group C regulations

Words: Keith Seume **Photos:** Porsche Archiv

Once again, as the famous 24 Heures du Mans approaches, we settle back in anticipation of a Titanic struggle between Porsche and Audi, each vying for overall honours in a race which has become as much about economy and emissions as it has about outright speed and spectacle. And while this shift of emphasis is highly laudable, we can't help thinking of the glory days when cars thundered around La Sarthe, rather than whistled and swooshed.

But talk of fuel economy is, in fact, nothing new for way back in 1982 – that's a whole 34 years ago – Le Mans entrants were faced with limits on how much fuel could be consumed by each car during the 24-hour period.

Big news for 1982 was the introduction by the FIA of the new Group C, the purpose of which was to replace both the old Group 5 Special Production Cars (such as the Porsche 935) and Group 6 Two Seater Racing Cars (Porsche's 936, for example). Introduced alongside Group C

were the new Group A for touring cars and Group B for GTs.

Part of the reasoning for this was that some within motorsport's governing body felt the old regulations had become over complicated, and the cars out of touch with reality. The new 'groups' were intended to bring some order to the World Endurance Championship (WEC) and inject some interest into an area of motorsport which some felt had lost its way.

Part of the problem was that the major works teams had disappeared, factories preferring to assist privateers or simply step aside to make way for entries from smaller specialist manufacturers, such as Rondeau or de Cadenet, for example. This was largely a consequence of the lasting effects of the mid-1970s oil crisis, which had made a major dent in the fortunes of many of the world's leading car manufacturers, Porsche included.

It was hoped that the new regulations would capture the imagination of the major teams, seducing them back into the fold. Porsche had won in 1981 with a 936 driven

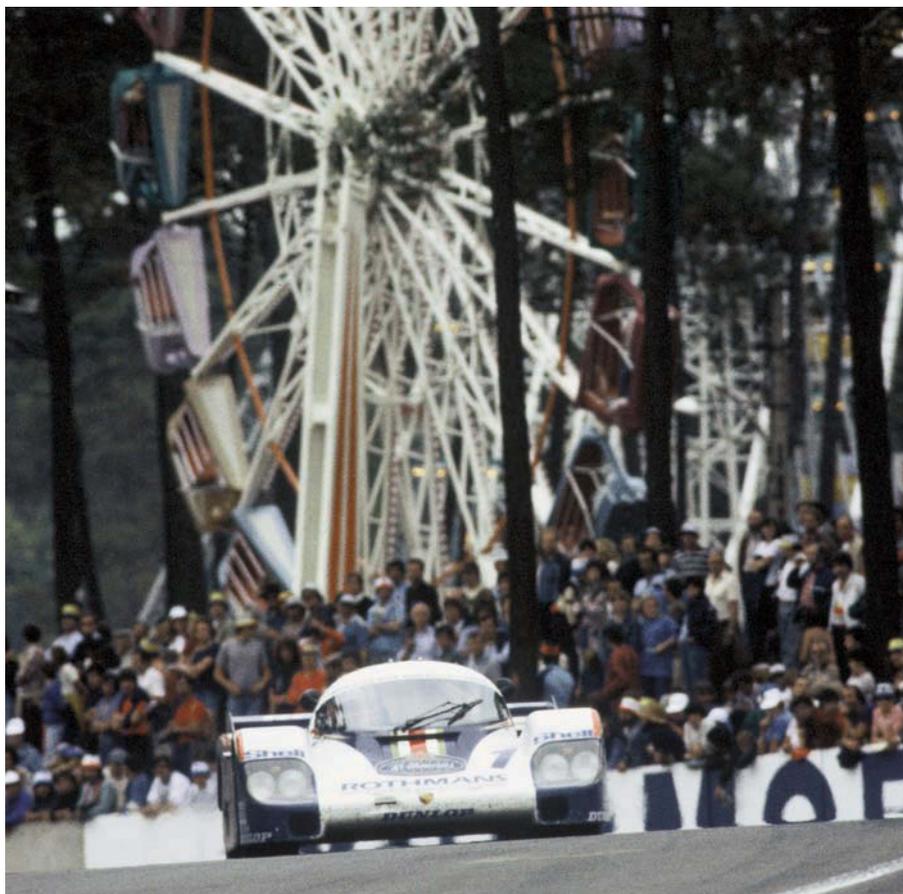
by Jacky Ickx and Derek Bell – surely the greatest driving partnership in Le Mans history – which ran in the Group 6 category, and was expected to tackle any opposition head-on in Group C.

What set Group C apart from previous classes was that there would no longer be any restriction on engine capacity, or type, only that the engine had to be supplied by a company which had cars homologated to run in Groups A or B. For Porsche, that was easy as the long-running 911 was an ideal base for a competitive Group B entry.

What levelled the playing field for all the teams (or was supposed to level the playing field) was the matter of fuel economy. The FIA believed that by placing limits on the amount of fuel available per race, engineers would be forced to restrict power outputs, which in turn would lead to closer racing. And following the previous decade's oil crisis, any form of motorsport that appeared to promote fuel economy was seen to be 'a good thing'.

The Group C regulations dictated that each car carry 100-litre fuel tanks (roughly

Above: Lined up for the ultimate PR photo opportunity, the three victorious Rothmans-backed 956s of the Porsche System team enjoy the limelight



22 Imperial gallons), with fuel stops throughout each race carefully monitored so that nobody tried to take on extra fuel. In a six-hour – or 1000km – race, just five fuel stops were allowed, but at Le Mans, 25 stops were permitted.

To put this into perspective, these limits equated to each car being required to use no more than 60 litres of fuel for every 100 kilometres – or, to put it another way, an average of 4.71 miles per gallon. However, that would not take into account the need for some level of fuel reserve – after all,

you can't run a car dry and then magically return to the pits to refuel. Some events – Le Mans, for example – were run over a set period of time, rather than a set distance. Bearing this in mind, Porsche's engineers set themselves a target of 55 litres per 100kms, or 5.14mpg.

There were further restrictions, too. Each car had to weigh no more than 800kg without fuel, and there was a limit on wheel width at just 16 inches. There were restrictions on various detailed dimensions of the bodywork, too, including the size of

the doors, the width of the cockpit and the width of the base of the windscreen. Each car had to be fitted with a passenger seat, too – after all, these were supposed to be 'sports cars'...

By themselves, the new regulations shouldn't have presented too much of a problem in terms of entries – what was a problem, though, was the amount of time it took for FISA (*Fédération Internationale du Sport Automobile*) to get its act together and release the definitive set of regulations. It was back in July 1980 that

Above left and right: There are iconic images aplenty at Le Mans, from the old Ferris wheel to the famous Dunlop Bridge. Porsches dominated the 1982 event from the very first lap



Left: With lines which clearly inspired the production 944, first place in IMSA/GTR went to the 924 GTR of Bundy/Busby/Mignot



Group C (or what led to it) was first suggested, with a bare-bones outline of the new regulations made available in December that year.

FISA's boss, Jean-Marie Balestre, was full of enthusiasm for the new regulations and spoke of them in glowing terms at a press conference at Le Mans in 1981. It was his opinion that they would help restore interest in the upper echelons of sports car racing. And he was right.

The problem was that, even by the end of the season, the new regulations hadn't been finalised. What were supposed to be the definitive guidelines were published in October 1981, but there were still questions that needed answering.

The race teams were forced to take a guess at what the final rules might include – it was a situation which resulted in some rather unfortunate collateral damage.

British manufacturer Lola had pinned its

hope on the new T600 but, when the regulations were finally released, it was clear the new car wouldn't match up to the required specification. As a result, Lola's boss, Eric Broadley, was forced to build a new car for Group C, the T610.

That was bad enough, but worse was to come. BMW took one look at the regulations and made the dramatic decision to pull out of endurance racing altogether, leaving a huge void in the entry lists. Fortunately, Ford stepped up to the plate and announced its intention to run in Group C with the all-new C100, which made its first public appearance in the Flying Tigers 1000 at Brands Hatch at the end of 1981. It led the race until retiring with a broken gearbox.

But the 1982 season didn't get off to a great start. For a variety of reasons, the first two rounds, to be held at Brands Hatch and Mugello, were postponed, so the

season kicked off at Monza in April, where it was soon obvious that the new Ford was outclassed and uncompetitive. The event was won by Rondeau, with the new Lola T610 being disqualified on a technicality.

What of Porsche, though? The Stuttgart-based team saw the Group C regulations as an opportunity to develop an all-new car, the likes of which hadn't previously been seen. In the past, Porsche had favoured a tubular chassis but for the first time an aluminium monocoque was used, largely to make full use of ground-effects.

Porsche's low-slung flat-six engine and attached transaxle weren't ideal in this respect as they interfered with the ideal routing of ground-effects tunnels under the car. To improve matters in this area, Porsche mounted the drivetrain at an angle, tilted down at the front to make space for the tunnels.

The new car had not even turned a wheel in anger by the proposed start of the season, and when the event at Monza appeared on the horizon, the 956, as the new car was called, was far from race-ready. Silverstone in May was a more realistic proposition, but even that was cutting things fine.

Following a session in Volkswagen's wind tunnel, the first 956 was whisked off to Paul Ricard in the south of France for a prolonged test session. With Jürgen Barth at the wheel, it proved a success, with almost 1000 kilometres covered without major problem.

The car's first outing at Silverstone showed up one problem – a fairly serious one given the emphasis on fuel economy under the new Group C regulations: the necessary five pit-stops in a six-hour period proved less than ideal for the thirsty 2.6-litre twin-turbocharged Porsches. Drivers Jacky Ickx and Derek Bell found themselves in the unusual position of having to race with one eye on the fuel gauge, figuratively if not literally. In the end, the Rothmans-backed 956 finished second overall, but first in Group C.

The winning car was a Lancia LC1,

Above left: Third of the three 924 Carrera GTRs running in IMSA/GTO was disqualified in the sixth hour

Above: Kremer CK5 was based on a 936. The Interscope/Kremer-entered car lasted just two hours before retiring...



Left: The scene of what many consider to be Porsche's greatest racing victory. Hard to argue against that – after all, claiming the first five positions and with three team cars crossing the line in numerical order takes some beating!



which was run under the old Group 6 regulations – a move prompted by the FIA's decision to allow the previous year's Group 5 and 6 cars to make up the numbers in the still rather empty Group C field.

Rather than compete at the Nürburgring 1000km the following month, Porsche made the decision to wait until Le Mans where the unfavourable fuel restrictions (in terms of the number of required stops) would be less of a hindrance. Le Mans, too, was the most prestigious event of the season, the one which every team wanted to win...

In preparation for the famous 24 Heures du Mans, a 956 (chassis number 956 001, as it happens) was taken to Weissach's rolling road dyno where it was subjected to 30 hours of non-stop abuse, simulating laps at Le Mans, with high-rpm blasts, followed by multiple downshifts before hitting the high revs again. The car passed with flying colours.

Happy with the results, the go-ahead was given to build three cars to take to La Sarthe. Chassis numbers 002, 003 and 004 were assembled in double-quick time and then subjected to lengthy pre-race testing at Weissach.

In an interview in *Motor* magazine, Derek



'The Porsche engineers have calculated that we will probably have to stop for fuel every 45 minutes and, with the new restrictions on the rate at which the tanks can be filled (*gravity feed at only 50 litres per minute – KS*), it looks as though each

the new regulations, adding 'Personally, while I understand the need to stop anyone bringing along a Chevy-engined gas-guzzler, it's no way to go racing – to be running low revs and keeping in a high gear...'

Qualifying at Le Mans was an eye-opener. Given the fact that the 956 was an all-new car, nobody knew quite what to expect. However, true to Porsche form, Ickx set a blistering pace to put his (and Bell's) car on pole, with a lap time that was a full second quicker than the previous year's (set with the flat-bottomed 936, running a similar engine to that of the new 956). Next in line was the Maas/Schuppan 956, followed by the 936 of Wollek/P Martin/J-M Martin in third, with a pair of Group 6 Lancias in fourth and fifth.

Fifty-five cars lined up on the grid for what was tagged as the slowest Le Mans start of all time, suggesting that drivers

Above: IMSA/GTX victors were John Fitzpatrick and John Hobbs, driving the JFR-entered 935. The slippery rear-engined car came in a very worthy fourth overall

Below left: Driven by Clear/Dron/Jones, the solitary 934 finished in 13th position, covering 2466.9 miles

Below: Second-placed 956 was driven by Jochen Mass and Vern Schuppan. A small electrical problem was the team's only scare

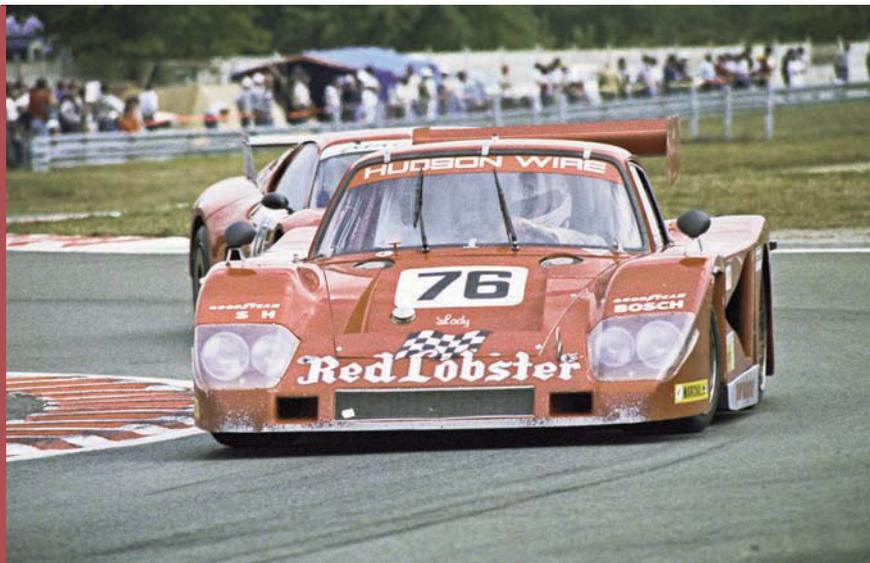
“ Personally, while I understand the need to stop anyone bringing along a gas-guzzler, it's no way to go racing... ”

Bell was realistic about the task that lay ahead: 'We are going to have to be very careful at Le Mans, like everyone else. I don't expect the situation to be as bad as it was at Silverstone, but it's still going to be a handicap.

stop will take around two minutes. When you add the time it takes to slow down and then get back on to the track, that's going to lose us at least three minutes for each stop, possibly four.'

Bell was clearly not very impressed with





were more concerned about not wasting fuel than going on a gung-ho first lap. The two Rothmans-liveried Porsches entered the first curve side by side, effectively making it impossible for others to pass. However, even if the pesky little Lancias had slipped through, their lead would have been short lived, for both the Group 6 cars from Italy suffered fuel problems in the first

Miller, which formed part of the Group C class – it ran out of fuel in the second hour while in 22nd place. The retirement was blamed on a miscalculation by the team. This was soon followed by Brian Redman's Lola, which also ran out of fuel out on the circuit. This happened after Redman had been forced to make up ground when his Lola was pushed off the grid after it failed

The next round of stops came 51 minutes later as Ickx brought car number one into the pits for fuel and a driver change. Bell's instructions were to take it easy as refuelling stops had been coming a little earlier than anticipated. Mass and Holbert arrived for fuel and a change of drivers on the following lap. Porsche's planned pit stops temporarily allowed a Rondeau and two Fords to take the first three places, but only until they, too, were brought into the pits and the Porsches allowed to get back into their stride.

Above left: Charles Ivey-entered 935 finished eighth overall, and first in Group 5

Above: Red Lobster-backed IMSA/GTX 935 of Akin/Cowart/Miller ran out of fuel in the second hour

“ All three team cars came into the pits on the same lap, much to the amazement of onlookers... ”

few laps, slipping to 53rd and 54th overall. Ten laps into the race and Ickx was still in the lead, ahead of Mass, followed by the Lola of Guy Edwards and the third 956 of Al Holbert. Maybe the new Group C fuel regs weren't such a problem after all. Or were they? The first car to fall victim was the IMSA/GTX 935 of Akin, Cowart and

to start, his spirited driving playing havoc with the fuel consumption...

The first fuel stops for the Porsche team happened about 47 minutes into the race, all three cars coming into the pits on the same lap, much to the amazement of onlookers. As a demonstration of well co-ordinated pit work, it was impressive.

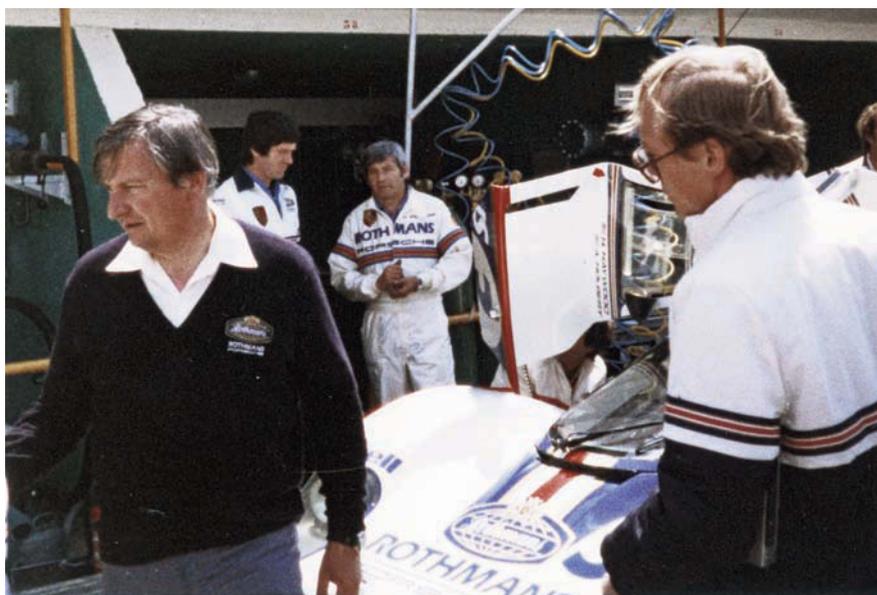
As the race entered the fifth hour, Porsches of Ickx/Bell and Holbert/Haywood/Barth held first and second places, with the Rondeau of Spice/Migault in third, followed by the third 956 of Mass/Schuppan. Over the next few hours, that's fairly much how things remained. The anticipated challenge from Ford was soon on shaky ground, and by 11.00pm both C100s were out, one with engine failure, the other with electrical problems. In common with all cars running the new Cosworth DFL motor, they had been suffering with a mysterious engine vibration throughout the race.

The French Rondeaus had looked threatening from the beginning, but by the halfway mark the three works entries had fallen victim to the curse of Le Mans. The first to fail was Pescarolo's, which blew its engine just after midnight. Three hours later, the second car was forced to retire from third position with a broken distributor, while the third stopped soon after with fuel problems. The two privately-run Rondeaus pulled out before long, too.

The Porsche machine rolled on relentlessly, with only minor problems giving the pit crew something to do other than refuel the Rothmans 956s. The Mass/Schuppan car had trouble with a fuel metering unit while running in second place, but that was quickly solved.

Of more concern was the loss of a door(!) and a broken rear wheel bearing on Holbert's 956. As reported at the time, there was not a lot Porsche's engineers could do about somebody failing to shut a door correctly during a pit stop... This

Left: A major part of the dream team: on the left is Norbert Singer, in the background to the right of him is racing mechanic Herbert Spier, and beside him is Roland Bemsel





dropped them back to fifth place, allowing the Joest 936 of Bob Wollek to move up into third overall.

Motor magazine's race report summed up the situation for spectators and, as it turned out, drivers alike: 'As dawn began to break, the situation was much the same as when the sun had set. The race's pattern was established and there was no way that Ickx/Bell and Mass/Schuppan were going to break it. This was getting boring...and that was the drivers' view!

'All through the race, the leading two cars had been lapping at more than 30 seconds off their practice pace, and with no challengers in sight were more than capable of reaching the stringent consumption requirement which had been a source of worry before the event.'

Everyone was happy – how could you not be when you're leading Le Mans so comfortably? – but, as Derek Bell was quoted as saying, 'It's just not very exciting, is it?'

The third 956 of Holbert/Haywood/Barth had fallen all the way back to ninth place by early on Sunday morning. But by mid-way through the morning, it had clawed its

way back up through the field, finding itself in fourth place behind the Joest 936 and the other two 956s.

Nothing, it seemed, could stop the Rothmans Porsches in their determination to dominate the historic event, not even a puncture for the race leader, Jacky Ickx. The number one 956 limped back round the circuit on its flat tyre, losing three laps of its five-lap lead over team mates Mass/Schuppan.

From that point on, everything went smoothly to plan for the works – or rather 'Porsche System' – team entries. The Joest 936 in third place developed a misfire, which gradually worsened to the point where there was no option but to throw in the towel when it spluttered to a halt out on the far reaches of the circuit.

This laid the way for the three 956s to hold the first three positions, which they did to the end. In a copybook choreographed finish, the three cars crossed the line in numerical order: first was car #1, that of Ickx and Bell, followed immediately after by car #2 of Mass and Schuppan, with car #3 of Haywood, Holbert and Barth in third. It was a PR man's dream...

The winning car covered 3039.6 miles at an average speed of 126.84mph. Impressive, yes, but even more so when you bear in mind that the winning car used the same engine as the previous year's victorious 936/81, which covered 2997.3 miles at an average speed of 124.93mph – and that was without any fuel restrictions.

So Porsche proved, as they had done many times in the past, and would do so many times in the future, that imposing strict regulations intended to make cars more economical, or even to restrict their top speed performance, rarely worked in practice. Give a race engineer a challenge like this and just see what happens.

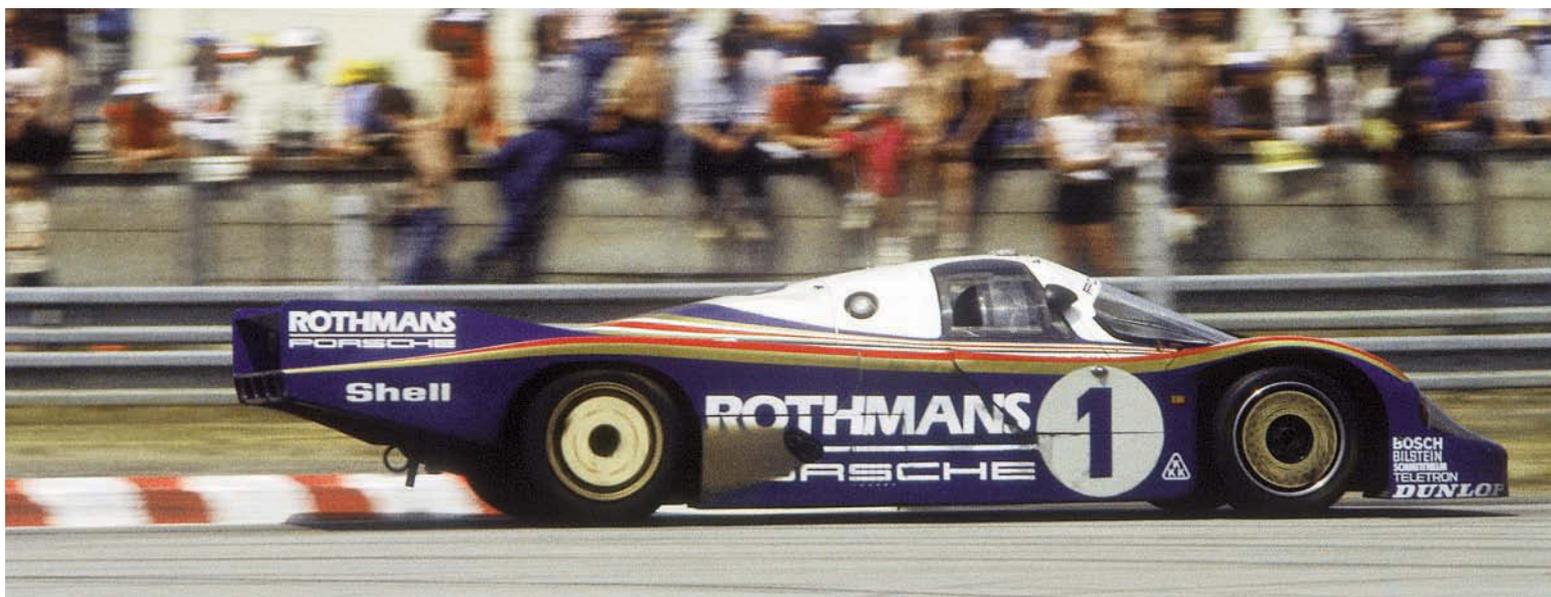
And let's not forget the other Porsches which took part. Of the field of 55 cars, no fewer than 16 were Porsches, comprising three 956s, one 936, a single Kremer CK3, four 935 K3s, three other 935s, a 934 and three 924GTRs.

Of these, nine cars completed the race, with Porsches grabbing the first five places, winning Group C, IMSA/GTX, Group 4, Group 5 and the GT classes. That is what you call a clean sweep. Nobody else stood a chance... **PW**

Above left: Miller/Bedrad/Schurti 924 Carrera GTR was part of a two-car team backed by tyre giants BF Goodrich. It was forced to retire after just 11 hours

Above: Running under the old Group 5 regulations, the Haldi/Teran/Hesnault 935 was in 21st place when forced to retire with mechanical problems

Below: Speeding to victory, the 2649cc 956 of Ickx/Bell averaged 126.8mph over the 24 hours, two mph more than the 1981 winning car, which ran essentially the same engine but without the hindrance of the new fuel restrictions





T: 01282 697171

All Porsche Models
SERVICE & MOT CENTRE
Repairs Parts Wheels Engine Gearbox
Restoration Classic Parts Race & Track
1000's of Discount New
and Used Genuine Porsche Parts
Next Day Mail Order Service

PORSCHE SPECIALIST



SERVICING | PARTS | REPAIR | RACE&TRACK

Jasmine PorschLink UK
The Porscha Centre, 3A Pendleside
Lomeshaye Industrial Estate
NELSON Lancashire BB9 6RY
T: 01 282 69 71 71
E: info@jasmine-porschlink.co.uk
W: www.jasmine-porschlink.co.uk



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

AUTOFARM

PURELY PORSCHE

OVER 40 YEARS OF PURELY PORSCHE

Independent specialist for servicing,
repair, improvement and restoration of
all Porsches

www.autofarm.co.uk

sales@autofarm.co.uk

01865 331234



SPECIALIST CARS OF MALTON LTD

APPROVED MOTOR CARS



WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

Any other interesting or rare Porsches
RHD OR LHD

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies

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

SINGER INSPIRED CONVERSIONS AVAILABLE NOW

Next day delivery or collection

Tel: 01384 410879

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



Nine Excellence
Porsche Independent Specialists



Serviceing

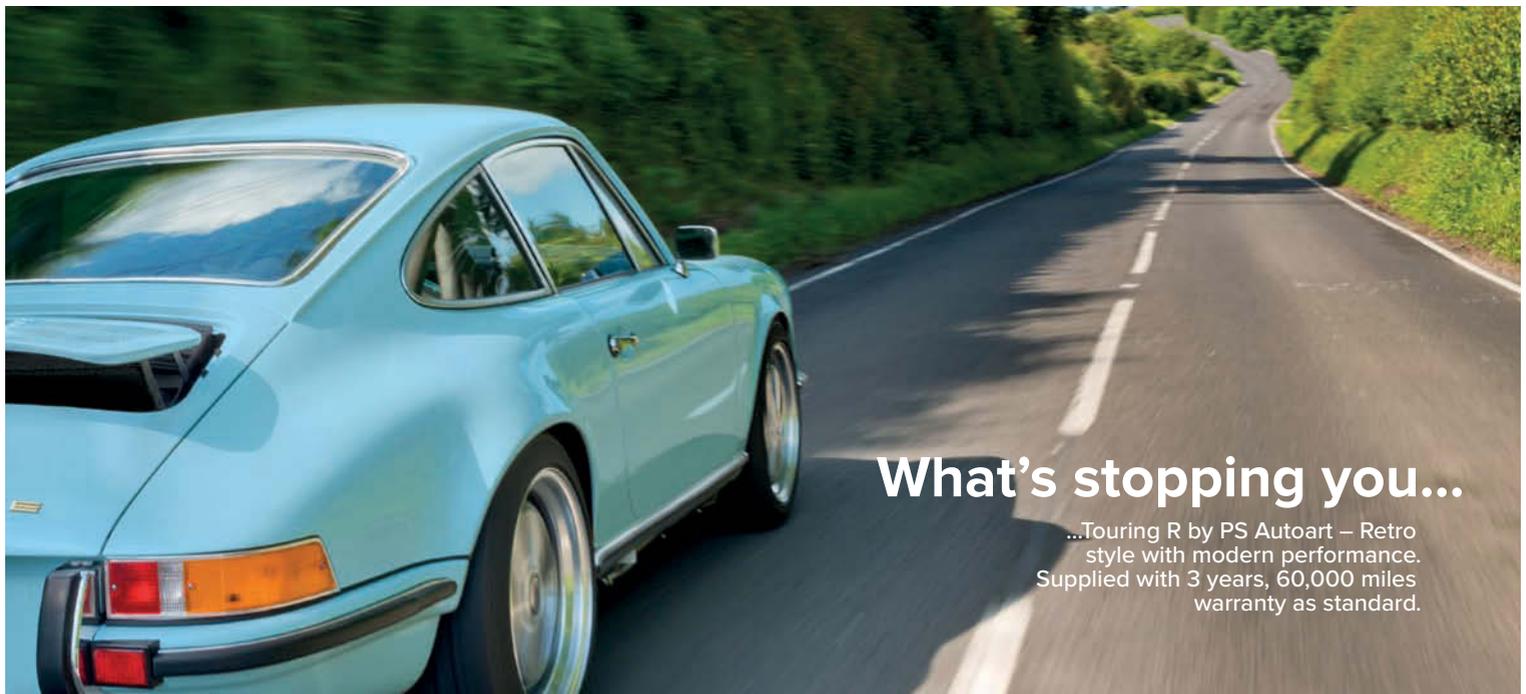
- Serviceing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Serviceing

Performance

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

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

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



What's stopping you...

...Touring R by PS Autoart – Retro style with modern performance. Supplied with 3 years, 60,000 miles warranty as standard.

Paul Stephens. Specialist in original and bespoke Porsche

Classic and Modern Sales
Service and Performance Upgrades
Restoration and Bespoke Builds

Sudbury Road
Little Maplestead, Halstead
Essex, CO9 2SE

paul-stephens.com

01440 714884



PAUL STEPHENS
EST 1994



Porsche Club
Great Britain



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

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

Porsche Club GB benefits

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

Join Us

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

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

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

Patron: Dr Wolfgang Porsche



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 P106

Q&A P127

SPECIALIST P112

OUR CARS P120

MARKET WATCH P138

T&T P141

CLASSIFIEDS P131

HOW TO: 106

Leaking 997 Tiptronic sump pan? Fear not, it's unlikely to be one of life's great dramas and quite an easy fix. Chris Horton shows you how.



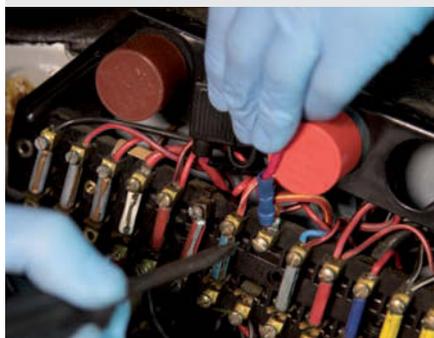
SPECIALIST: 112

Stopping by at Sussex based Precision Porsche, where F1 levels of workshop organisation and attention to detail rule. All Porsches catered for, too.



OUR CARS: 120

Aside from the 'Our cars' extravaganza on p62, at the back-end of the mag, Chris Horton has been attending to the electrical woes hampering Antony Fraser's 911SC. A new fuse board has been installed, but the the fuel pump isn't playing ball.



Q&A: 127



CLASSIFIEDS
The place to buy and sell Porsches and accessories
P131

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month 911 2.7S driveline 'shunt,' reader rebuilt Boxster, 928 keys, and rather worrying 997 gen 2 bore wear.

MARKET WATCH: 138

What to look for when buying a 928 GTS, plus dealer talk with North West based Ninemeister, and a round up of the latest sales and auction results and trends.



TRIED & TESTED: 141

Getting out there and kicking the tyres! This month we check out a lovely 964 Cabrio and a 996 Turbo, both at Yorkshire Classic Porsche.



TECH: HOW TO

FLUID DYNAMICS

An ATF leak from the sump-pan gasket of your 997's Tiptronic transmission is usually nothing to be too alarmed about, suggests Chris Horton – whether you farm out the job to a professional or do it yourself. Either way, it offers a welcome chance to service the gearbox, too. Photographs by the author



It is not so very long since we looked inside a Porsche automatic gearbox – a Cayenne's, to be precise, in the April 2016 edition of the magazine – but we make no apologies for coming back to a similar topic this month. More and more of the company's cars that you are likely to own have a two-pedal transmission (although these relatively simple Tiptronic units are going to become somewhat rarer, as PDK no doubt prevails),

and as they accrue both miles and years so the more likely they are to develop problems of one sort or another. And knowledge, as always, is power – even if that knowledge serves only to prompt you to hand any necessary repair job to an expert.

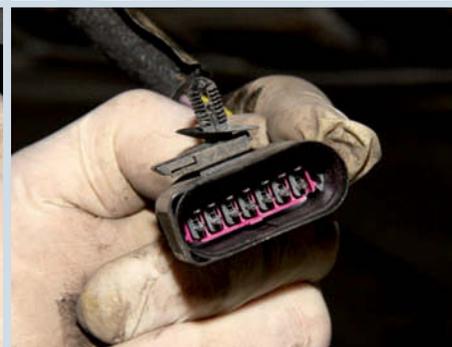
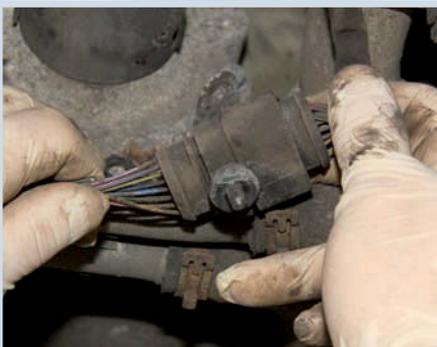
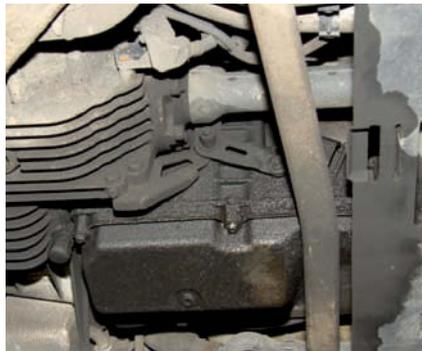
That Cayenne, you might remember, was exhibiting the now increasingly common (for these models) 'clunk' during certain gear shifts. In theory it is a pretty straightforward if not exactly inexpensive fix, requiring the

replacement of the Japanese-made Aisin transmission's internal valve block. But for us – or our chosen Porsche specialist, anyway – it quickly became something of a war of attrition, with a sump-pan securing screw that snapped as it was being undone (and that even after the judicious application of some intense heat), leaving most of its length stuck fast in the light-alloy case. Needless to say, he won in the end.

No such dramas in this 2007-model

Our thanks to senior technician Phil Long (shown above removing the transmission's internal filter) at Dove House Motor Company in Crown Way, Rushden, Northamptonshire NN10 6BS; tel: 01933 354144; dovehousecars.com

This car's sump-pan gasket had apparently been leaking for some time (it is quite a common problem), albeit without (yet) compromising the fluid level inside the transmission, but it didn't look very good – and there is no way that the car could have been retailed in this condition. The work is essentially similar in all of the Porsche sports cars of the period – 996, 986 and 987 etc, but not those with PDK. Preliminary tasks are to remove this bracing bar (top row, middle photo) and then the rear part of the undertray; all very straightforward. Carefully disconnect this multi-pin plug and socket (middle) – this is the wiring for the gearbox control system



997 Carrera, on the lift for us at Dove House Motor Company in Northamptonshire. (And the techniques outlined here are similar for the 996, as well as both the 986 and 987 Boxster/Cayman ranges, although there are detail differences.) In fact, the problem in what is here a Mercedes-Benz gearbox was actually nothing more complex or sinister than a fluid leak from the moulded rubber gasket between the sump pan and the main casing. (Which begs the question why neither Stuttgart company seems able to make units such as this completely oil-tight – this, too, is an increasingly common scenario – but we shall debate that some

other time.) In fairness, there wasn't exactly a torrent of fluid from the transmission, but the underside of the unit was certainly quite damp and as a result caked in grime, and there was no way that, having bought the car in order to retail it, Dove House could have left it untended.

The task would also provide a welcome opportunity to renew the ATF, the automatic transmission fluid, and its special filter element inside the gearbox. (And, of course, to restore the former to its correct level. Who knows when or even if that was last checked?) Porsche recommends that the fluid and filter should be replaced every

120,000 miles or 12 years, whichever occurs the sooner, but plainly renewing both of them at, say, 40,000–50,000-mile intervals instead can be only beneficial – and especially judging by the rather muddy colour of the ATF that came out, compared to what later went back in.

The work is pleasingly simple. Naturally you will need good, safe access to the underside of the rear of the vehicle – raise it on a trolley jack, and then support it on a pair of strong axle-stands – and also to remove both part of the undertray and a single transverse bracing bar that would otherwise prevent the sump from being

Chances are that neither the drain nor level/filler plug will have been touched since the car was built, so they could be pretty tight. Make sure 5mm hex key is pushed fully home before you attempt to undo them. Clean out any dirt and/or rust with a pick – and gently tapping the key with a small hammer will itself help shock them free. For obvious reasons be sure that you can undo the filler plug before you drain the transmission, and don't be tempted to assume that you will be able to free it off with the pan on the workbench – that could well be even more difficult. The transmission holds about 4.5 litres of ATF, so be prepared to catch it and then safely dispose of it. Colour of old fluid alone – never mind the leak – suggests this is a job well worth doing



TECH: HOW TO



The same principle applies to the half-dozen Torx-headed (T30) screws securing the sump pan to the gearbox casing – you really don't want your driver to slip and round out the splined recesses, and especially the harder-to-reach ones along the pan's upper edge. Note the special clamps through which the screws pass. Watch for more fluid as you lower the pan away from beneath the car. Gently pull down the filter (left), carefully wipe clean the flange on the transmission casing, and soon it will be ready for reassembly. Naturally make sure that no dirt or dust can blow up inside the unit while it is thus exposed

lowered away from the gearbox. The good news, however, is that here there are just six Torx-headed M6 screws securing the pan, and of a design such that they are highly unlikely to suffer the same seizing problem as that Cayenne we tackled. (Although their necessarily wider spacing could be argued to be a factor contributing to the leak.) Remember that you will, of course, need first to catch and then safely dispose of up to five litres of old ATF.

Once you are inside the gearbox, all you need to do is remove the filter 'cartridge', and thoroughly to clean the pan and its fixings, and the former's internal magnet (designed to catch any ferrous particles that might otherwise continue to circulate in the fluid). Reassemble with a new filter and gasket, refill the transmission (more on that in the panel on the opposite page), and you should be good to go. In truth, you will have saved yourself only a

relatively modest labour cost – most specialists should charge for no more than around two hours at their current standard rate – but as ever that is not necessarily the point. You will have the immense satisfaction of a job well done, and the ability justifiably to claim that you know that little bit more not only about Porsches in general, but also yours in particular. And as far as we are concerned you really can't put a price on that. **PW**



It should be a very simple matter to degrease and clean the sump pan, both inside and out, but note this internal magnet (top row, middle photo), designed to trap ferrous particles within the fluid – so don't be too alarmed if you see any; that's entirely normal. (How many are too many? You'll probably have to use your own judgement for that, but seek professional advice if both the magnet and/or the fluid seem especially contaminated.) Discard the old gasket

The replaceable filter comes as this complete plastic-bodied unit, secured simply by being trapped between the sump pan and the underside of the valve mechanism. Fit the new 'O'-ring supplied, and smear it with a little clean ATF to help it slide easily into the hole in the valve body. The moulded gasket has a channel which obviously fits over the lip on the sump pan; it's impossible to get it wrong. Do make sure it locates properly, though, and doesn't slip as you fit and tighten the pan-securing screws



THE KNOWLEDGE

There is mercifully little specific (or overly complicated) technical stuff to be aware of on this one. The drain and combined filler/level plugs should be fitted with new sealing washers each time they are removed – make sure your hex key is a tight fit, and pushed all the way in to the recess in the head – and later tightened to 22Nm. (Naturally it pays to make sure you can undo the filler plug before disturbing anything else. And it won't be any easier with the pan off the car; probably quite the opposite, in fact.) Dove House's Phil Long, who did this work for us, uses generic aluminium washers bought in bulk, but they are cheap enough from Porsche.

As far as other parts are concerned, you will be looking at £14.40 for a new sump gasket, and £55.40 for a filter. Both of those are official Porsche prices, and exclude VAT. You will also need around 4.5 litres of

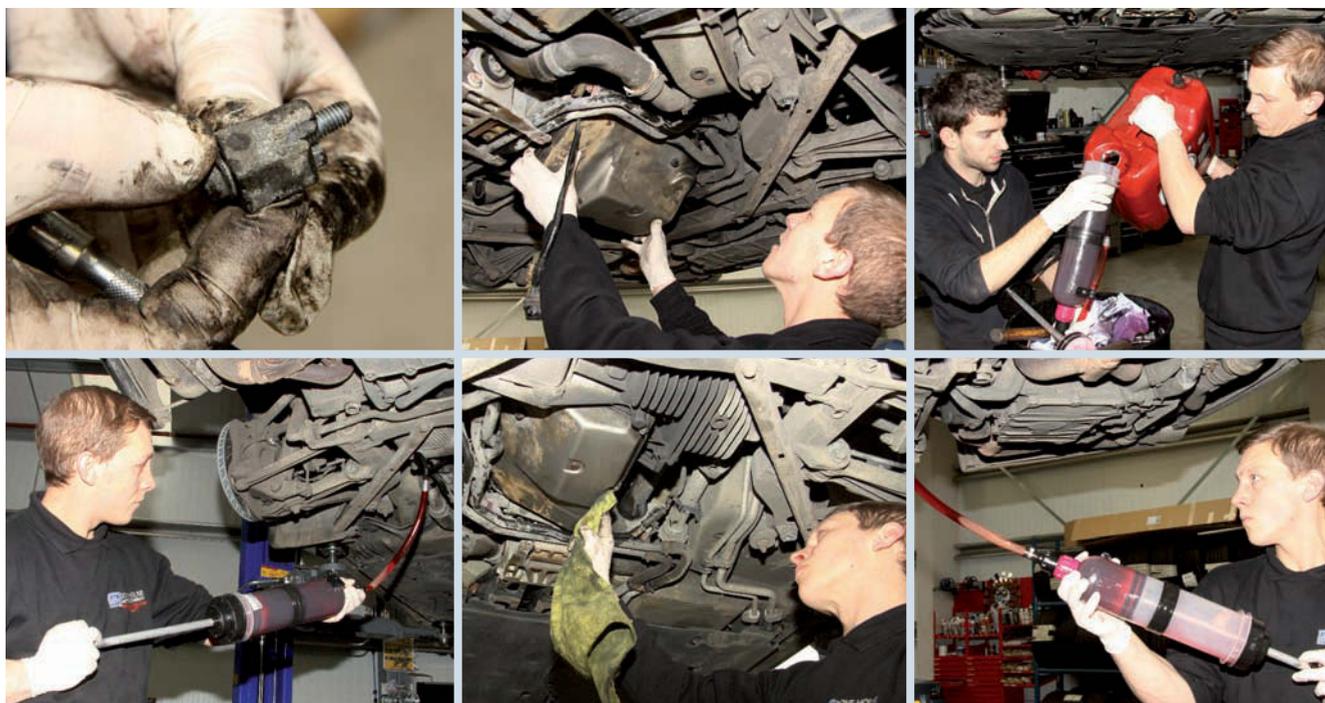
whatever ATF is specified by Porsche for your car. In this case the part number for a one-litre bottle is 000 043 305 43, and it retails for £30.15 plus VAT – so your total cost for 4.5 litres would be a hefty £181 including VAT. Dove House, as you might be able to deduce from the accompanying photos, uses a Valvoline product, again bought in bulk, and pumped in via a large syringe, but naturally to the Porsche specification.

That filling process itself can seem a bit involved, and in theory needs the Porsche PIWIS system tester in order to establish the precise temperature of the fluid inside the transmission partway through the process, but in practice it is quite straightforward – perhaps even remarkably unscientific. As you are probably aware, though, ATF is surprisingly unpleasant stuff, and it's difficult to do any job such as this without some sort

of spillage. Have plenty of rags on hand to mop up the likely mess, then.

Using your chosen pump, add fluid to the obviously cold gearbox through the filler plug (the higher of the two...) until it just starts to dribble back out again. Start and continue to run the engine, with the transmission in either Park or Neutral, until the ATF reaches 40 degrees Celsius. An ordinary (spare!) medical thermometer will do to measure the temperature, but be careful not to scald yourself in case the fluid is significantly hotter. Top up with more ATF until once again it starts to drip out of the filler orifice, and then move the shift lever through its full range, holding it for 10 seconds in each gear. After that add more fluid until again it starts to run out of the hole – Porsche specifies one drip every 10 seconds. Note that the engine must be running throughout this procedure.

Unsurprisingly, reassembly is a straightforward reversal of the dismantling procedure. Tighten the pan-securing screws gradually and evenly to 10Nm. You'll need around 4.5 litres of ATF, either from Porsche (which will be quite costly; see panel above) or from an after-market supplier (in which case be sure that you get exactly the right grade). Small bottles can be squeezed in individually, but bulk-bought fluid – here from Valvoline – is best added via a syringe-style pump. Again see sidebar above for procedure, including final level check and top-up (far right). Give the pan and adjacent area a wipe to help you spot any further leaks – but hopefully that will be merely a formality



HP MOTORSPORT LTD

SPECIALISTS IN ALL THINGS PORSCHE

Unit 1, Lake Forest House
Hainault, Essex IG6 3HX

Email: hpporsche@googlemail.com

Telephone: 02085002510

www.porschespecialistessex.co.uk



FOR ALL YOUR PORSCHE REQUIREMENTS

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 928s.



**DIAGNOSTICS
SERVICING & MOT'S
4 WHEEL ALIGNMENT
ENGINE & GEARBOX
BUILDS
AUTO ELECTRICS
ODOMETER REPAIRS
IMS BEARINGS**

ROAD - TRACK - RACE



01603 626 668 - Norwich

www.porsche-servicing-norfolk.co.uk



1970's Wheel Brace...



One Mans Speciality.....

www.thewheelrestorer.co.uk

Tel : 01978 352980

PMO carburetors

Pair 40mm PMO's: \$3800

Pair 46mm PMO's: \$3900

Pair 50mm PMO's: \$4000

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

Porsche Restorations
RS911

Body work and restoration, servicing,
pre MOT's. Re-creations.



agents for PMO carburetors

t: 01686440323 m: 07921210593

f e: mark@rs911.com w: www.rs911.com

BERGVILL F/X - Porsche electronics sales and repair services

**A modern radio for
your classic Porsche**

DAB and FM entertainment systems



BERGVILLFX
BERGVILLFX.COM ELECTRONICS

DOVE HOUSE SERVICE CENTRE



www.dovehousecars.com

Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: sales@dovehousecars.com



PRECISION PORSCHE

A formidable team of Porsche technicians and a fastidious attitude to working environment and detail, makes Precision Porsche a welcome addition to the South East's Porsche specialist community

Words and Photography: Brett Fraser



Where do you stand on the subject of noisy neighbours? The team at Precision Porsche Specialists near Sheffield Park, East Sussex, have nothing but respect for the rowdy crowd next door, because what lies over the back fence is the Bluebell Railway, a haven for hulking great steam trains and a magnet for anyone who appreciates the allure of heavy duty engineering. As Precision Porsche's service manager, Peter Rowe, explains: 'Some of our customers come down specially to take a ride on the Bluebell line, and some even use it to connect with the mainline trains running through East Grinstead and back into London.'

The smoke and steam and ye olde world charm of the Bluebell Railway are in sharp

contrast to what you discover when you step into Precision Porsche's workshop. Inside the tall, airy space, all is clean and ordered, and this immaculate presentation is not merely a show for our arrival, insists very hands-on company owner, Jonny Harle. 'I'm extremely meticulous and always have been,' he smiles. 'I like to have order around me, as it makes for a better working environment. We have a Dura toolbox system installed here and it helps with the process of our work. Each of the team has their own Dura box, which has a double locker with shelves and drawers for car parts as they are taken off the cars. This is where they are all stored, keeping them safe ready for re-installation. When the workforce leaves for the weekend all the benches around the workshop are cleared and cleaned, and then all the tool boxes are locked away and the door to the engine room is locked thus helping us to maintain good

workshop order and security.'

Jonny's self-confessed obsession with the value of workshop discipline and cleanliness is mirrored in his attitude to ensuring that Precision Porsche Specialists is a sound business proposition. 'Perhaps I shouldn't admit to this,' he laughs, 'but I don't actually own a Porsche. It's not that I don't want to – I really fancy an air-cooled 964 into which I'll stick a 993 engine taken out to 3.8-litre and, one day, I will have one – it's simply that every penny I make from the business gets re-invested into it right now. Most of what you see about the place is bought and paid for.'

'The Dura kit I mentioned a moment ago is a good example of this. Then there's the Porsche-specific diagnostic equipment including Autologic that alone costs £15,000 – there are cheaper, more generic systems available, but they're not as good the real deal. It was a very conscious decision to buy

Immaculate workshop environment is a Precision Porsche hallmark and a reflection of owner, Jonny Harle's, fastidious nature

Right: Precision Porsche head-honcho, Jonny Harle, and parts manager Mark Peters



the best and it has the added advantage that we can update its software on a daily basis. It means that we're able to service all of the modern Porsches: as you can see, we have a Macan in today and we've recently worked on several 991s and Panameras, including the hybrids. Increasingly, we're seeing customers whose cars have just dropped out of warranty and are looking for a specialist that can handle the newer models.

'Our workshop has one scissor-lift which is dedicated solely to MOTs and wheel alignment and, additionally, there are five two-poster Porsche-approved lifts that are used in main dealer workshops. Our premises are now twice the size they were two years ago, because I knew that to grow the business I needed to expand our space. There's a mezzanine floor in the new section that ultimately will include a customer waiting area and a viewing walkway where you can look

down on our technicians working on your car.'

As passionate as he is about having all the right equipment and processes, Jonny is equally proud of the team he has assembled around him. 'It's taken a while and hasn't always worked out, but now I know we have a brilliant bunch of guys. We're like a family

'Our service manager, Peter, for instance, is a Porsche-trained technician with considerable main dealer experience. He has very good mechanical aptitude and is excellent at explaining things to our customers in easily understandable terms. Senior Porsche-trained technician, Ian Florence,

“ We're like a family and I'm really lucky to be working with them ”

and I'm really lucky to be working with them. Each of them has different strengths and fields of expertise, and several have decades of experience either working for Porsche main dealers or for other respected independent Porsche specialists.

spent the last 18 years with a Porsche main dealer, and has experience of Porsche's latest technologies including diesels and hybrids – he also loves fault-finding and fixing Targa roof panels! Our other senior Porsche-trained technician, James Leaney, has spent over 10



Precision Porsche get the full gamut of Porsche production through the workshop, from classics to modern 991, Macan and Cayenne just out of warranty

TECH: SPECIALIST



Precision Porsche's immaculate workshop. Note each technician's individual Dura box work station

years with Porsche, and the last eight with Porsche independents, and is our man for tuning and motorsport setups.

'Parts manager, Mark Peters, has been in this game for 35 years, a dozen of which were spent in the US working for Porsche

ever employee and apprentice, has developed a great attention to detail and is an excellent all-rounder.'

The consequence of this broad pool of talents is that Precision Porsche is in the position of being able to do not just a bit of

912 being tuned to cure it of engine ill-health, a 944 having various maladies attended to, the aforementioned Macan S being serviced, a Cayenne and a 997 Turbo S Cabriolet having their mettle inspected in the MOT area, a RUF 997 being treated to a KW suspension upgrade and wheel alignment, and a 'Q-car' turbocharged 911 3.2 Targa getting its boost issue sorted and suspension setup tweaked.

Oh, and part way through its build, a 911 3.2 fitted with a 964 motor taken to 3.8-litre and kitted out with high-lift cams, high-flow injectors and MoTeC ignition. 'That's an interesting project,' says Jonny. 'It's destined to be a track day car and do some rallies. We love the diversity that we end up with here – we'd be bored if we had to do the same thing every day. Because working on these cars is not just about making money, it's a passion.'

Helping to set Precision Porsche apart from

“ Working on these cars is not just about making money, it's a passion ”

worldwide and then running Seattle's best respected independent specialist. Goronwy Owen – or Gron – is our 15-year Porsche-trained restoration man and one-time Porsche Club Great Britain concours judge, but is also into motorsport preparation and is trained on diesels and hybrids. Darren Marshal, our first

everything, but to do it well. On the day of our visit the mix of cars spanned a handsome slice of Stuttgart's whole repertoire to date. There was a 356 in for a gearbox rebuild, a glorious backdated 964 in the final throes of its transformation, a 911 short wheelbase enjoying a full engine and gearbox rebuild, a



Left: Senior technician Ian Florence gets to work on Dep Ed, Brett Fraser's, wonky Boxster door handle. Despite proclaiming it the worst he's ever seen, he manages to fix it without having to replace it

Right: Precision Porsche benefits from an on site bodyshop.
Below: Rather fantastic 964 backdate nearing completion



some other specialists is its on-site bodyshop; although it is a separate business repairing all manner of marques, it is literally attached to Precision Porsche and the two outfits share a reception, not to mention a friendship. 'The bodyshop is owned by Sam Corke, who I met when I worked at a previous Porsche workshop,' explains Jonny, 'and whose fascination with Porsches and how to repair them started when he was 16! Sam later went on to have the units built on this little business park and set up his own bodyshop, and, during a brief spell when I was working as a lift engineer, I used to help him out on the mechanical side three evenings a week.'

'When I branched out on my own, Sam and I moved into the same purpose-built workshop. It's wonderful to be working with a team as talented as his. If either of us have a car half way through any work that requires the other's expertise to get the job done properly, all we have to do is stick our heads around the corner and we can get straight down to it. It shortens timescales and means that there can be no misunderstanding

about what's needed. Also, the quality is superlative, whether it's a minor repair on a modern Porsche or a full restoration on something older.'

Speaking to Jonny you can't escape the buzz that he and his team get from working on the cars and the knowledge they have gained from being that enthusiastic. And they enjoy problem solving. While we were down

equipment to deal with electronics and the latest technologies,' enthuses Jonny, 'we really enjoy a mechanical challenge. All of us would rather repair a broken component than simply swap it out for a new one. Our guys don't work to a bonus system where they earn more money for the more cars they get out the door every day, so they can afford to spend more time thinking through a problem

“ Our guys can afford to spend more time thinking through a problem ”

at Precision Porsche we booked our 986 Boxster in to have its cronky exterior door-handles sorted: senior technician Ian was utterly determined that he could fix the existing handles rather than replacing them with new items, despite them being 'the worst we have ever seen!' And he did.

'While we have the skill-sets and all the

and properly looking after our customers' vehicles.

'That's part of the reason we have so many long-term customers, because they know they can trust us to do the right thing. We rebuilt an engine for a guy in Scotland a couple of years ago, and he keeps coming all the way back to us to have his car serviced.' **PW**



CONTACT:
Precision
Porsche
Bluebell Business
Estate, Sheffield
Park, Uckfield TN22
3HQ, 01825 721205
precisionporsche
.co.uk



TRIP TO THE LE MANS 24 HOURS!

17-19 June 2016

After last year's epic race where Porsche finished first and second – after 24 hours and 3345 miles just one lap split the two leading Porsches – the team will be back in 2016 to defend their title.

Porsche's main competition will come once again from Toyota and Audi. Other highlights include a Ford four-car works team (back at Le Mans 50 years after the GT40's first win in 1966), no less than 10 current or former F1 drivers taking part, and a full entry list of 60 cars.

Once again 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 the infield, providing a free bar and freshly-cooked food 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/911 & Porsche World Le Mans 24 Hours Tour (Friday 17 June - Sunday 19 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 and freshly-cooked food included for the whole weekend
 - * Secure parking for 911 & 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 911 & PORSCHE WORLD READERS

The price based on two people sharing a car/hotel room is £445 per person for those requiring the ferry.

For European readers not requiring the ferry, the price based on two 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: 911&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 911 & Porsche World reader and quote ref number: 911&PW24

Call: +44 (0) 118 947 5200

Or email: wildside@adren-a-line.com



READER OFFER READER OFFER READER OFFER READER OFFER

READER OFFER READER OFFER READER OFFER READER OFFER

ZIMM
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

Kupplung
Clutch
Embrayage

RECHARGER, MOTIVE PRODUCTS POWER BLEEDER, OC 54, PERMA LITE, BOSCH

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

VISA MasterCard DISCOVER AMERICAN EXPRESS

Fax: 001-817-545-2002
Phone: 001-817-267-4451

**Complete Performance Solution
for Ignition and Fuel Injection**

- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944
NEW for 912 & 356

Clewett Engineering
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

Nº5 GARAGE INDEPENDENT PORSCHE SPECIALISTS EST 1976

ALL SERVICE REQUIREMENTS

TEL: 020 8993 7318

www.no5garage.co.uk email: no5garage@aol.com

UNIT 1, 46 COLVILLE ROAD ACTON, LONDON W3 8BL

BOSCH Service APPROVED CODE TRADINGSTANDARDS.BOVUK

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)

DISTRIBUTORS FOR
FABSPEED K&N POWERFLEX

Mobil 1 SERVICE CENTRE

01895 814446
07507 623997
www.porsche-torque.com
Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

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

PRECISION 901 & 915 GEARBOX OVERHAUL FOR YOUR PORSCHE?

WE INSPECT BEFORE WE ACT

BEFORE **AFTER**

PRECISION 901 & 915 CUSTOM GEAR SETS

"TESTED ON OUR OWN RACING CARS"

EXCLUSIVE WEVO PARTS

TWINSPARK
PASSION FOR CLASSIC 911

+31 (0) 6361 45580
info@twinsparkracing.com
www.twinsparkracing.com

The only independent purely Porsche specialist in Devon. Purpose built Porsche dedicated workshop with Porsche trained technicians for all your Porsche needs.

T: 01404 549921

M: 07762 244477/07770 933054

E: scsporsche@btconnect.com

www.scsporsche.co.uk



D9 AUTOTECH
AUTOMOTIVE PERFORMANCE ENGINEERING SPECIALISTS

www.d9autotech.co.uk

D9 Autotech
Porsche specialists for south wales & west.
Servicing, rebuilds & restoration, full autologic diagnostics massive discount on parts

AMERICAN EXPRESS MasterCard VISA

F: 01656 746911 E: discount9auto@aol.com www.d9autotech.co.uk
Unit 23 South Cornelly Trading Estate, Bridgend, South Wales CF33 4RE (Junction 37-M4)

TWG MOTORSPORT
SPECIALISING IN PORSCHE

Servicing repairs 356-991
Porsche parts new up to 60% off, 915 gearbox rebuilds from £450 and menu price servicing.
Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1)

Sales & Workshop 01733 332911
www.twgmotorsport.co.uk

Photo: Brett Fraser

VISA MasterCard

PERFORMANCE AND SERVICE THAT DOESN'T COST THE EARTH!

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes

PROMAX motorsport

ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com

www.promaxmotorsport.com

WWW.AUGMENTAUTOMOTIVE.CO.UK

AUGMENT automotive

- > PORSCHE 944 SPECIALISTS
- > SERVICING AND BODYWORK
- > HIGH PERFORMANCE TUNING
- > 600HP DYNO TESTING
- > OUR OWN RANGE OF HIGH PERFORMANCE PRODUCTS INCLUDING OUR AUGTRONIC ECU AND WIRING LOOMS.

Any Part Any Porsche
BERLYN Services

TEL - 01452 831 710
WWW.PARTSFORPORSCHE.CO.UK

SUBSCRIBE



FATHER'S DAY GIFT SUBSCRIPTIONS

Father's Day isn't far away (19th June), so what better gift than a subscription to 911 & Porsche World? Order in time and we'll send a special gift card for you to give on the day!*

CALL +44 (0)1883 371150

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

**To receive your gift card in time please ensure we receive your order by 10th June (UK) or 3rd June (Overseas)*



 Find us on
Facebook

PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT

996 C2/944 LUX



Straight from the 'what could possibly go wrong dept,' I'm picking up my 944 from Augment Automotive in three days' time, and then driving it straight to Stuttgart. Find out why next month. Maybe!



KEITH SEUME

912/6 'EL CHUCHO'



Just when I thought El Chucho was ready to venture back on our roads, the alternator decides to lunch itself! It's away being rebuilt, but hopefully will be back in a few days. It's never easy, is it?



CHRIS HORTON

924S, 944



The 924S behaves well on the road, but even the short circuit at Bicester – for our big *Our cars* gathering in this issue – showed just how poor the handling really is. I must get that rear anti-roll bar on soon!



PETER SIMPSON

911 2.7 TARGA



Still planning the engine build and it looks like it's going to be going to Torque Developments – hopefully they can turn it around for me without finding any huge problems along the way!



BRETT FRASER

BOXSTER 3.2S



Have just received a scolding email from reader, Marc Warden, on my rather casual servicing regime for the Boxster. His has done 300,000-miles on its original engine and box. Good effort.



JOHNNY TIPLER

BOXSTER 986/996 C2



A recent trip to Matt Baxter at Autowerke in a bid to cure the 996 of its rather awkward gearchange. It's better, but not much. Culprit would appear to be the quick-shift. Maybe I should just bin it.



ANTONY FRASER

996 GT3, SC, TRACTOR



I managed to get both the 911SC and the GT3 to the mega 911&PW *Our cars* gathering at Bicester Heritage, which will tell you that the GT3 hasn't sold yet! Still, good to get behind the wheel again.



PUMP ACTION

In which Chris Horton and Antony Fraser finally persuade the latter's 911SC into life again, by installing a Classic Retrofit fuse board, and thereby beginning to eliminate probably 30 years' worth of wiring bodes and lash-ups. Story by Chris Horton; photos by Mr Fraser



Just what is it about automotive wiring that almost invariably turns even quite competent and otherwise conscientious mechanics into, well, halfwits with all the apparent morals and long-term foresight of a sewer rat? I mean, really, how hard can it be to do it properly?

Only this afternoon, for instance, I have excised from the hidden compartment beneath the passenger footwell of an otherwise very tidy Audi A2 a tracking device – which, let's face it, would have cost a fair chunk of cash – previously 'connected' (and I use that term advisedly) with crimp-on terminals and bits of insulating tape. Even if the subscription for the service had been paid at any time within the last five years – and I am guessing that it had not – it is doubtful that the thing would have worked reliably enough to help locate the car in the event of it being stolen. (And any villain intent on half-inching an A2, back in the day, would surely have looked here first for any such gadget. Hardly the most imaginative location for something that is meant to be difficult to find and remove.)

I digress a little, of course, but it was a broadly similar tale with Antony and Emma Fraser's 1981 911SC, which – flatteringly – I had been called upon to examine in the hope of getting the engine to start and run reliably. (On some occasions it would be fine, on others it was deader than Monty Python's famous parrot. And it hadn't run at all for well over a month.) If ever there was a competition to see how many spurious lengths of randomly colour-coded cable you

could cram in to a single vehicle, with just about every one of them casually linked to its neighbours by the most insecure and potentially flammable means possible, then 181 BVY would have been right up there on the winner's podium. How the thing had not simply lost the will to live and immolated itself I shall never know.

Unsurprisingly, the stand-out disaster zone was the fuse board at the left-hand side of the front compartment. Its protective plastic cover was long gone, and it was itself secured to the inner wing only by the two M6 hex-head screws at the top. The two smaller self-tappers, intended to hold the bottom edge in place, had been abandoned, presumably because the additional wires stuffed in behind the board, and wrapped in suspiciously shiny insulating tape, prevented it from sitting down neatly against the metalwork. More worrying still was the noticeably thicker red cable that had been crudely soldered to one of the existing Porsche wires (and whose relevant fuse terminals, mysteriously, had no fuse of any description between them) and then, via an after-market in-line fuse holder, no less mysteriously disappeared off to goodness knows where. Several of the terminal blocks had been twisted out of alignment, too, so whether they were still viable was truly anybody's guess.

Our own educated guess at the cause of the problem, given that the famously now rather frail CDI box at the back was probably working (they emit a high-pitched whistle when all is well), and a notable absence of petrol fumes from the tailpipe after the

ANTONY FRASER

996 GT3, 911SC, JUNIOR TRACTOR

Occupation: Freelance photographer

Previous Porsches: 911SC

Current Porsches: 996 GT3, 911SC, Junior tractor

Mods/options: GT3 modified with Cargraphic exhaust and DMS remap.

Contact: antonyfraser@mac.com

This month: A major overhaul of the 911SC's electrics, with new fuse board and more!



Key to success in any wiring job is to make clear, detailed notes, and to take as many close-up photos as possible – dead easy with modern phones. Later, the Robert Bentley manual that Antony has for the car would prove its worth, with a wiring diagram to help sort out the colour codes. Here we tackled just the main fuse board in the car's front compartment, but Classic Retrofit also offers a similar replacement for the no less troublesome three-fuse job in the engine bay. More on that next time. And a board suitable for the early cars will be available very soon, we are told

CONTACT
Classic Retrofit
is at The Old Forge,
Butchers Cross,
Five Ashes, East
Sussex TN20 6JN;
tel: 01825 830323;
classicroetrofit.com

engine had been cranked on the starter, was that the fuel pump wasn't doing its stuff. And, since that's a high-pressure electric job feeding the K-Jetronic injection system, the chances were that had something to do with the aforementioned fuse board and its 'wiring'. You can still buy from Porsche the three individual mouldings that between them make up the complete fuse board, but I had already encountered the beautifully designed and engineered modern alternative from Sussex-based Classic Retrofit (indeed, I had photographed one being fitted to a 911 Carrera 3.2 for a full how-to story last year), and since proprietor Jonny Hart was very kindly prepared to donate one in the cause of science, that was obviously going to be the best way to proceed.

But even if Antony had needed to buy the board from Classic Retrofit (more info at www.classicroetrofit.com) it would have been a no-brainer. A genuine Porsche board(s)

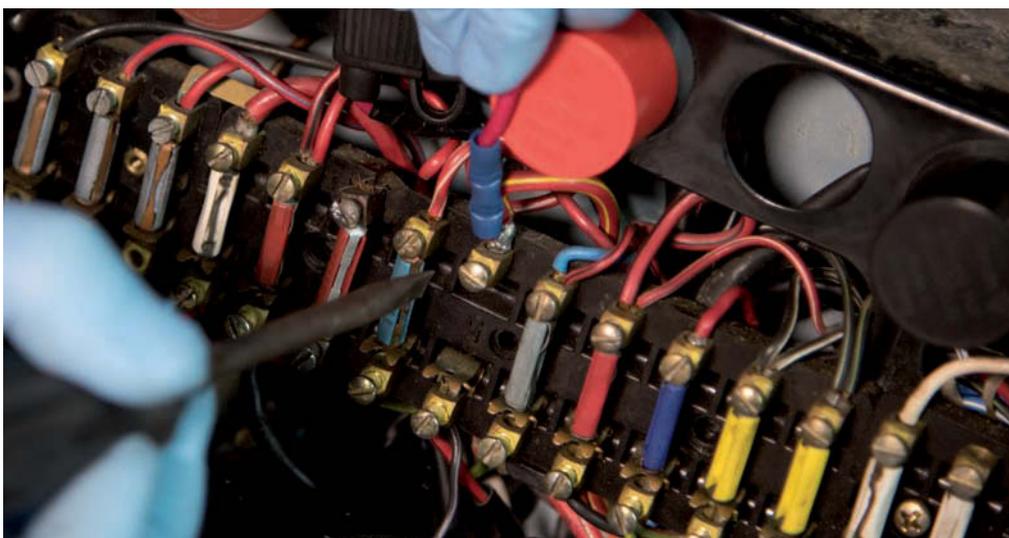
cost(s) a total of around £200 including VAT (when available), but the single-piece CR unit is only £225 inclusive. It comes with all the necessary fixtures and fittings, as well as 'internal' printed-circuit connections to replicate the original Porsche layout, but perhaps most importantly uses modern blade-type fuses rather than those disastrously unreliable bullet jobs, which persisted in the 911 through to the end of Carrera 3.2 production. What's more, each circuit has its own built-in LED to highlight a blown fuse at a glance, and there are even integral modern relays to help improve headlamp performance without going to the trouble and expense of HID kits and the like – some of which are illegal anyway.

I'm not going to give you a blow-by-blow account of how to fit it: insufficient space, we covered it in that how-to story last year (August 2015 issue, pages 104–107), and comprehensive illustrated instructions are

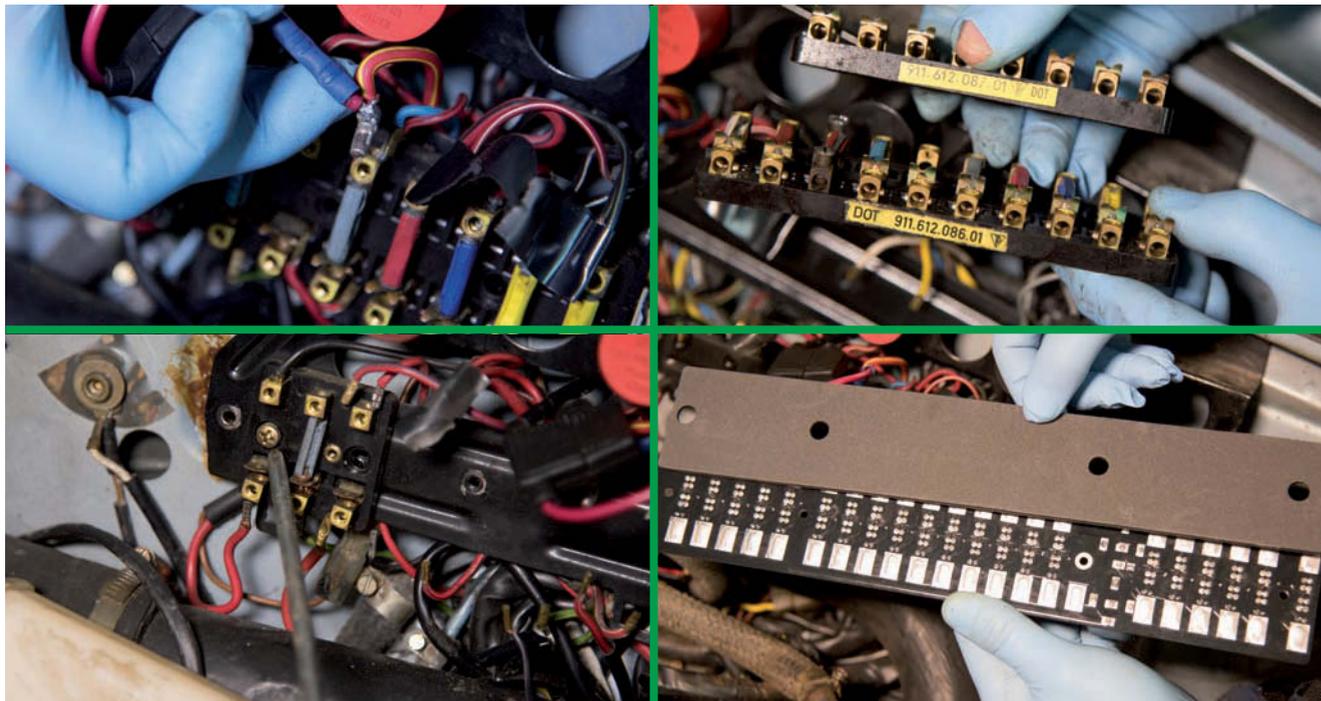
provided in any case. What I *will* repeat here, however, is that while the process does take a mixture of confidence, patience, dexterity and not least reasonably good eyesight, it is made immeasurably easier for the sake of a few very simple precautions. It is also immensely rewarding. You feel that you are making a genuinely significant improvement to the car, and securing its future.

The most important aspect, as you have probably guessed, is to put all the cables back in exactly the right places. (And you will, of course, have disconnected the battery before you even think about anything else. Won't you?) CR's Jonny Hart suggests tie-wrapping the new board fairly loosely over the old one(s), and then transferring the wires, terminal by terminal, but to do that you will first have to slacken off the terminal screws, and that would seem to risk one or more of the wires randomly detaching themselves when you didn't want them to,

The 911SC's original fuse board had clearly seen better days. At least two of the terminal blocks were quite badly damaged, and there was what looked like an extra red wire soldered into an original Porsche cable – but apparently no fuse in the board for that circuit. Could this be why the engine refused to start? Additionally, metal backing plate wasn't fully secured to the body. Car had extra wires all over the place (below), invariably 'insulated' with bits of tape. At least this one was protected by a fuse...



TECH: PROJECTS



Extra red cable (far left) didn't inspire any confidence – not least in the way it had been attached to the Porsche wire. The original fuse board is in three sections, mounted side by side on metal frame (left). All are (usually) available new from Porsche, but why bother when for only a little more you can have a modern alternative? Try to leave wires in their original positions after you have undone the screws and pulled them out of their terminal blocks (this row, far left), but don't worry if they do move – your notes and photos should tell you precisely where they go. And that precision is naturally important. Classic Retrofit board (left) is beautifully designed and engineered. Its location on the inner wing isn't the easiest of situations in which to do this detailed work – do you approach from above, or the front? Note photo, printed from one of Antony's earlier shots, to show us where the wires go. Pic below far left shows one of the vital spacers that prevent the foam strip between terminals and metal being squashed as you tighten fixing screws, and the resulting short-circuit(s)

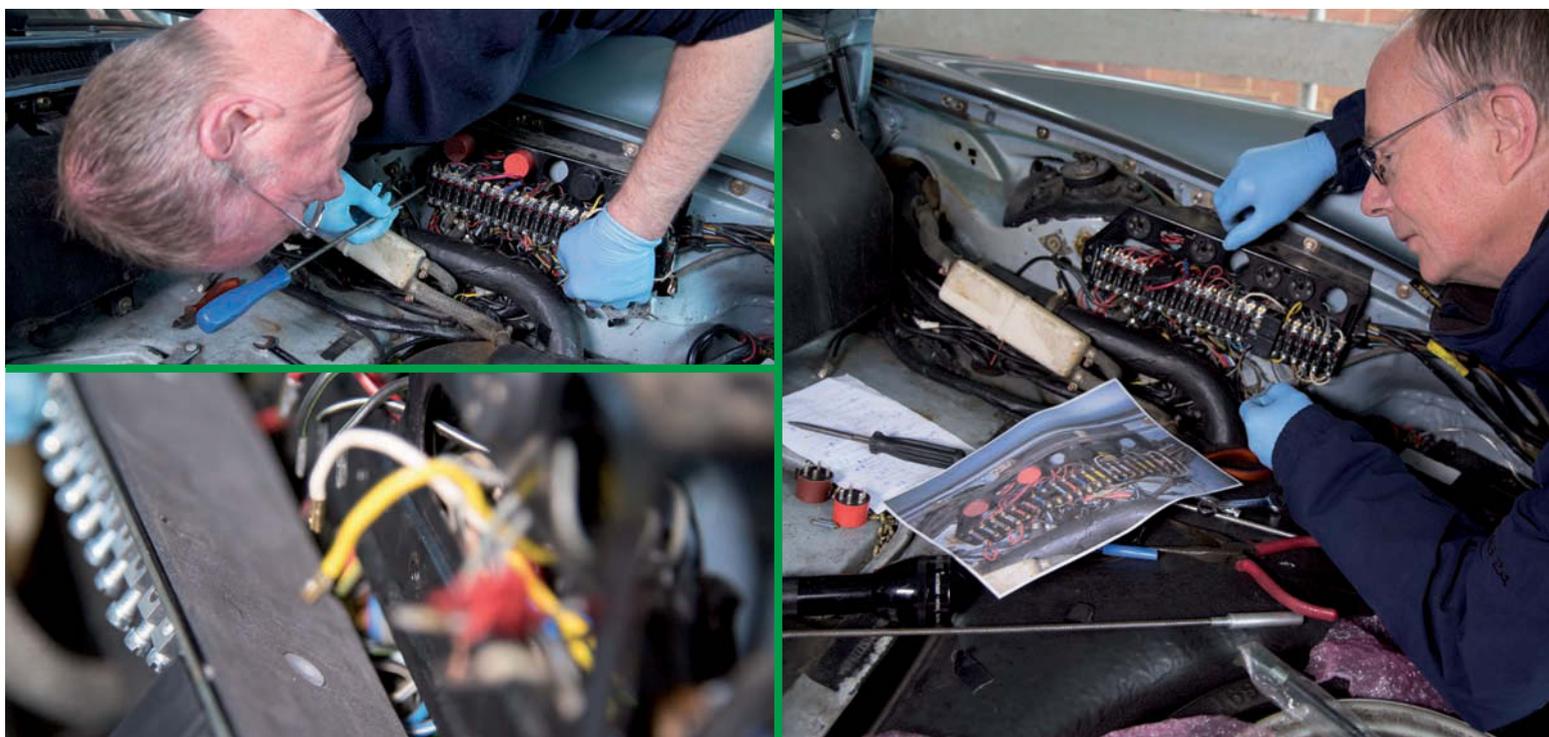
as well as when you did, and the possibility of all manner of confusion. Our solution, both last year and this, was a combination of written notes – as tiresomely detailed as possible in terms of the wires' colours and thickness, and so on – and close-up photos. That was easy for me here, with Mr Fraser snapping away with his Nikon (and I had done the same when I put together that first story), but in truth a good, up-to-date cameraphone would be more than adequate. Either way, do not spare the pixels.

No less important is to attach the new fuse board to its metal mount in such a way that you don't end up with the necessarily exposed soldered connections on its reverse side short-circuiting in spectacular fashion. ('So, Mr Fraser, just how soon after you switched on did the car burst into flames...?')

That is facilitated partly by the insulating foam strip provided, but crucially also by the tiny nylon spacers that you have to fit to the retaining screws between board and metal – and which prevent the foam being squeezed too thinly. They are a bit of a faff, certainly, but such is the reassuringly precise way that the strip is machine-cut that ours seemed to stay in place in the recesses within the foam without any great difficulty. But it will be a complete and utter pain in the posterior if you should drop any of the spacers down into that forest of cables behind and below the board, so do take your time. The good news, though, was that by and large the cables slid easily into their new terminals (the 911 Carrera 3.2 that I watched being converted last year appeared to have slightly larger-diameter ferrules on the ends of the

wires, which in some cases had to be 'persuaded' into the blocks with a pair of long-nosed pliers), and after a few stops to debate the precise content and meaning of Antony's notes and photos we were more or less finished, cable-wise.

I have to be brutally honest, however, and admit that by this time I was flagging a little. My opening paragraph to this piece notwithstanding, I am by no means the greatest auto-electrician in the world (although unlike most I believe I do know my own limits), and I find that my patience, my dexterity and certainly my eyesight and concentration have increasingly short duty cycles – especially when working effectively upside down (see photo below left). And both my confidence and enthusiasm began to take a bit of knock, when I realised just what



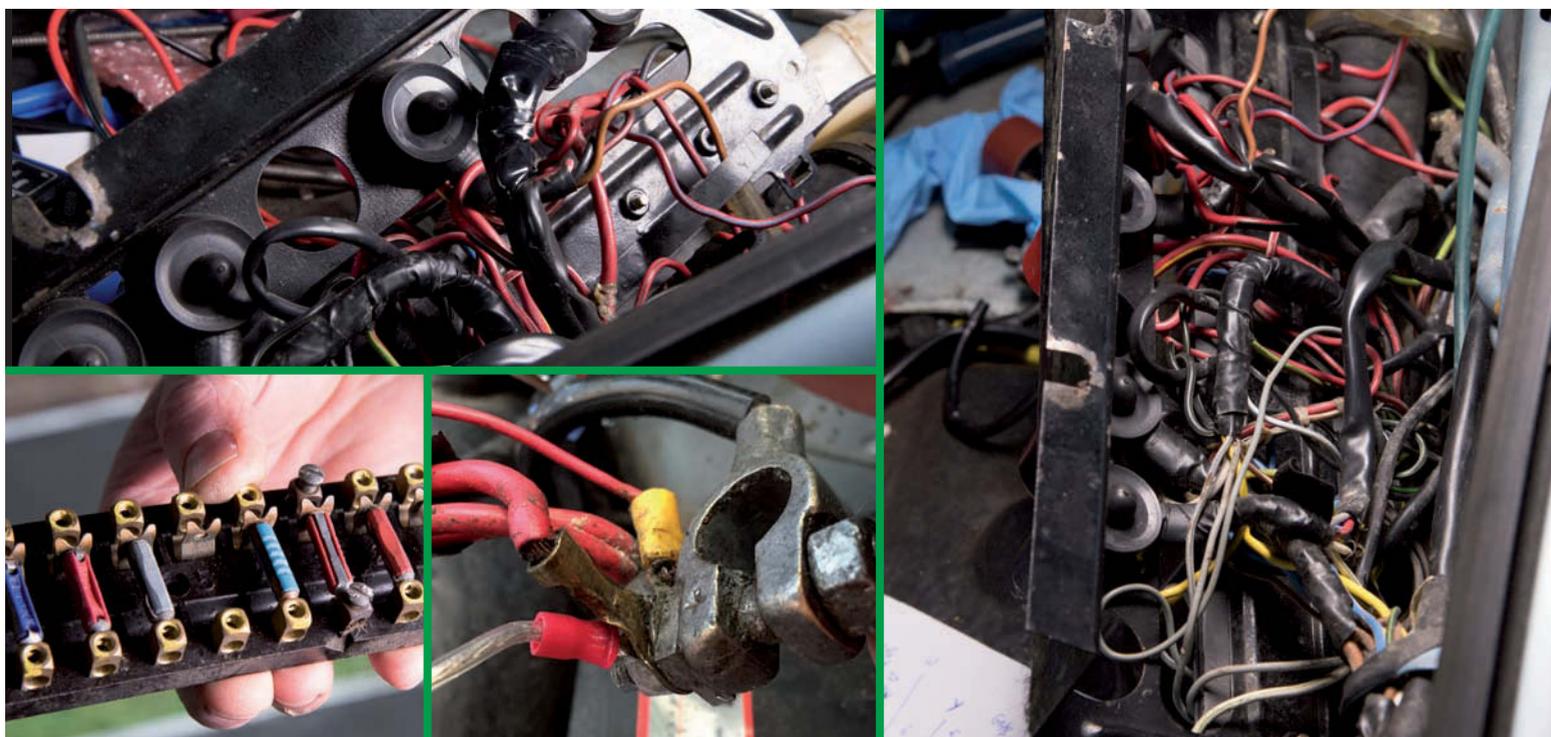
Suspecting that the extra red wire must have something to do with the fuel pump, our next step was to establish whether the latter was receiving any power when the engine was being cranked on the starter motor. That meant raising the front of the car on axle-stands, crawling underneath, and removing this heavy metal skid-plate (right, middle). Pump was secured to the crossmember with cable-ties, which is never a good sign – the original bobbin mounts had perished – and not entirely surprisingly testing with a meter showed zero volts (this row, far right). That didn't prove that the pump was serviceable, though, so to do that Horton temporarily connected a 12-volt supply from a battery charger, while Fraser turned the key. Success! All we had to do now was route that power the way Porsche originally intended... Photos in group below show just a few of the wiring horrors we found, and not least the extra cabling stuffed in behind the fuse board, and wrapped in tape. This would prove to be the key area for the fuel pump – more next time. Plus: all the other cabling Antony ripped out of the car



a mess the rest of the wiring was, both behind the fuse board's mounting bracket and throughout the car. And what the **** was that thick extra red wire for? This really didn't look like it was going to end well. By now, however, it was well past beer o'clock, and Mrs Fraser had promised us one of her legendary home-made lasagnes, so we agreed to down tools for the evening and come back to the task, suitably refreshed, in the morning. Cautiously, not unlike a bomb-disposal man tackling the Luftwaffe's finest, I reconnected the battery. And yes, we did have a fire extinguisher handy. No sparks, though. No worrying fizzing or crackling sounds. Not even any acrid smoke. This was looking promising. Still not entirely convinced, however, that we had replaced every existing wire 100 per

cent correctly, I suggested first testing all the electrical units on the car. That was equally encouraging, each one responding entirely normally to its on/off switch, and finally we agreed to go for a main engine start. More signs of life: again that faint whistling from the CDI box when the ignition was switched on, and the starter motor, too, was behaving normally. Not the slightest hint of any internal combustion, though, so plainly there was still an issue with either the fuel pump itself or, as I suspected, that additional heavy red wire and its in-line fuse holder – which, to be entirely fair, I had by that stage disconnected anyway. How, though, to narrow it down a bit? Simple. Jack up the front of the car and support it on axle-stands. Take off the heavy steel plate protecting both the underside of the tank and the pump, and

put a voltmeter across the latter's terminals while the engine was being cranked on the starter. Again nothing – so while we still can't rule out the pump, we most probably still have a wiring issue, as well. Brainwave. Let's hook up a 12-volt supply to the pump from the battery charger that I had brought with me, and see what happens when we crank the engine. And that, of course, was that: the engine, dormant for weeks, fired literally instantaneously, and continued to run perfectly while I lay on the ground beneath the sharp end, holding the two crocodile clips in place. All we had to do then was translate that into some kind of practicable solution that didn't entail yours truly routinely travelling beneath the car on a trolley, a bit like Keanu Reeves under the bus in *Speed*. More on that next time! **PW**



A digital subscription to 911 & Porsche World is the perfect way to treat yourself!

Available via Apple Newsstand, iTunes, Google Play
for Android market or www.pocketmags.com

Latest Issue & Back
Issues just £2.99 each
Subscribe for one year or six months
Download to your iPad, iPhone, Android
device, Mac, PC or Kindle Fire



**FREE
SAMPLE
ISSUE!**



 Find us on
Facebook

CarBone

XXX
NEED A COOL WINDOW STICKER?
 WE CAN HELP YOU!
 XXX



2015. Porsche has reached for the top of the podium at the 24h Le Mans for the 17th time. To celebrate this, we have made the 2015 Weltmeister window sticker inspired by 70s vintage World Champion stickers. It is perfect if you want to celebrate but your car is a bit more classic than the 919 hybrid.

[WWW.CAR-BONE.PL](http://www.car-bone.pl)

Electrical Innovation for your Air Cooled 911



CDI+ Ignition

Fuse Panels



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

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

www.classicroetrofit.com

+44(0)1825 830323

Yorkshire Classic Porsche



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

Please call us on
 01937 574052



Yorkshire Classic Porsche are a used Porsche dealer in Collingham near Leeds. Our well established family business has been built on passion and a wealth of experience in the Porsche brand. Whether you are an enthusiast looking for your next collectors item, or a first time Porsche buyer finally fulfilling your dream of owning a Porsche, we can give you what you are looking for, with a personal, caring service and a competitive price.

www.yorkshireclassicporsche.co.uk

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

PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

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



Conversion Experts Since 1989!



602-244-0911

www.patrickmotorsports.com

Phoenix, Arizona - USA Daily Worldwide Shipping

© 2015. All Rights Reserved. JE Patrick Motorsports, LLC. SSN: 9-01 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®

AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



PRE-OWNED PORSCHE BOUGHT & SOLD

We now have a selection of Porsche vehicles for sale.
Call for details of our current stock.

Call us on **01525 861182**

www.autoumbauporsche.co.uk

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Mobil 1 SERVICE CENTRE

Chris Turner PORSCHE Specialists



020 8451 6000

www.christurner.com

Skype: *ctporsche*



STEVE BULL

SPECIALIST CARS

SERVICING & REPAIRS

- New purpose built premises
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche



**Tel 01380
725444**

Mobile 07767 324542

www.stevebullspecialistcars.co.uk

PORSCHE SPECIALIST

An established service in Devizes Wilts

A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against
prostate cancer.

prostatecanceruk.org/menunited

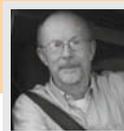


PROSTATE CANCER UK

Prostate Cancer UK is a registered charity in England and Wales (1005541)
and in Scotland (SC039332). Registered company number 02653887.

3872

TECH: Q&A

CHRIS HORTON
911 & Porsche WorldPAUL STACEY
Northway PorschePETER TOGNOLA
Tognola EngineeringROBIN MCKENZIE
Auto Umbau LtdPHIL LONG
Dove House Motor Co

E-MAIL US AT PORSCHEMAN1956@YAHOO.CO.UK, AND WE'LL FORWARD YOUR TECHNICAL PROBLEMS TO OUR RESIDENT EXPERTS TO ANSWER

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 do their best 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 and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that 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



HUNTING THE SHUNT IN A CARRERA 2.7

Q It is always good to receive the very latest edition of 911 & Porsche World, but it was particularly nice to read your *Tried & Tested* article, featuring an impact-bumper 911 Carrera 2.7, in the March 2016 issue. It is most satisfying to see that the narrow-bodied, mid-year models are finally getting their share of the attention in the classic 911 market.

But more importantly to me, it was interesting to your description of the engine/driveline 'shunt', which seems to be fairly typical of these CIS cars. I would be very pleased to hear any theories as to why some of these vehicles seem to develop this phenomenon.

My own 1976 911S 2.7 has covered a mileage similar to the one you featured. It tends to 'shunt'

when driving on part-throttle between about 2000rpm and 2400rpm. When accelerating it pulls cleanly and strongly, and there are no problems with backfiring on the overrun. On my mechanic's rolling-road the car has recently been tested to maxima of 169bhp at 5525rpm, and 230Nm at 3975rpm, so it would appear to be in good health.

In my attempts to eliminate the problem I have worked on both the fuel and ignition systems, and have renewed or refurbished a number of parts. On the ignition side it has had a refurbished distributor, Pertronix module, distributor cap, HT leads and plugs. On the fuel side, it has had a new airbox, new gaskets throughout the intake system, new injectors, a new fuel pump, new fuel lines, and a refurbished warm-up regulator.

I have dealt with vacuum leaks and fuel pressure

values that were out of range, but still I have not been able to get rid of the 'shunt'. I am running out of ideas, so it would be very helpful if your experts could point me in the right direction.

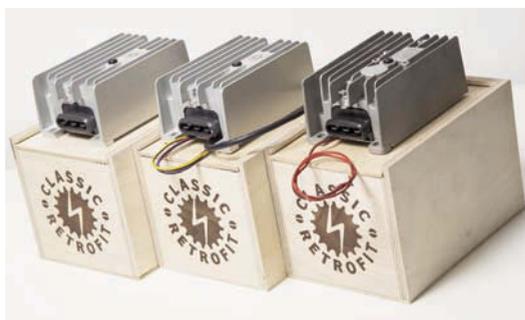
Henrik Helligsø, Denmark

A Jonny Hart, *Classic Retrofit*: The fuel we buy today is a very different blend to that which the engine was originally designed for.

Essentially, modern petrol, with a higher ethanol content, is harder to ignite, and also takes very slightly longer to burn. This has obvious implications for the ignition system, and can result in hesitation and poor throttle response, and not least the shunting you describe.

In order to address these issues, we have designed a dual-spark CDI+ system, which increases the likelihood of fully and quickly burning the fuel, by firing another spark almost immediately after the first. The driveability of 911s such as yours is greatly improved, and the cars typically see a five to 10 per cent increase in mid-range torque.

If you search Classic Retrofit CDI+ on YouTube, there is a video of a 1975 US-specification 2.7 being dyno-tested with one of our units – the same car that I believe must have featured in Chris Horton's *Tried & Tested* story. The vehicle is at Greatworth Classics in north Oxfordshire (www.greatworthclassics.com). You could speak to proprietor Angus Watt about his experience with our unit. The dyno results are also available on our website, at www.classicroetrofit.com.



Classic Retrofit's CDI boxes are a direct plug-and-play replacement for the now increasingly frail Porsche originals, and designed to look as factory-standard as possible. Watch out for a full technical appraisal in the magazine very soon, as well as the fascinating story behind CR proprietor Jonny Hart's superbly modified 911SC (above, right)



BLOWN-UP BOXSTER RESTORED TO ITS FORMER GLORY

I hope you will remember me, Chris, after the shenanigans with my Boxster engine described here in Q&A during 2014 – now all sorted, I am very pleased to say – and then the red 924S that you drove for one of your *Tried & Tested* stories in the March 2015 issue.

I thought you might like to know that over the past year, since the Boxster went back on the road, I have continued to spend money on it. I have not – or not until now, anyway! – looked at all of the invoices, but shown below are the most significant items of expenditure since March 2015, at 48,700 miles.

Four Bridgestone tyres: £564
Wheel alignment at Steve Bull's in Devizes: £156
Hunter Roadforce balance for all four wheels: £100
Engine mount: £20
Air-con pipes and radiators (with a regas): about £450
Rear brake discs and pads: about £150
Front and rear 'tuning forks', ie suspension arms: £300
Brake-light switch (eliminated an intermittent PSM/ABS warning light): £15
Headlight washer nozzle: £150
Windscreen (I cracked it when changing a wiper blade...): £75 excess on my insurance policy
Alignment/geometry health check: £200
Four Michelin PS2 tyres, at 60,140 miles: £640

Most importantly, the car has recently had a final suspension alignment based on that initial health check at Center Gravity in Atherstone in Warwickshire (these guys really do deserve a write-up in the magazine – they are excellent!). This resulted in new front track control arms (CTE parts) at £145, rear track control arms (Meyle components) at £99, and eccentric bushes for the toe arms at the rear. I can supply more details about this element of the car's rejuvenation (*yes, please do!* – CH), but suffice it to say that it now handles superbly, and now needs only a final wheel balance to finish it off.

I am very pleased with the car, despite it having cost me a lot of money since I bought it (the replacement engine cost £2700, and fitting it, together with £550 worth of oil-fed IMS bearing, was another £2700). I am doing lots of miles in it, both as a daily driver and on some of the advanced driving exercises that I do from time to time – last weekend in Devon, for example, with the top down, and having a wonderful time on some superb and traffic-free roads.

I also had an opportunity to drive a 981-model Cayman with PDK over the same weekend. Lovely car: it makes life so much easier, and the gear changes are consistently so much smoother than mine. (And I like to think mine are pretty good!) But I would always go for a manual gearbox; it gets you thinking about the

forward planning required to make a smooth shift, even when you heel and toe.

The very last thing I did recently was to buy a personalised registration number for the Boxster. Picture attached, and from the state of the car you can probably see that it is well used – but loved, too!

Dave Venman, Wiltshire



Dave Venman's Boxster has occasioned him much grief – and expense, too; see text – but he has stuck with it. The most recent addition – after this photograph was taken – was a personalised registration number

THE KEY TO SUCCESS, 928-STYLE

Q Having recently lost the original primary key for my 1985 928S, I would like to buy a replacement. Fortunately, I do still have the factory-supplied spare, with the red plastic top, but that doesn't have the handy little torch built in to the plastic grip.

None of the key-cutting shops on my local high street can help – they have neither the blanks nor what they say is the special machine needed to cut them – so can you please suggest where I might be able to obtain one? I imagine that if I should lose the one remaining key – and sadly I do have 'previous' in that respect! – I will be in big trouble.

Peter Ackroyd, Hereford

A Robin McKenzie, Auto Umbau: You would, indeed. Porsche's electronic parts catalogue suggests that a number of the different types of key applicable to the 928 range are still available to order against the car's lock number (which today would almost certainly require a key to access it, without also destroying the lock in the process), but as far as I am aware Porsche Centres can supply only blanks of varying types. And to do anything useful with any of those you will again need a key from which to establish and then to machine the correct profile.

Be aware, too, that during the course of its nearly 20-year production life the 928 came with both 'short' and 'long' keys. As I understand it (and, like anything to do with 928s, this is a big, complex and potentially very confusing subject!), the short key was used to the end of the 1985 model year, for those cars with vacuum-controlled central-locking; the long key from 1986 for the later models with electric central-locking and a factory-fitted alarm system.

Somewhat confusingly, though, the long key was also used in first-generation cars that were factory-fitted with the then optional alarm system. Porsche's convention in both generations of the car was to have the main key with a black plastic 'handle' and that

built-in torch, and the spare key with a plain red grip. (There was an additional key for the rear storage compartment, but some other time for that...)

Uniquely, certainly for the period, and perhaps as befits the unashamedly high-tech nature of the 928, both the short and the long keys are profiled on four sides for security (or perhaps an illusion of it, anyway), and not just the usual two sides of, say, the key from a contemporary 944/968.

Fortunately, both short and long key blanks are available from Porsche. The former cost £28 each plus VAT, but come only with the red grip that denotes a spare, or in your case a replacement. It won't apply to you but, just for the record, the later, longer blank costs a hefty £64 each plus VAT, and all you get is literally the metal part of the key. The head, which incorporates that tiny but surprisingly useful torch, is another £23.81 plus VAT. (And it's worth knowing that it does fit the Porsche-supplied blanks for all of the company's other models of the same period.) A number of other key manufacturers – Silca, for example – make blanks with black-plastic grips for both the short and the long keys, but unsurprisingly they come without either the torch, or the Porsche crest embossed into the plastic, and are thus a dead giveaway that they are not original.

Either way, and leaving aside any considerations of authenticity, because of that four-sided blank it is not easy to find someone who can physically cut them – even Porsche Centres are unable to do so – and in all cases that process does, as I have said, require a pattern, which for obvious reasons needs to be as unworn as possible. None of our local key-cutting shops could handle the task, either, and so with a number of enthusiastic 928 customers on our books I took the decision to track down and then buy the (costly!) special cutting jig needed to hold the key at the various different angles required.

As a result we can now offer, from among the Porsche and after-market blanks available, a cutting service for £54 per key plus VAT and, if necessary, postage. But I stress that is literally just for the cutting – we would expect you to supply the necessary blank. (We can obtain one if you wish, but obviously that will add to our bill.) I imagine that does sound quite expensive – you can get a 944 key on the high street for £12 or less – but it does involve us in a fair amount of legwork. And it's a lot less than the several hundred pounds you'll pay for the equivalent remote-control job for a 996 or later model. Get in touch – 01525 861182; www.classicporsche.com – and we will be delighted to try to help you.



928 keys come in both 'short' and 'long' varieties (left); but see text for full explanation! Red grip indicates the spare; black torch head still available from Porsche. Auto Umbau has invested in this essential cutting jig (above)

DANSK ADDS TARGETED PART-PANELS FOR 'F'-MODEL 911

Encouraging news for anyone rebuilding a 911 to – or perhaps we should say *from* – the level of our Carrera 3.2 project car at Auto Umbau in Bedfordshire. (Unsurprisingly, that particular vehicle, best described as 'tired', has become something of a victim of Robin McKenzie's skill in the large-scale structural resurrection of these rust-prone classics, and as a result of that an order book that now stretches to the end of the year.)

Dansk, famous for its replacement Porsche body panels and exhausts – and whose European sales manager, Martin Søndergaard Frank, I met, in company with Robin McKenzie, back in 2014 – has responded to the latter's heartfelt request for components targeted more specifically at the requirements of today's restorers, and has introduced what it calls a partial rear wing for the 'F'-model cars. Essentially it comes minus both the front face, on which mounts the door-striker plate, and the rear-light housing, and as a result of that at a price – around 1400 euros per side plus VAT – which makes it (a little!) less distressing to cut into smaller sections for localised repairs. (Robin is a firm believer in always retaining as much 'factory' metal in the car as possible, and it's an approach I wholeheartedly endorse, too.) The relevant Dansk

part numbers are 591049HF and 591050HF. What you might call the 'full-fat' rear wing, by the way, retails for around 1800 euros per side plus VAT – although in both cases most Dansk retailers around the world could charge less than those figures.

One of the other items Robin had asked for was the complex assembly of small pressings which between them surround the fuel-filler cap, inside the recess in the left-hand front wing, and that, too, has been added to the Dansk inventory – part number

591001-3, and priced at 200 euros plus VAT. There are two new exhaust silencers in the already huge Dansk range, too: one for the 1971–1973 2.4-litre 911S with MFI (mechanical fuel injection), and one for the carburettor-fed 'T', 'E' and 'S' models from 1963 to 1973. Prices for those will be announced shortly, we are told. Full details on the Dansk website, of course (www.jpgroup.dk), or from UK distributors Euro Car Parts and Auto Umbau – www.classicporsche.com; 01525 861182.



The huge range of top-quality repair panels from Dansk has been joined by this complex fuel-filler surround (left), and what might be termed a partial rear wing, designed to be cut into smaller sections, as necessary

JUST WHEN YOU THOUGHT IT MIGHT BE SAFE TO BUY A WATER-COOLED 911...

Potentially disquieting – if not terrifying – news for owners of gen 2 997s. These pictures (below), shot in mid-April at an independent Porsche specialist, show one of the cylinder bores and pistons from a 2009-model 3.8-litre Carrera 'S' – and no less clearly that the bore-scoring that has affected so many earlier water-cooled flat-sixes would appear to remain a real and potentially disastrous threat.

'The engine – an MA1 in Porsche's terminology – is from a regular customer's car,' said the company's proprietor, who at this stage doesn't want to be identified, 'so I know that it has been well maintained, at least during the time that we have been responsible for it. There was no obvious smoke in the exhaust, and no dramatic increase in oil consumption. Just the faint ticking noise at idle that 996 and gen 1 997 owners have learned to listen out for.'

'We stripped it, having invested in all of the costly Porsche special tools needed to do so – the redesign of the bottom end, to eliminate the troublesome intermediate shaft, means that you can't lift the crankcase away from the crankshaft without first detaching all of the pistons from the con-rods – and found what you see here. The other five cylinders and their pistons have the very faint wear marks you might reasonably expect after 70,000-odd miles,

but otherwise are absolutely fine.'

So what caused it? The most obvious culprit would seem to be the complex metallurgical issues that appear to have afflicted so many gen 1 997s and some 996s – see the second part of my M96 trilogy in the January, February and March 2016 editions of *911 & Porsche World* – but crucially the damage in this engine is on what you might call the two shoulders of each of the piston's two thrust faces, rather than slap-bang in the middle, as is generally the case with 'traditional' Porsche bore-scoring.

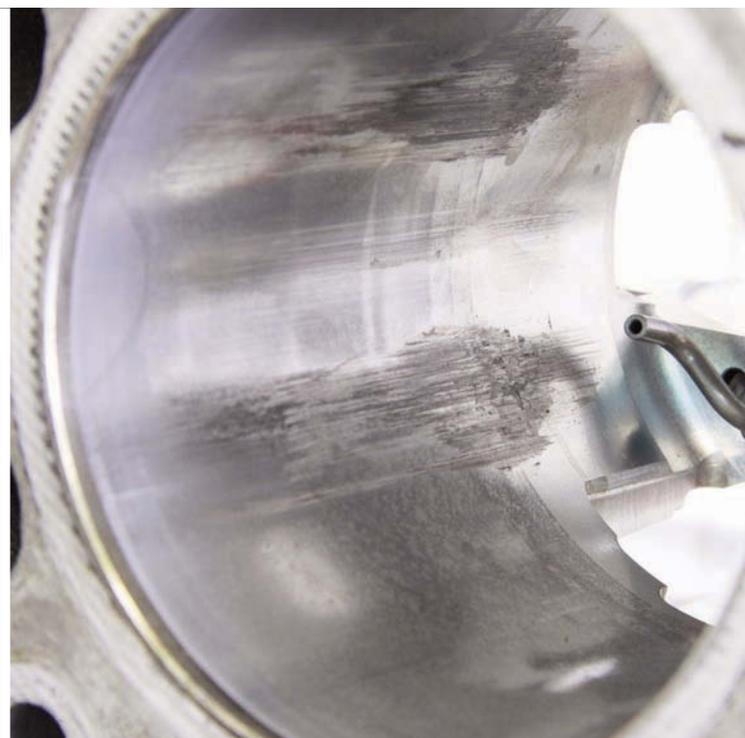
No less significantly, this also happens to be piston/bore number one, situated at the left-hand rear corner of the engine; in the earlier power units that are similarly affected it is almost invariably piston/cylinder number six (at the right-hand front corner in a 911 chassis) that suffers first – anecdotally because of its 'late' position within the coolant flow round the engine, and thus a tendency to run very slightly hotter than any of its neighbours.

All of that evidence arguably points toward a possible failure of the piston's oil supply, via the adjacent squirter on the crankshaft supporting webs. But this one showed no sign of any blockage, says our source, and neither was there any indication of the worn and/or overheated main-bearing shells

that, because of their excessive working clearance against the crankshaft, could have resulted in a reduced flow of oil through the squirter.

But another expert to whom we showed the photos had a slightly different theory. 'That's not bore-scoring,' he suggested, 'but good, old-fashioned partial seizure, itself possibly the result of slightly incorrect piston-to-bore clearances – which become increasingly critical the larger the piston is to start with – and/or the sudden overheating that has caused the piston to expand more rapidly than the cylinder could cope with. You might expect to see that in an engine that has been put under too much load from stone-cold, or even warm, instead of being allowed to reach full operating temperature before being driven flat-out.'

As a mere journalist rather than a fully qualified engineer I can at this stage offer no definitive answer. But the pictures – lest we should be accused of scaremongering – speak for themselves, I believe, and naturally I would be very interested to hear of any other gen 2 engines that have failed in this way. Or, indeed, any other plausible explanations. In the meantime, perhaps it's worth treating your late-model 997 just a little more gently until both the coolant and the oil are what you might call fully up to speed. Watch this space, as they say.



Bore-scoring in gen 1 997 engines usually affects centre section of affected piston's skirt area – the main load-bearing part of each thrust face – but this gen 2 item has suffered rather differently. The other side of the piston has almost identical damage. Circular item, left, is an adaptor, bolted to crankshaft to allow it to be rotated with a spanner

Unsurprisingly, the cylinder bore – here number one, rather than the usual six in gen 1 engines – shows matching 'scoring', although one expert argues (rightly, we believe) that this is the damage typical of plain, old-fashioned seizing. Precise cause remains unknown, but naturally we hope to get to the heart of it soon



**The Ultimate
Cooling Solution**

**Tested and Approved
by Porsche Specialists...**

Now available from **PIE PERFORMANCE.**

To find your nearest stockist visit www.evanscoolants.co.uk



STRASSE
SPECIALISING IN PORSCHE
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

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

HILLCREST SPECIALIST CARS
SPECIALIST IN PORSCHE

Service, Repair and Sales by factory-trained technicians

www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB

Carrera
ENGINEERING & MOTORSPORT

Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ

DEALER QUALITY SERVICE
at highly competitive rates

- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification
Work fully guaranteed very competitive rates
Over 35 years experience with manufacturer training

t: 01992 892333
w: carreraengineering.co.uk
e: Tony@carreraengineering.co.uk

PORTIACRAFT INDEPENDENT PORSCHE SPECIALISTS
ESTABLISHED 1982

Sales, servicing & everything Porsche
We usually hold 20-25 cars in stock prepared to a high level & competitively priced.

All cars we sell are fully serviced prior to sale with a new MOT & warranty included in the price.

PHONE: 020 8959 1604
email: sales@portiacraft.com

www.portiacraft.com

THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB

THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche
Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly
MEMBERSHIP: one year £40, two years £60 / **01787 249 245 / www.TIPEC.net**

DESIGN911
CLASSIC CAR CENTRE

Telephone: **+44 (0) 20 8500 8811**

Porsche 911T 1971 Coupe 2.2L
5 Gear Manual, LHD, Signal Orange with Black Leather Interior.

Porsche 911 1976 Coupe 2.7L
Manual Gearbox, LHD, Minerva Blue (304-9-3) with Black interior.

Porsche "RSR" 964 3.6L 1990
Carrera 4, Manual Gearbox, RHD, Colour: GULF BLUE,

Porsche 912 SOFT WINDOW 1968, Manual Gearbox, LHD, Irish Green with Black interior.

Porsche (911) 930 Turbo 3.3L 1985, 4 Speed Gearbox, LHD, Black with Black leather interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

356

9-Apart

Parts specialists for 356
01706 824 053



Classic Car Insurance
0800 093 2953

1965 356C
Has been cared for the past 38 years, 2 owner car, car is a 9.5 out of a 10, will send pics and car info to interested party, no tyre kickers please. Tel: 1-561-633-5901. Email: garyr356@aol.com (Florida, USA).
£89,000 P0716/020

www.KARMANN KONNECTION.com
Porsche 356 & Early 911 Specialists



Great selection of Cars and a huge selection of O.E. and Top Quality parts for all 356's and 911's 65-73.

01702 340613

info@karmannkonnection.com

ROGER BRAY RESTORATION

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



CLASSIC PARTS FOR PORSCHE

356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior - we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com
Tel: 01404 822005 Fax: 01404 822007
parts@rogerbrayrestoration.com

DSD MOTORWORKS
old school porsche mechanics for the 21st century
Hutton, Essex

"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY
Hutton, Essex

www.dsdmotorworks.co.uk
CALL US ON
07002 911 356
OR
07774 854 418

911

9-Apart

Parts specialists for 911
01706 824 053



Classic Car Insurance
0800 093 2953

996 Turbo Tip S
54, black/black, top spec car, 57K, FPSH, your joy or money back, p/x? Tel: 07963 548599 (Notts).
£39,000 P0716/016



911 (997) Carrera 2S, huge spec
2006, factory fitted Aero kit Cup (GT3), 6 spd manual, Midnight Blue metallic with matching Sea Blue leather interior, every optional extra inc hardback Sport seats, PSM2 with sat nav, 6CD, Bose, Sport chrono package plus with PSE sports exhaust system, PASM, PSM, m/f steering wheel, short shifter, seatbelts in silver, 19" Sport Design alloys, 3 owners, 121K mileage with full Porsche service history. Tel: 07580 454645. Email: petersinghs@hotmail.com (Leeds).
£21,995 P0716/026



(911) 993 C4 Coupe, FPSH, Varioram
1996, P-reg, 98K mileage, 6 speed manual, Varioram engine, in Midnight Blue metallic with Marble Grey leather interior, every conceivable optional extra including cruise control, electric carbon hardback Sport seats, e/w, e/m, e/sunroof, air conditioning, JVC-CD/MP3/DAB/radio, high level 3rd brake light, Cup 2 alloy wheels, c/l, alarm/immobiliser, full Porsche service history with bills/invoices costing over £30K. Tel: 07580 454645. Email: kamgills@hotmail.com (West Yorkshire).
£45,995 P0716/027

The Ultimate Driving Shoes



piloti Complete range available at:
www.carnoisneur.com
or call 01582 787377

911



911 TechArt GT Street RS

Converted from a 1999 Carrera 2, full bodywork changed over, resprayed, new top mounts, brakes, pipes, hoses, LED Gen 2 rear lights, 997 headlights, complete head turner, looks like the £300,000 GT2 TechArt GT Street, red leather (treated) and heated seats, manual transmission, 77,000 miles, 3400cc (300bhp) engine, MOT: 31/03/2016 (no advisories). Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow).
£20,000 P0716/011

911 Targa 1981

For sale my Porsche 911 Targa, lots of work done, too much to put down, for more info call, I can email photos. Tel: 07986 420055. Email: jrc.911@ntlworld.com.
£21,500 P0716/028

911 (996) C2 3.6 Tiptronic

2002, 48,700 miles, Seal Grey, P-Zeros, 1 yr MOT, as new, dry stored, maintained regardless, all keys + PSH, finance and px arranged, excellent opportunity. Tel: 07775 955325. Email: info@getitdealt.com (T)
£18,750 P0716/029

WILLIAMS CRAWFORD

Passion for Porsche



We get up early to take care of Porsche owners and enthusiasts.

Selling, sourcing, brokering, buying, restoring, servicing and repairing for Porsche of any model and any age, 991 to 356.

We display a varied stock on our website, although what you see is only the tip of the iceberg. We source Porsche U.K. and Worldwide to your specific requirements should it not be in our stock. From a near new Macan through to a 356 Speedster.

Whether you would like to acquire or sell a near new 991, a Cayenne, a GT3, 997, 996, 993, 964, 3.2 or any classic or collectable Porsche, we would love to help.

If you are considering selling a Porsche, we can discuss the various alternatives to suit your situation.

When it comes to repair, restoration, servicing and accident repair, it's essential to have the right 'man for the job'. We have a small but highly skilled team and have the resources, the experience and the attitude to get it done correctly.

We look forward to helping you with your existing Porsche or helping you find the next one.

www.williams Crawford.co.uk info@williams Crawford.co.uk
01752 840307 07768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation

BUYERS' GUIDE: PORSCHE 928 GTS

AUTOBAHN BRUISER

The market has been punishing the 928 for too many years, mainly for not being a 911. However, now the tide is turning and the 928 is starting to get the appreciation that it deserves. The time to buy is now as prices will inevitably rise on the back of the classic Porsche boom

The Porsche 928 is legendary. Not so much, from an owner's point of view, for being the front-engined coupe that was intended to replace the 911 in the late 1970s but didn't, but legendary for its un-Porsche like heavy depreciation, and its sky-high running costs that sees, for example, replacing a single driving lamp generating a bill for £500, or more if at a Porsche main dealer.

The futuristically styled GT rather than sports car had its followers, of course, but it always lacked the charisma of the 911 and by the time it disappeared in early 1995, ahead of the launch of Porsche's new generation of efficiently manufactured models, the Boxster and 996-series 911, the 928 was Zuffenhausen's forgotten car. They languished, for just a few thousand pounds, in the classifieds, awaiting new owners courageous enough to make the huge maintenance commitment inevitably called for.

But with the rise of the 'young classic' phenomenon, which has seen 1980s and

1990s cars generously reappraised and revalued, the 928 is no longer nearly so cheap – although starting at £10,000 to £15,000 for anything that clears basket case status, they're still bargains compared to the air-cooled 911s of the time. And a sign of the times is surely the £55,000 being asked for a low mileage, late model 928 by a prominent classic car dealer.

So what precisely are you getting when you buy a Porsche 928 – and perhaps more importantly, what are you getting yourself into? Here, we're concentrating on the last model made, the 928 GTS launched in 1992.

DESIGN, EVOLUTION

Although this buyers' guide focuses on the final cars, to see how that model came about it's useful to outline the 928's history, which began in March 1977 with a debut at the Geneva motor show. It was then badged simply '928' and utilised the front engine/transaxle rear gearbox configuration of the 924, launched a year earlier. The all-

new 4.5-litre, water-cooled V8 produced 240bhp, while the sleek body it sat in was made from galvanised steel, with aluminium bonnet, doors and front wings.

Priced at £20,500 by the time it arrived in the UK in 1978, a third more than the 911SC coupe, it became the 928S in 1979 (4.7-litre), evolving into the S2 in 1983 and the S4 in 1986, at which point it gained the 5.0-litre, quad cam, 32-valve engine (along with a new nose section) that took performance to the next level. In 1989 a sportier alternative to the auto-only S4 was offered, the manual 928 GT. This was slightly more powerful at 330bhp, thanks to modified engine management, special camshafts and a different exhaust, and ran with a shorter final-drive. It also had beefed up suspension and the wider wheels and tyres used by S4s with Sport Equipment.

In September 1991, for the 1992 model year – and, incidentally, at a particularly low point in Porsche's fortunes, with a takeover by Volkswagen or Mercedes-Benz rumoured – the final 928 specification was

The 928 still looks contemporary even today. Back in 1977 it was positively futuristic





Big, comfy seats take the sting out of long journeys. Most cars were auto equipped. Engine went from 4.5-litre V8, 16-valve of the 1977 launch model, to the full-fat 5.4-litre, 32-valve of the later cars, as featured here

released, which would run unchanged until production ended. The V8 was increased from five to 5.4 litres, bringing about a small power increase to 335bhp, at 5700rpm, but a sizeable torque hike to 369lb ft occurring at 4250rpm while, in search of smoother running, the number of crankshaft balancer weights increased from six to eight.

It could be mated to either a five-speed manual gearbox, re-engineered for an improved shift, or a four-speed automatic, both of which had a new oil cooler. Power was fed to the rear wheels via an electronically controlled (PDS) limited-slip differential, a multi-disc design first used on the S4 and based on that developed for Porsche's 959 supercar.

New, 17-inch diameter Cup Design wheels adorned the GTS, 7.5-inch wide at the front and wearing 225/45 tyres, and nine-inch wide at the rear and with 225/40 rubber. Larger brake discs and calipers were fitted, while the car's tail end was tweaked for a wider look, and aerodynamically better door mirrors fitted. Needless to say the 928 GTS, by then priced at £64,500 (as it did a decade and a half previously, it cost a third more than the basic 911) was comprehensively equipped for the time, with leather, electrically adjusted front seats, air-conditioning, cruise control, and a Blaupunkt radio/cassette unit with 10 speakers and a new-fangled feature called RDS.

DRIVING THE 928 GTS

With the 928 GTS road tested by *Autocar* magazine at 5.4 seconds to 60mph, 3.7 seconds from 50 to 70mph in (manual) fourth gear and a top speed of 168mph, it's quick. But it's a world away from a 911 of its time, then still air-cooled and a far more responsive, edgy and generally more enjoyable type of Porsche. If the 911 is the obvious track day choice, the GTS is what you'd choose for a relaxed but rapid pan-European journey.

The revised V8 engine for the GTS has an added zing over the previous unit but it

lacks an inspired soundtrack and isn't especially smooth at high revs. The manual gear change feels wooden, although its precision beats the 911 box hands down.

The chassis, fundamentally good due to the near neutral weight distribution afforded by a rear-mounted transmission, offers a failsafe balance that, again, is the exact opposite to the nervous 911. And even with so much horsepower on tap, power sliding on dry roads isn't really an option, due to the wide rear rubber, limited-slip diff and the suspension's efficiency in locating the Porsche's tail.

Just as the 911's interior is part of its charm, so is the 928's – though in exactly the opposite way. While the rear-engined Porsche was endearingly dated, the 928 has a 21st century look, as envisaged in the mid 1970s. The fascia is wide and flat, while the instrument panel adjusts up and down with the steering wheel. The driving position is excellent, as are the front seats, although the rear seat is cramped. Be prepared for a hefty fuel bill: according to

the official figures of the time the GTS did 13.6mpg in town, although the automatic car is claimed to be slightly less thirsty.

WHAT YOU'LL PAY

The market for 928s has become polarised: cars with an unsure condition and provenance are around £10,000 or even less, while sound, historied examples start at £25,000, with the GTS going for a bit more, as Andrew Means of classic Porsche specialist, Gmund Cars in North Yorkshire explains. "People either want the very early or very late 928s. The GTS is the end of the line and the pinnacle of development and so it commands a special price, and with sensible mileage, say 80,000 to 100,000, they are £40,000 to £50,000."

A lot of Porsche specialists won't touch 928s, due to their complexity, and those that do need to get a good price on them. 'Dealers will need to keep aside some money for the warranty costs on these cars,' Means explains.

928 TIMELINE

March 1977
Original 4.5-litre 928 revealed at Geneva motor show

September 1979
Became the 928 S, 4.7-litre

September 1983
Evolved into the 928 S2

September 1986
928 S4 launched, 32-valve 5.0-litre engine

March 1989
Manual only 928 GT joins range

September 1991
Final 928, the GTS, is launched

January 1995
928 GTS production discontinued

SPECIFICATIONS

Porsche 928 GTS

Engine	5396cc V8, four cams, 32 valves
Power	335bhp@5700rpm
Torque	369lb ft@4250rpm
Brakes	Vented discs, 4-piston calipers
Wheels	7.5Jx17-inch front, 9Jx17 rear
Tyres	225/45 ZR17 front, 225/40 ZR17 rear
0-62mph	5.7sec
Max mph	171mph
Average mpg	21.4
Weight	1620kg
Built	1992-1995

All figures from Porsche, for a manual car

Maintenance costs, 928 GTS (guide price, including labour and VAT)

Oil/major service	£350/£650
Transmission oil change	£85
Cambelt/water pump renewal	£650
Engine mountings (including sump gasket)	£720
Cam cover gaskets	£375
4 shock absorbers (Bilstein)	£1200
Upper front wishbone bushes (both sides)	£400

Prices supplied by 928Spares

WHAT YOU'LL PAY

£15,000–£20,000 Tired looking cars with little history, and possibly problems

£20,000–£30,000 Privately advertised cars in average condition with reasonable history

£30,000–£40,000 Starting price at Porsche specialists, good condition and history expected

£40,000–£50,000 Low mileage, full service and above average condition

£50,000–£60,000 At this price must be a “time capsule” car, in virtually new condition

WHAT TO LOOK FOR: ENGINE

The extra cubic capacity of the 5.4-litre over the previous V8 was achieved with a longer stroke, and this introduced a significant wear issue, according to Paul Anderson of leading 928 specialist 928Spares in Gloucestershire. ‘The pistons have a shorter skirt length, which causes them to be less well supported,’ he says. ‘Hence they rock at top and bottom dead centre, resulting in “hourglass” type bore wear and rounded off piston rings, and this results in heavy oil consumption.’ He adds that a number of cars had replacement engines under warranty, the evidence of this being engine numbers that do not match the V5C document, or a large “A” stamped next to or in front of the engine number plinth.

As is so often the case, inadequate maintenance can lead to problems. ‘The cam belt should be changed every five years or 60,000 miles, and if that’s done the engine should be fine,’ Anderson tells us. ‘But we do see wear to the camshaft drive pulleys if the belt has been over-tightened, causing the belt to wear through the hard anodising of the pulley.’ At every belt change, he advises changing the main tensioner pulley and also the water pump.

The original engine mountings are likely to

have failed by now, causing the engine to sit down on its saddles. ‘The engine should rock when revved – not the whole car,’ Paul tells us. ‘Totally knackered mounts will cause a harshness through the pedals and steering when the car is started, and also at cruising speed.’

A problematic engine idle valve can cause poor running. ‘Make sure the engine blips when started and settles to a normal idle,’ Paul says. ‘If it doesn’t, the valve is stuck and the inlet manifold must be removed to access and replace it.’

A GTS engine can be a collection of oil leaks, he warns. ‘Expect cam covers to be weeping, in serious cases allowing oil to gather in the plug wells, which will eventually cause engine misfires.’ Sump gaskets are prone to leaking, as they are old school cork, which hardens and splits. ‘In the course of a proper replacement job, the front chassis crossmember has to be dropped – which makes changing the engine mounts at the same time sensible.’

TRANSMISSION

The automatic gearbox is a very sturdy Mercedes-Benz sourced unit which itself is usually trouble free, but once again the lack of maintenance can cause problems. ‘It’s

WHAT THE PRESS SAID

A very serious amount of Teutonic consideration clearly went into every last detail of the 928’s interior. There’s a huge centre console dividing you from your passenger, housing the air conditioning and ICE, plus, further back, window and rear wiper switches. Twisting the 928’s ignition key stirs a quiet giant of a V8 somewhere in front of you. It rumbles into life, settling back to a subdued tickover.

911 & Porsche World, February 2003

More than with previous 928s, the GTS’s chassis places far more emphasis on grip and stability than balance and adjustability. Which isn’t to say that one of the great handling supercars has been tainted by shopping car sensibilities but, with still wider tyres and an effective electronically controlled limited-slip differential, wild power slides are much harder to provoke than they once were.

Autocar, 23 September 1992

difficult for an owner to check the oil, due to the gearbox not having a conventional dipstick,’ Anderson points out. ‘On the side of the gearbox is a small reservoir that has graduations for levels, but this is only accessible with the car raised, and can only be checked with the car running!’

On little used cars, oil will drain from the torque converter into this reservoir, which becomes full and then the fluid slowly finds its way out and onto the floor. ‘Eventually the fluid level gets low enough to accelerate wear, causing gear shifting and kick-down problems.’

Manual gearboxes are usually reliable, apart from oil leaks at the input shaft seal, and from the gearbox oil cooler. Clutches are easy to change (the unit drops from below with gearbox in situ), but the flywheel will need a skim.

Porsche managed to keep the 928 looking fresh throughout its lengthy production run. Blistered arches covered ever wider rubber, while full length reflector at rear mirrored the 993 C4S of the time



Running a 928 is not for the faint of heart but, that said, if you start at the top and get a good one, then it should be just a case of routine maintenance, with the odd big bill thrown in. Start from the bottom, then be prepared to get your hands dirty



SUSPENSION, STEERING

Even low mileage cars seem to need suspension damper replacement, with the rears suffering most. 'This can be felt by the car see-sawing as it hits bumps or undulations,' Paul explains, 'and if the front dampers are worn, you'll have to constantly make steering inputs.'

By now, the front upper wishbone inner bushes may be starting to separate from the wishbone. 'Replacement is possible using poly bushes,' Paul says. 'The outer joint is not replaceable at this time, but is thankfully very long lived.' Steering racks are very durable, but the retaining bushes can fail if the engine has constantly leaked oil onto them.

BRAKES AND WHEELS

A full brake inspection is essential, as the Brembo discs and calipers are expensive. 'The front discs are much larger than the 928 S4's and are only available from Porsche,' Paul warns. 'But the rears are the same as the S4, and so plenty of alternative makes are available.' He adds that the "Cup 1" and "Cup 2" wheels are prone to cracks and damage on their inner rims, so check them carefully.

ELECTRICS

Paul encounters many electrical problems on these cars, but blames most of them on aftermarket alarms and the like. 'We

occasionally see broken wires, due to flexing within the doors and under the seats,' he reveals. 'Water ingress can affect the alarm module under the driver's seat and the "active" differential accelerometer under the passenger seat, so it's worth checking that the floor is dry.'

BODYWORK

Corrosion can develop under the plastic side sill covers at their rearmost edge. 'Hold this area and flex it,' Paul advises. 'Normal resistance should be felt – if rust flakes fall out, then there is probably a lot of rust underneath. If rust spreads too far, it enters the sill and then works its way along. It's easy to fix in the early stages, but not later!' Small bubbles on the aluminium parts of the car (bonnet, doors and front wings) are common and normally caused by an untreated stone-chip, or more often from trim attachment points.

VERDICT

The 928 in all its incarnations lived under the shadow of the car it was meant to replace. But while that kept its charisma low, it also ensured it was for a long time a bargain Porsche. It's still good value compared to the 911, although prices for good ones are now rising, so if you fancy the alternative Porsche experience, move before it's too late. But purchase comes with a health warning: don't underestimate maintenance costs. **PW**

SPOTTED FOR SALE

Sports car specialist
1994 928 GTS automatic, black, tan leather
81,800 miles, 11 previous owners, £32,995,
Worcestershire
thesupercarrooms.co.uk

Porsche specialist
1995 928 GTS automatic, red, black leather,
80,000 miles, ex-Dubai car, £29,996, Durham
RPR626 Specialist Cars, rpr626.co.uk

Classic car specialist
1993 928 GTS automatic, grey, grey leather,
13,800 miles, full Porsche history, £54,995,
London
Hexagon Modern Classics,
hexagonclassics.com



USEFUL CONTACTS

928Spares
928spares.co.uk
The UK's leading specialist in 928 spares, maintenance and modifications, and which also sources remanufactured 928 parts

BUYERS' CHECKLIST

Cylinder bore wear is common, so check for smoking exhaust
Check that engine cambelt has been renewed, and adjusted correctly
Vibration through the pedals and steering wheel probably means worn out engine mounts
A faulty engine idle valve can cause poor running
Oil commonly leaks from engine cam covers, the sump and gearbox
Skimped auto gearbox servicing can affect gear shift
Check the condition of the front discs, as they're expensive
Water ingress can take out the alarm electronics, under the driver's seat
The side sills are a common rust trap

DEALER TALK:

NINEMEISTER

Established in the early 1990s and winning a reputation for his powerful tuned Porsches, proprietor Colin Belton (seen here with his Labrador, Woody) has recently extended the operation to include car sales



How long have you been in the Porsche business?

Twenty-four years, although it might take at least one more to become an overnight success. A business has to continuously evolve to keep pace with market forces, hence the latest Ninemeister initiative is car sales. By joining forces with local company Cheshire Sport Classics, we will soon be offering Porsches for sale from our Chesford base.

What Porsches do you specialise in?

My skill set began with the 911SC, ran through the 924-968 range and peaked with the 964 and 993, in particular the RS variants, but my staff have a huge knowledge and experience on the Boxster, Cayman, 996, 997 and Cayenne. Between us, we can do everything on anything that wears a Porsche badge.

What's your cheapest, and most expensive, Porsche presently in stock?

Our best value Porsche is a 997 Carrera 2S Tiptronic with 120,000 miles on the clock – at £16,995 it can only be considered a bargain. Our most expensive, at £249,000, is a left-hand drive 964 911RS Clubsport showing 13,400km.

What would you recommend as the best "first Porsche" to buy?

The Porsche that presently captures the zeitgeist is definitely the Cayman, in particular the S models which offer true Porsche performance and great handling for not a great deal of cash. If you can't afford the Cayman, don't overlook the early Boxster S which is half the price and very much a similar package.

Where do you get your stock from?

Mainly by word of mouth via contacts in the Porsche community. The good cars always stand out within the specialist network, and as a result we prefer to buy cars that we know rather than from random trade auctions.

What warranty do you give, or sell?

Every car has a comprehensive three-month warranty. It's from a reputable warranty company used by other Porsche specialists in the UK. An option to extend the warranty period to six or 12 months is available.

What's "hot" currently?

The pre-impact bumper 911, the 964 Carrera 2 and 993 are the hot potatoes, I truly wish my storage facility was full of them. Other than the obvious RS and GT3 models, good 996s, especially Turbos, seem to be particularly in demand.

What's best value at the moment?

The 997 – for sheer capability and value, the Carrera S is hard to beat. It's more sophisticated and powerful, and better to drive than the 996, and has a much improved interior. But do search for a good one, look for regular oil changes in the history, and if in doubt have the engine "bore scoped".

Name a car that you recently sold, that you would happily have kept for yourself

My non-sunroof 964 project car. I thoroughly enjoyed driving it although with a six-speed gearbox and limited-slip differential it turned me into Oswald Oversteer! In a moment

of weakness I sold it to a friend, and have since helped him turn it into a lovely Rubystone Red 964 RS homage complete with 18-inch Fuchs wheels. I kick myself every time I see it.

What car do you drive every day?

A 9m11 hot-rod: left-hand drive, non-sunroof, G50-gearbox Carrera 3.2 blessed with a Ninemeister-built, Motec-managed 993 engine, Bilsteins and Turbo wheels. The back-up is my trusty Audi S4 Avant.

What are your plans for the future?

Since moving the Ninemeister customer service operation to our new Chesford location, we knew that a key factor to our success would be the addition of a Porsche car sales facility. Service and sales are a symbiotic relationship, and the new general manager Andy Gorner is the one bringing it all together. Andy will soon be joined by Scott Wood to manage the bodyshop, his immediate task to make inroads into the six-month order book for project work, fulfilling orders for Ninemeister 64RS, 93RS and Speedster models.

The final piece in the UK jigsaw will be the development of new performance packages for these models, after which I might finally listen to the pleadings of my US customers and open up Ninemeister USA.

**Contact
Ninemeister
12 Chesford Grange
Warrington
Cheshire WA1 4RE
+44 (0)1925 242342
ninemeister.com**

HELPING YOU BUY YOUR PORSCHE:

REFURBISHING AN IGNITION KEY

Porsche ignition keys have been electronic since the introduction of the Boxster and 996-model 911 in the mid 1990s, and by now a lot of these keys are in poor shape and many will have failed. They can develop a problem in the circuit board, which requires the activation button to be pressed harder, which in turn causes further damage. A new key comes in two parts, the remote and the blade, and even if it's just the remote you need, the cost is going to be close to £200 once the key has been coded by the supplying Porsche Centre. Add another £100 if you need the blade as well.

A much cheaper option is to send off your broken key for refurbishment to one of the specialist auto key companies, such as Leicester-based Autotronics (autotronics.co.uk). There, the key will be refurbished for around £50 including postage back to you. If the case is broken, Autotronics can also supply a replacement for about £15. This comes from China, but the firm says you can't tell it apart from the original Porsche item.



**USEFUL ACCESSORY OF THE MONTH:
RAMEDER AIR MAN INSTANT PUNCTURE REPAIR KIT**

There is some debate over the merits of pressurised foam puncture repair kits: they're convenient, but if the hole in the tyre is too big they're useless and you'll be left stranded, and owners who've used them have reported that tyre bays are not keen to patch tyres with foam in them. But if you're happy with the idea (owners of newer Porsches have no choice, as their cars came with them), and run an older Porsche, this item from German accessory firm Rameder should appeal if you want to save the weight of a jack, a wheel brace and a spare, and also the space.

The EasySpair by Air Man is claimed to seal tears up to 6mm in length, filling the tyre with a special sealant gel, after which you can drive at up to 50mph. The 2.8m power lead for the compressor is long enough to stretch from the power socket to the wheel furthest away (it wouldn't be much good if it didn't!), and coming with various adapters, the compressor alone can also be used to pump up tyres, paddling pools and the like. Priced at €39.99, it's available solely online at rameder.eu, the website calculating the price in Sterling.



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT 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
www.octanegarage.co.uk
 Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ



2006 997 Carrera with chrono + sports ex
 PSE exhaust, Sports chrono, 19-inch wheels, Bi-Xenon, disc CD autochanger, Porsche active suspension management (PASM), Bose surround sound system, navigation module for PCM, sunroof, reversing sensors, the car has recently had all new suspension and shocks and new tyres in Dec 2015, 3 owners, next MOT due 31/12/2016, full Porsche service history. Tel: 07909 995811. Email: matthew.williams@hgp-architects.co.uk (Hampshire).
£24,900 P0716/014

1980 3.3 Turbo R69 Rinspeed 300bhp
 Full Porsche service history, this car was found dry stored in a helicopter hangar and had not been used since 2004, in November 2014 it spent 6 weeks at Porsche JCT 600 getting fully recommissioned which cost £11,000. It has the R69 Rinspeed conversion and starred in the Geneva motor show in 1983. The car is in excellent original condition and has a full service, maintenance and history portfolio with it, 2 keys, 4 new tyres and brakes, 1 owner from new, registered in the UK from new, please contact me for any further information. Tel: 07743 887805 (work) or 07983 422572 (personal). Email: damien.brown@wates.co.uk.
£39,995 P0716/035



2004 Carrera S 911 997 Silver/Ocean Blue
 Stunning 2004 997 Carrera S, full spec with factory sunroof, cruise, Bose surround and 6 CD, auto-dimming mirrors, rain-sensing wipers, full electric memory and heated seats, rear park assist, Alcantara headlining, ex Porsche approved car owned for 5 years, 82,000 miles with full Porsche/Porsche specialist history with massive folder of all expenditure, full SVP specialist engine rebuild at 59,000 miles, recent front discs, pads all round, battery, tyres are all matching Continental Sport Contacts with plenty of tread, new MOT March 2016, big service Oct 2015, small service due Oct 2016, no expense has been spared on the car. Tel: 07717 377261. Email: andrew.southall@tesco.net (Worcs).
£26,995 P0716/036

The Ultimate Driving Shoes
 Prices from £115 to £335
 Free delivery in the U.K.

pilot Complete range available at:
www.carnoisneur.com
 or call 01582 787377

944
9-Apart
 Parts specialists for 944
01706 824 053



944 Lux 2.7 1990 registered
 Very late registered via AFN in London, must be last Lux in UK registered on H-plate, 60,000 miles only with full history and previous MOTs, belts and rollers changed last year, runs like new. Logo black interior is excellent condition with original radio/cassette, bodywork in good order but not concours, all electrics work and roof opens etc, digital clock works also! 2 previous owners. Tel: 07788 555954. Email: stewartgreen61@hotmail.co.uk (Herts).
£6950 P0716/034



911 Carrera Convertible (996)
 2000-reg, factory fitted Aero bodykit and spoiler, new clutch Nov 2015, 4 new Pirelli P-Zero tyres Nov 2015, hard top and stand included, MOT till January 2017, Parrot Bluetooth phone kit, FOCAL speaker upgrade, all receipts for everything from new, lovely car, please call for more details, NC. Tel: 07775 964855. Email: paulemery27@hotmail.co.uk (Norfolk).
£9250 P0716/033

944

Classic Car Insurance
0800 093 2953

944 Coupe 2.5 auto 1985
 Owned 17 years, RHD, black with pinstripe interior, lady driver, cookie cutter wheels, power steering, CD, elec windows, sunroof, drives well, serviced, engine o/haul, MOT to May 2016, good condition for 30 years. Tel: 01732 459085 or 07881 502901. Email: ronaldwatt@hotmail.com (Sevenoaks).
£3750 ono P0716/030



1986 2.5 8V 944 - only 95K - FPSH
 Genuine 95K 1986 944 Lux, 5 speed manual, 15" teledial alloys, full Porsche main dealer service history, rare big bolster electric seats in excellent condition, comes with private plate, needs welding to sills, needs a respray, not started recently but engine turns freely by hand, excellent project car which will be valuable once finished, will swap for interesting car or £2000. Tel: 0121 533 1965. Email: bsj79@hotmail.com (Birmingham).
£2000 P0716/002

911virgin.com

Porsche wanted urgently
Payment immediate
Call today
Speak to Terry or Tom

Porsches bought & sold

01895 255222
info@911virgin.com

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

The high profile classic car auctions in California and Florida see huge prices paid for the best Porsches, but you'll find there are just as many cars at your local auction – only at affordable prices



British Car Auctions decided that it would be good for business if more private buyers were attracted to its auctions. Carrera GT not entirely representative!

In past issues we've covered international classic car auctions in great depth, where for years now anything with an RS badge has been heading into the stratosphere, with well preserved lesser models of the same eras riding skywards on their coat tails. So now that we're in the auction hiatus – after the major league early year and spring sales, and before the key mid-August week at Monterey in California – it seems a good time to bring ourselves back down to earth and look at what's happening at the auctions ordinary people can go to with the realistic expectation of coming away with a Porsche, classic or otherwise.

Did we say "ordinary people"? Aren't car auctions the preserve of the hard-bitten trader who turns a blind eye to quality when selling, and can easily spot those same dodgy motors when they themselves are buying? If that's your perception of car auctions, it's time to think again.

Unwary buyers can still be

caught out by a car that isn't all it seemed, but some years ago auction houses such as British Car Auctions came to the conclusion that the business would develop positively if more private buyers were attracted, and to do that, the environment had to be made more user friendly. As TV motoring presenter Quentin Willson, hired to promote Classic Car Auctions, set up to specialise in "everyman" classics usually under £25,000, points out, 'you have certain legal safeguards, the cars have to be described honestly and transparently, and the auction house checks out the cars so you don't have to do it.' He adds another important point: 'All the cars are in one place so you don't have to travel the country looking at over-described cars.'

So what is the Porsche buyer likely to find at auction, say for £30,000, a real world price for Porsches on the border of collectability? Before we get to the cars, one important point about prices: auctions typically add 10 per cent plus VAT to the "hammer

price", hence a car that attracts a £10,000 winning bid actually costs £11,200.

One of the most pleasant auctions we've visited recently is Historics at Brooklands, sales taking place next to Brooklands Museum in Surrey, hence a visit there can be bolted on to the day. And if your timing is right, Historics will take you out in the car pre-sale.

In Historics' most recent sale, in March, Porsche prices started at £16,600 for a "recreation" 356 Speedster. There appeared to be little Porsche content in it, but when the real thing is well into six figures regardless of condition, it seemed not a bad buy. Auctions like this can also be good places to buy the cheapest examples of models that make high prices at international sales, such as the Guards Red 1985 Carrera 3.2 which had been mechanically rebuilt at 146,000 miles, and which Historics sold for £26,320.

Proving that earlier 911s in good shape can still be affordable was the 1975 911S that made £24,080 at the

same auction, while the H&H Classics event at the Imperial War Museum Duxford in Cambridgeshire in late April saw a US spec 911S that had been imported from Florida, and described as having a "rust-free body", fetch £23,883. Neither would have been in the same top condition as the 1973 911 2.4S Targa that Gooding & Company sold at Amelia Island in Florida in March – but that did go for over £137,000!

Some feel that the 1977–1983 911SC is showing signs of taking on a slight edge of collectability over the Carrera 3.2 that succeeded it, due to a perceived added purity. Nonetheless Brightwells' auction in Worcestershire in early March brought proof that the 911SC is still available for "sensible" money, with a late, 1983 model (benefiting from the upgraded, 204bhp engine) selling for £28,000, and a 1980 Targa with just 59,000 miles making £1000 less.

And showing that the 928 – profiled in this month's Buyers' Guide – can still go for a song, H&H hammered down a 1989 S2 manual model, unused for several years, for £4200! A 944 S2 from the same year, described as a 'fast appreciating model' made a par-for-the-course £6000 at H&H. Like the 928, four-cylinder, front-engined Porsches can still be found for near banger money, such as the 1985 924S for £1200 at East Anglia Auctions in early April. It had leather upholstery, a warranted 101,515 miles, a large history folder – and a blown head gasket. Drive-away prospects included a rather better 924S of the same age for £4830, and two 1989 944 S2

Cabriolets bought for £3885 and £8400 respectively.

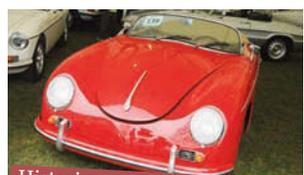
Of course, auctions are also a potentially great source of modern Porsches. Dipping into the British Car Auctions website, we saw almost 60, ranging from a 1997 Boxster 2.5 up to a two-year-old 991 Carrera 3.8, and even two 996 GT3s! The cars were spread around the firm's 22 UK auction locations, but if you feel confident about bidding unseen, you can place a "proxy" bid via the BCA centre nearest to you.

The website gives crucial information about cars coming up for sale, grading their condition and stating whether there is a service history. It also reveals the source of the car, so if it's coming from a fleet you could assume that its disposal was because the lease had ended rather than because of impending trouble.

When we mention auctions we invariably cover cars for sale, but if you want to sell your Porsche, auctions can be a good way of doing it. The auction house will usually take 10 per cent of the hammer price, which might sound a lot, but your car, along with all the other lots, can be seen on line for quite a while prior to the sale, and on the day there is potentially a ready made group of buyers willing to outbid each other. You have no other marketing costs, and another advantage that should not be underestimated is that you will not have to put up with eager "test pilots" showing up and expecting to drive your pride and joy without insurance (they may claim to be covered under their own policy, but this will be third party only and won't cover your car). Auctions may be outside your comfort zone, but they're an option worth considering. **PW**



Historics Carrera 3.2, £26,320



Historics 356 rep, £16,600



Historics 911S £26,320



Brightwells 911SC, £28,000



Brightwells SC Targa, £27,000

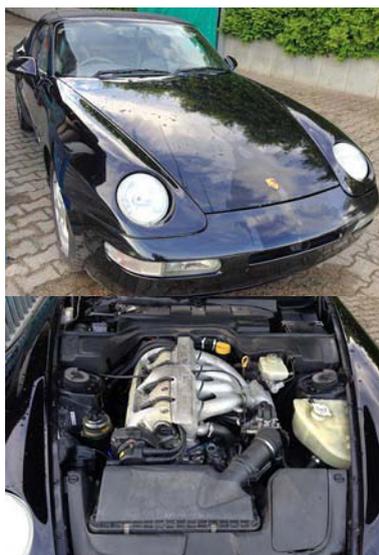
CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

968

9-Apart
Parts specialists for 968
01706 824 053

Classic Car Insurance
0800 093 2953



968 Convertible 6 spd, 17", full history, RHD, new starter and tyres, leather, airbag, etc.

6 speed manual, April 1993, black colour and roof/ leather, odometer 95,600 mls. Maintenance at mileage 1697, 7700, 14,909, 16,800, 23,041, 24,579, 28,050, 56,000, 62,667, 68,908, 69,554, 73,917, 83,134 (including new belt and rollers) and 89,462. Full history and invoices (appr £8000) and documents, original spare tools, soft top boot etc. Not much used during past years, new starter motor and Continental tyres, previously UK registered, but with UK export documents, no other registration. Pictures available, located less than one hour to Frankfurt airport, trade with TVR, Aston Martin or other sports car possible, please feel free to ask for any other questions. Tel: 0049 16098 985969. Email: richard.haering@gmx.net (Frankfurt, Germany).
£15,900

P0716/018

968



Beautiful low mileage 1993 Guards Red 968 Coupe

67,000 miles, this has gleaming bodywork and a set of refurbished alloys with matching quality Michelin Pilot tyres with deep tread, the interior is grey with leather front Sport seats and red overmats protecting the carpets. Take a look at the engine bay which has been detailed and this car has clearly been cherished by its previous owners, the service book and manuals are all present in their leather wallet in the glovebox, there is a good stamped up service history from both main dealers and independents, the all important cam and balance belts were changed in 2013 less than 3000 miles ago. This is my third car and is always garaged, I have the Porsche Certificate of authenticity and am also a PCGB member of 16 years. Being a Variocam engine it has plenty of torque and is around 240hp, having a 50:50 weight distribution it is very quick A to B and a joy to drive with a lovely 6 speed gearbox, the boot is unmarked and protected with a hatch cover, a bag for the sunroof and a luggage net, all the tools are present along with the compressor etc. This is a lovely car and will make a lovely addition to your collection and should be an appreciating asset in this condition, I will be sad to see it go but not enough garage space once my new Porsche arrives from the USA, I will not take silly offers and to appreciate the car you need to view it. Tel: 07480 671577. Email: paulgknight@hotmail.com (close j4 M40, Bucks).
£21,995

P0516/012

BOXSTER

9-Apart
Parts specialists for Boxster
01706 824 053

Classic Car Insurance
0800 093 2953

BOXSTER



986 Boxster 3.2S

Unique 986 Boxster 3.2S, Jan 2004, 69,000 miles, Speed Yellow, full AeroKit, full leather interior, crested bucket seats GT3 type, M030 suspension, 18-in Carrera wheels, Bose + CD changer, full service history inc fluid changes, 2 owners from new, 2 keys + transponders, original paperwork. Recent work, 6 coil packs, air con rads, water pump, rear track control arms, bore inspection OK. Tel: 07887 545187. Email: andrew.colledge@esbi.ie (Derbyshire).
£10,000 ono

P0716/013



2005 Boxster

5 spoke 19" Porsche wheels, reg 2005, service history, March 2007 14,831 Porsche Bolton, May 2009 20,898 Porsche Newcastle, brake fluid, June 2011 25,939 Porsche Newcastle, April 2013 30,518 Tom Ferguson Porsche, brake fluid, March 2015 39,817 Tom Ferguson Porsche, next service 2017, new rear tyres, Tracker fitted, MOT March 2016, air bag, air conditioning. Tel: 07966 879288. Email: nikrape@fsmail.net (Tyne & Wear).
£10,500

P0716/039

REGISTRATIONS



C'mon you SPURS!!

Fantastic vehicle number plate for any Tottenham Hotspur FC supporter or player, 'YES THFC', held on a retention certificate right now, so a very simple process to become yours. Keep it on retention for future use or put it on to your car now, get in touch by email for full details. Tel (not text): 07040 209029. Email: saltydog1@ymail.com.
£2500 or very near offer

P0716/006



'CLA 551K' cherished plate for sale
Ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk.
£4950

P0716/037

REGISTRATIONS

V333 AML

Registration plate

On retention, DVLA transfer paid. Tel: 01945 429600.

£400 ono

P0716/038

PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose By Model >

Classics

911 930

964 993

996 997

928 & GTS

924 944 968

Boxster

Cayman

Cayenne

INDEPENDENT SPECIALIST RETAIL CENTRE



EXHAUSTS



ACCESSORIES



CAR SALES



WHEELS



SERVICING



PERFORMANCE



PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS

BOSTOCK NUMBERS

A BOSTOK A BOSTOC

D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

BOSTOCK, ultimate plates

Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock, take a look at the list. You can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com. P0716/004

B9XST

'B9XST' Porsche Boxster plate

Superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com. £1000 P0716/001

968 RPG

'968 RPG' registration number

Registration perfect for any Porsche which goes like a rocket, the plate is on retention and ready for immediate transfer. Buyer will pay the £80 DVLA fee in addition and the transfer will commence upon receipt of payment, the physical plates are in excellent condition and can be made available. Tel: 07785 301759. Email: steve.charnock1@btinternet.com. £1070 P0716/007

W22 RED

'W22 RED'

On certificate, ready for immediate transfer, 'W22 RED', ideal for anyone with RED initials or football fans! Tel: 07713 469911. Email: msdriscoll@gmx.de. £1000 P0716/046

P911 SAB

Cherished registration

'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk. £9950 P0716/010

REGISTRATIONS

GRE 16Y

'GRE 16Y'

Cherished plate valued at £5695 by numberplates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk. £4500 P0716/012

KBO 911

'KBO 911' cherished number on retention

This number plate currently on retention, perfect for a Porsche 911, was on a Turbo 997, any questions please ask. Tel: 07432 188698. Email: njabloomfield@gmail.com. £2200 ono P0716/019

968 S

Cherished number '968 S' for sale

The ultimate '968' cherished number is available for immediate transfer on a DVLA issued retention certificate valid until April 2025, '968 S'. Tel: 01332 865818 or 07565 614337. Email: robjinson@irolli.com. £15,000 P0516/023

KEL 1B

Cherished number plate 'KEL 1B'

Superb name plate on retention that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 480862. Email: porschehb@aol.com. £3795 P0716/044

LES 190

'LES 190' registration for sale

Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. £3500 P0716/009



Suitable registration for RS models

'RS CAR' (R5 CAR) is suitable for enhancing the appearance of any RS model registered after 1st August 1997, number currently held on retention certificate that includes the £80 transfer fee, oiro £5750 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com. £5750 P0716/042

REGISTRATIONS

J4XXO

JACKSON, JACK, JACKO, JAXXO

Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@gmail.com. £1500 P0716/048

g11 TBO

Porsche 911 '911 TBO'

The best number for your 911 at realistic money!! On retention and ready to transfer, make me an offer, it has to go!! Tel: 07881 952338. Email: axleculas@gmail.com. £3000 P0716/008



'JAZ 4911' private number plate

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com. £1000 P0716/041

JJI 9115

Registration for sale

'JJI 9115' number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. £2000 P0716/045

REGISTRATIONS

XXX 911 X

'XXX 911 X'

On certificate, ready for immediate transfer, Porsche number plate 'XXX 911 X'. Tel: 07713 469911. Email: msdriscoll@gmx.de. £6000 P0716/047

MIO SWAN

SWANN or SWAN

Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@gmail.com. £1999 P0716/040

GT03 DKT

'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmer@hotmail.com. £350 P0716/043

PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk. £995 P0716/024

cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.
An independent business, est. 1997, that provides a personalised service with labour rates from only £49.99/hr.

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.
These change on a daily basis.
Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com

Hortonwood 66, Telford TF1 7GB

TRIED & TESTED

With 911&PW correspondent, Johnny Tipler

964 C4 CABRIOLET

1990 'G'

76,111 MILES

£38,950

What's not to like? A gorgeous Guards Red 964 C4 Cabriolet? Fresh air, fun in the sun, with the bonus of four-wheel drive roadholding. That's what's centre stage in the showroom at Yorkshire Classic Porsche, all systems go and ripe for a summer's top down motoring. Run by Jon and Cathy, the garage is prominently situated on a fork in the road in the centre of Collingham, a village barely a mile southwest of Wetherby, and just five miles from Harewood House, scene of the awesome Harewood Hillclimb. Before taking the car for a spin along the beautiful Wharfedale valley I get the lowdown on its history.

'It's a 964 C4 Cabriolet, and it's the second time we've sold it,' explains Jon. 'We bought it off a guy who we'd sold it to previously, local in Ilkley. He'd had work done on the engine at Strasse in Leeds – amounting to about £7 grand – and over the years it's had thousands spent on it. It's all documented.' Indeed it is; a fiche of bills fills a hefty folder, including all the old MOTs. 'It's probably one of the nicest around,' affirms Jon. 'Mileage is 76,000, which is low for a 964. A fairly local car, too. This is a perfect example of a 964; but the problem is we just can't buy them any more. It's not a question of the prices going up, people just aren't selling them. We love the classic models. We even consider the 3.4 996s as classic cars now they're 20 years old. When you're paying mid teens for them, it's Ford Focus money, isn't it. But one I have coming up is a 964 that's only done 3000 miles; an older chap who's just never been anywhere in it.' And we know that's going to be in a completely different ballpark and, sadly, its value will rest in its low mileage; add to that and its worth diminishes.

Here's the nitty-gritty: the C4 Cab with its silver Cup-style wheels was delivered on 4th May 1990 to Parker and Parker Limited at Kendal in the Lake District. After that it was serviced every 10,000 miles, starting off at Chariots at St Albans in 1993, HR Owen also at St Albans, then it comes up north to Specialist Cars of Malton, LA Auto Services, Moss Side Motors, Arcade Motors, followed by Strasse at Leeds. Then it came to Yorkshire Classic Porsche, and mileage is 76,111. Maintenance was carried out almost religiously, right down to the hydraulic bonnet supports, and you know that, if the owner has had aspects like that renewed, the car has been diligently cared for. He's had part of the roof replaced too – the rear zip section. All of which is confidence inspiring when you're torn between one car or another.

Let's see how it goes. Sitting in the 964 Cab before take off I'm using the electric seat adjusters to find the optimum driving position, and I could be here some time because the possibilities are infinite. I'm going to go with a position that seems familiar to me from a decade of 964 motoring, fairly close to the wheel with arms bent at the elbows and thighs angled upwards from a low-set, upward-sloping seat. It has a very nice interior with red piping around the black leather seats. On the move out of the village I notice a bit of clunking from the suspension on the bumps, and there's a wee bit of scuttle shake, which is what they do,



par for the course in a Cabriolet that's bereft of the structural integrity of the coupe. Steering is beautifully balanced, and I'm relishing the crispness of the G50 gearbox. It's lovely having the view of the rotund wings and headlights silhouetted against the black Tarmac ahead of me. I pass the entrance to Harewood Hillclimb – the longest such course in mainland Britain, hosting 12 events during the summer season including two rounds of the MSA British Hillclimb Championship. Cars compete against the clock on the 1440 metre Tarmac track where single-seater race cars clock 130mph. No such aspirations for us in the 964 along the A659 between Wetherby and Otley, no matter that it's got long straights and some gorgeous bends to steam through, as only a 964 C4 can do. It's here that I discover that the brakes are impressively sharp, too. Great all round performance with all the thrills of open-air motoring.

It's still not yet summer, but I just have to test the canopy. Leaving the engine running, I unzip the back window and stow it behind the rear seats, and the under dash switch demounts the canopy, simplicity itself. The hood cover lives in the front, and covers the folded canopy and is fixed in place with press-studs.

For a bit of historical perspective, the 964-based drop-tops kicked off with the Targa version of both C2 and C4 for the 1990 model year, and the 964 Targa was never available with a Turbo body. Also available from 1990, the Cabriolet featured a well-designed, high-quality, electrically-operated canvas canopy, a system that had already been proven on the previous 3.2 Carrera. With no catches to undo, one button released and folded the hood away. As I found on the open road, there was little wind noise and the owners experienced few problems with water ingress. The 964 Cabriolet was available as a C2 manual or Tiptronic, or as a C4 manual and, later, you could order it with the Turbo body, but not the turbocharged engine. The Speedster was the last convertible variant of the 964 series, built in 1993 and following on from the 3.2 version of the 1950s icon, but based on the narrow C2 shell rather than the Turbo. Just 936 units of this low-slung two-seater drop-top were produced, of which 427 went to the US. However, the car we have here, the C4 Cab, is the most airy, usable and practical version of the 964 breezers. Looking at the production figures for the 964 C4 Cab, it's a fairly rare bird: just 4802 units were made, so it also has the desirable carrot of exclusivity on its side. The asking price of £38,950 seems entirely reasonable, given the climate of 964 prices and the speciality model. One to savour – in the sun. **PW**



CHECKLIST

BACKGROUND

A local North Yorkshire car, smart looking, with comprehensive service record, that's wanted for nothing as far as servicing and maintenance goes.

WHERE IS IT?

Yorkshire Classic Porsche
Leeds Road
Collingham
West Yorkshire LS22 5AA
yorkshireclassicporsche.co.uk
Tel: 01937 574052
Handy for the A1, Leeds-Bradford airport, the M1, trans-Pennine M62 and M65, plus scenic hotspots like Ilkley Moor and the Yorkshire Dales.

FOR

Snazzy Guards Red colour with matching red piping to seat trim, excellent all round condition with full service and maintenance records, on sale at enthusiastic, knowledgeable specialist.

AGAINST

The 964 Cabriolet shell is less robust than a 964 coupe's, but then it's a sports car, not a race car, a cruiser not a bruiser. C4 driveline provides security but confers less lively feel to steering.

VERDICT

Decently priced, good all round condition, and a great way to go touring in a usable classic.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

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. **£200** P0716/003

Porsche Cayman 2.9 GenII O.E. exhaust system

With round sport tips, system in excellent condition, car having covered only 19K miles when replaced with new Remus sports system, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys). **£300 ono** P0716/015

Private collection clearance of parts

Original and used Porsche parts for cars 1965 to 1989, whole stock for sale, please feel free to ask for any further information or questions. LHD cars, most require restoration, available: '71 2.2 T Coupe, '74 2.7 Coupe, '88 944 turbo S Silver Rose, '98 996 Coupe with exclusive optionals. Tel: 0049 15151 829774 (Munich, Germany). P0716/017

996 exhaust boxes

Used, seams splitting but do not leak, ideal for hack and price for the pair. Tel: 07831 391306. Email: gary911sussex@btinternet.com (West Sussex). **£65** P0716/022

The Ultimate Driving Shoes
Prices from £115 to £335
Free delivery in the U.K.
piloti Complete range available at:
www.carnoisieur.com
or call 01582 787377

PARTS

1974 Carrera parts

Two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon). **P0716/015**

911 991 Carrera S exhaust tail pipes

Stainless steel twin tail exhaust pipes removed from a 2012 Carrera S, will fit other models, these were removed with only 22,000 miles on it as I upgraded the exhaust system. Tel: 07768 855878. Email: chris@blenheimsecurity.co.uk (West Midlands). **£95** P0716/023

Early 911 parts

911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). **P0716/025**

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 (Leics). **£50** P0716/049

MISCELLANEOUS



Porsche 924/944/968 sunroof cover bag
J.H. Benecke sunroof cover/storage case bag, very rare in black colour, very clean and in excellent condition with full working zip and all straps, for more information or any questions please call or email me. Tel: 07424 734139. Email: petersinghs@hotmail.com (Leeds). **£110** P0716/005

Porsche Tequipment valet kit

New and unused, can be despatched by courier, costs additional, or collect. Tel: 01945 429600 (Camsbs). **£60** P0716/031

Porsche indoor covers

Porsche Cayman 981 indoor cover, pt.no. 981.044.000.04, new, unused in bag. Porsche Boxster 981 indoor cover, pt.no. 981.044.000.04, new, unused in bag, both original Tequipment, items can be despatched by courier, costs additional, or collect. Tel: 01945 429600 (Camsbs). **£160 each** P0716/032

WANTED



Porsche 911/930 wanted!!!

We urgently require your Porsche 911/930 Turbo! Professionally buying and selling Porsche for over 30 years! For best price and polite old fashioned service call Paul on 07836 617916. Email: paul@theporsche911buyer.co.uk. **P0716/026**

INSPECTIONS

Probably the largest independent Porsche inspectors in the UK

We provide a bespoke, individual Pre-Purchase Inspection service on any Porsche, nationwide, including Cat C, D and repair inspections. We'll thoroughly check all aspects of the car, inside, outside, underneath and by road test. Avoid lemons, get faults fixed for free and reduce asking prices!

Our fee is £320 inc. VAT and travel
01780 749449

www.carinspections.co.uk

UPLOAD AND MANAGE YOUR OWN PRIVATE AD AT WWW.911PORSCHEWORLD.COM

SITUATIONS VACANT

Nine Excellence

Porsche Independent Specialists

Full time Vehicle Mechanic / Technician - Porsche independent

Nine Excellence Limited - Horley, Surrey

Nine Excellence (9e) is a leading Porsche independent Specialist located close to Gatwick Airport.

We seek a **qualified mechanic** to join our team. **Porsche experience is a strong requirement but we will also look to someone who has extensive experience within VAG, who would be able to transfer their skills to the Porsche world in a short time frame.**

We are looking for someone who has 3 years experience who has either worked in an Official Centre or independent.

Key responsibilities will include servicing and maintenance of all Porsche models. You must have the ability to problem solve and most important is having a genuine interest in cars.

Salary will depend on experience.



Contact Ken Napier, T: 01293 226 911, E: ken.napier@nineexcellence.com

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT:

www.911porscheworld.com

OR YOU CAN EMAIL: classifieds@chpltd.com

ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT. Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to: 911&PW Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom. Don't forget your contact details!
Deadline for inclusion in the August issue is 16th June (September issue deadline 14th July).

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 Tel 01780 749449

TRIED & TESTED

With 911&PW correspondent, Johnny Tipler

996 TURBO 2001 '03' 62,998 MILES £43,950

It's the unsung supercar hero. The 996 Turbo is awesomely capable, robust and reliable, a trans-continental express par excellence. And there are two available near Wetherby at Yorkshire Classic Porsche, a 2001 model and a lower mileage 2002 car. I opt to focus on the 2001 car, partly because in my budgetary battlefield it's slightly more affordable.

These guys are core Porsche buffs, and I get an enthusiastic reception. YCP proprietor Jon (an incorrigible bike racer) talks me through the spec: 'this one's a 2001 996 Turbo, six-speed manual, finished in Arctic Silver with grey extended leather interior and fantastic service records. This is one of the best-maintained 996 Turbos that we've had in stock in recent years, and it's got lots of receipts and all the MOTs are on file.' Just to remind you, the 996 Turbo was introduced at the Geneva show in 1999 and this one dates from 2001. Standard equipment includes 18in Turbo pattern alloy wheels, xenon headlights, electric memory seats, extended leather, Alcantara headlining, the upgraded Porsche sound package including PCM navigation module with a hands-free phone system; it's got a sunroof, automatic anti-dazzle rear view mirror, anti-dazzle driver's mirror, upper-part tinted screen, six disc remote CD changer, and it's fitted with the 997 short-shift kit. 'I had three Turbos in stock a couple of months ago,' declares Jon; 'all gone now! People love the Mezger engines. But if I was an individual looking for a Porsche right now I would buy a 996 Turbo, no question. Four-wheel drive, 190mph, unburstable Mezger engine, rock solid investment. More civilised than a GT3. It's the safest car to buy at the moment. Anything that's up at £300 grand could come tumbling down, but these won't.'

Casting my eye over the Yorkshire Classic Porsche forecourt, there aren't a lot of "classics" on display, despite the company name suggesting there might be, and instead I see a good few Boxsters, including a very low miles version of what I'm selling down south, namely a special edition '550 Spyder 50th Anniversary 986 S': Jon's is a grand more than mine, but he rails at a crop of advertisers marketing their cars as 'Anniversary' Boxsters when they're no such thing; 'muddies the water,' he grumbles, and of course I agree. As for this 996 Turbo, there's no ambiguity. It's been serviced every year regardless of mileage, from 2001 right up to 62,000, when YCP did 'everything imaginable, including spark plugs, pollen filter and refurbished the wheels. The last owner's father died and left it to him, so it's been in the same family for the last six years.'

This Turbo's provenance kicks off in a rather peculiar location for a UK-spec C16 car: Sweden, no less. 'It was manufactured as part of the Exclusive programme, and it was the demonstrator at Porsche OPC Gothenburg, so it was a right-hand drive car, imported into Britain in 2003 at 36,000-miles.' They haven't driven on the left-hand side in Sweden since 1968, so there's no question it was



ultimately destined for the UK. 'There was a massive waiting list, so maybe the original owner had his sights on importing it and bought it however he could. First agent to service it was Stratstone's of Wilmslow, then OPC Newcastle, then RPM at Harrogate, then Autostrasse at Coggeshall in Essex looked after it for four years.'

Now for the moment I've been waiting for: some on-road action, 996 Turbo style. Few cars look more purposeful on the road than the 996 Turbo with its broad rear quarters, and I relish the prospect of a trial run. I'm now heading off towards Harewood, setting for the eponymous Hillclimb, and the electrically adjustable seats quickly provide me with a similar position to that which I'm accustomed to in my 996 C2. The same, only faster! The predominantly grey leather cabin interior is less salubrious than black, in my opinion, but it works well enough with the Arctic Silver shell. As it's only done 63,000-miles everything is crisp and in very good condition; the steering is absolutely spot on, the six-speed shift precise, and there's towering performance on this great stretch of A659 past the Hillclimb course and on towards Otley. The chassis is hugely competent, reassuring and confidence inspiring. It handles very nicely, and I'm not feeling the front powertrain as dominant as it can be in a C4 driveline. It engenders a feeling of invincibility, such is its colossal velocity and all-round ability, given its muscle-toning brakes and the sure-footedness of the all-wheel drive traction and grip through the bends, abetted by its Bridgestone Potenza. Steering is fluent into and out of corners, and the ride is relaxed. Short-shift gearchange kits can be slick, or they can be unduly notchy (like the one in my 996 C2); the one on this Turbo is of the former persuasion, very nice to use. This all-wheel drive, 420bhp twin-turbo missile reveals its Jekyll and Hyde personality in its blistering on-boost pace, and its restrained ability on winding backroads. On major arteries the Turbo is the most benign of companions, easing past other traffic without blinking.

Historically, the 996 Turbo offered even more poke in its later S guise, for an extra £10 grand, punching out 430bhp, and, as I found recently in an X51-packaged version, the power kit lifts the standard Turbo's power from 420bhp to 450bhp at 5700rpm, which is a significant hike, bringing it close to the 996 GT2's 462bhp at the same revs. Having said that, there is absolutely nothing lacking in the regular 996 Turbo, and this one certainly lives up to expectations. **PW**



CHECKLIST

BACKGROUND

Sleek silver 996 Turbo with matching grey-upholstered cabin, relatively low miles, full service history, matches all performance criteria.

WHERE IS IT?

Yorkshire Classic Porsche
Leeds Road
Collingham
West Yorkshire LS22 5AA |
Tel: 01937 574052
Handy for the A1, Leeds-Bradford airport, the M1, trans-Pennine M62 and M65, plus scenic hotspots like Ilkley Moor and the Yorkshire Dales.

FOR

Excellent condition inside and out. Supercar handling and performance for reasonable money.

AGAINST

A very few small stone chips, and lower rims of headlight glasses present a little of the crazing that 996s typically suffer from.

VERDICT

Now that the plus points of the previously undervalued and underrated 996 Turbo are recognised, this one probably has some investment potential, though its condition, history and performance demand that it gets driven and enjoyed.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



JULY 2006 (ISSUE 148)

I've said it before (*writes 911&PW Editor, Steve Bennett*), but I will say it again, perusing through *911&PW's* back issues is indeed like travelling through time, especially when you realise that a particularly vivid experience is now 10-years in the past. I mean, just how did that happen?

In this instance it's two-fold. First up was something of a rite of passage: My first drive in a '73 2.7 RS courtesy of RS guru Mark Waring. Mark had finished a painstaking resto of the cover car and had arranged to reunite it with its original rallying owner, Hermes Delbar at the Longcross test track. I was along for the ride, but Mark tossed me the keys and let me drive the immaculate machine the 30-mile journey, on roads I knew pretty well.

A life-changing moment of revelation in my understanding of the ways of the 911? Well, it was right up there: the tactile steering, the throttle response and the sheer get-up-and-go of something weighing under 1000kg was a delight. More than that, though, was the realisation that most air-cooled 911s could be tuned to be within 90% of the RS experience, which still applies today.

Vivid experience number two from this particular issue, was the launch of the 997 Turbo on the western coast of Spain. An early morning drive in the company of two colleagues as we piloted three new Turbos along deserted autoroute, with the coast of Africa just 20kms to our right and Gibraltar looming in front. We took it in turns to lead from the front, and yes, we maxed them out! You would have, too. Later Walter Röhrl treated all present to passenger rides on a gravel stage in a



Tiptronic equipped Turbo, which didn't seem to slow him down any!

Elsewhere we gave a Cayenne to someone who lived and worked in the country for a mucky week on the farm. The opening spread of it pulling a trailer loaded with manure, with a pitchfork sticking out of it, plus a collie sticking its head out of the window, is still one of my favourite *911&PW* moments. Right up there with my '73 RS drive, even.

JULY 2014 (ISSUE 244)

Turbo! Screamed the July 2014 issue coverline. Say no more. Porsche pretty much invented the concept of the modern turbo car and in 2014 the 911 Turbo was 40-years old. Naturally we gathered all incarnations together for a journey through space and time. Well, such was the pace of the 1974 original it must have felt like time travel! In fact perhaps the most fascinating part of the test was making the leap from '74 analogue original to current digital 991. If time travel were possible we'd love to reverse the 991 Turbo back to 1974 and present it to the Porsche engineers working on the original Turbo concept. Cutting edge tech back then was little more than clockwork, with the interaction between electronics and mechanics barely possible.

Sticking with the Turbo at 40 theme, we reunited Porsche racer Nick Faure and journalist Mel Nicholls. Why so? Well, it was this duo that drove the first 911 Turbo on UK roads for *CAR* magazine in Dec 1974, and a seminal piece it turned out to be, too, featuring again in Mel's book 'And the revs keep rising' of a couple of years ago, covering this and other great supercar drive stories. We put both of them into a 991 Turbo and switched on the tape recorder. Nick Faure: "The thing with all these mega-fast cars, if you're going to keep safe in them you have to teach yourself to keep your brain ahead of the car."

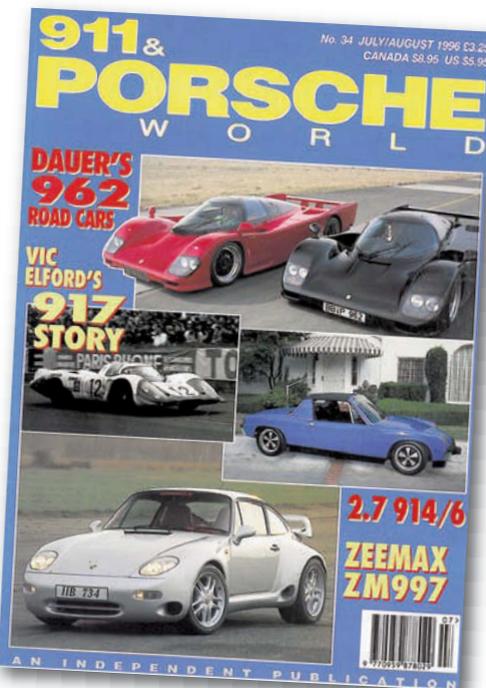
We were obviously going a bit turbo mad in this issue, because we also managed to get a drive in the ex-Richard Lloyd 924 Carrera GTS CS.

JULY/AUG 1996 (ISSUE 34)

Wow, a whole 20-years ago and just 34 issues in. Telephone and fax numbers rule, although three of our American advertisers invite the use of their websites, it's doubtful that many (if any) UK readers would have had any form of web browser!

On the cover we featured two Dauer 962 road car conversions. These dramatic looking machines were quite something and even featured such creature comforts as air con and fully trimmed, leather interiors. Engines are the twin-turbo real deal, if slightly de-tuned to 730bhp, with potential to hit 0-60mph in 2.6 seconds in first gear. Interestingly, Dauer developed a shift system that was probably the next best thing to the PDK system that Porsche developed for the 962, using an electronically activated version of the manual 962 'box, working via Tiptronic style steering wheel buttons.

Back to more real world Porsche matters and we interviewed now retired Berlin Services Porsche parts proprietor, Bert Gear, and we tested a Zeemax (remember them?) bodied 993. In the classifieds a set of Turbo Fuchs could have been yours for £300.



PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

Free and Simple Agreed Value
PCGB 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000
www.classiclineinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

“The Best Classic Car Insurance”

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

- ▶ Free Agreed Value¹
- ▶ Salvage Retention²
- ▶ UK & EU breakdown worth over £100 - includes Homestart
- ▶ Up to £100,000 Legal Expenses cover in the event of an accident that's not your fault
- ▶ Club member discounts²

YOU COULD
SAVE 41%
WITH A MULTI-CLASSIC POLICY!



Carole Nash, a name you can trust
0800 093 2953

Classic | Camper Van | Specialist | Military | Performance
cherished.carolenash.com [f /insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://twitter.com/insideclassics)


CAROLE NASH
The care it deserves

96% reevoo[®] of customers would recommend Carole Nash
Based on reviews from July 2015 - October 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% 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. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. ²Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx ³Terms and conditions apply - call for details Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

996 SHOOTOUT

996 GT2, GT3 AND TURBO GO HEAD-TO-HEAD



**TRANSAXLE
PORSCHES AT 40**
CELEBRATING THE 924 AND
SUBSEQUENT FRONT-ENGINEED
928, 944 AND 968 WITH
PORSCHE IN STUTTART

PLUS: PROJECTS, YOU AND YOURS, HOW TO, PORSCHE Q&A, TRIED AND TESTED, MARKET WATCH AND PORSCHE CLASSIFIEDS

AUGUST 2016 ISSUE OUT: 7 JULY

ADVERT INDEX

9Apart	60	Elite Garages	27	Northway	68	Specialist Cars of Malton	102
Addspeed Performance Cars	32	Elite Motor Tune	86	Ohlins (Design 911)	15	Sportwagen Eckert	69
Augment Automotive	118	EPS/Vertex	75	Paragon GB	53	Steve Bull Specialist Cars	126
Autostrasse	48	Euro Car Parts	79	Patrick Motorsports	125	Stoddard Parts	35
Autofarm	102	Euro Cup GT (Porscheshop)	74	Paul Stephens	103	Stomski Racing	23
Auto Umbau Porsche	126	Evans Cooling Systems UK	129	Pelican Parts	41	STR of Norwich	110
Bergvill FX Electronics	111	Finlay Gorham	60	Penzi Performance	17	Strasse	21, 130
Braunton Garage	32	FVD	2	PMO	110	TechArt / Tech9	148
Brey Krause Manufacturing	4	Greatworth Classics	68	Porsche Cars GB	5	The Wheel Restorer	110
Car Bone	125	Guard Transmission	46	Porsche Centrum Gelderland	9	Tipec	130
Cargraphic/Parr	147	Harrison Automotive	40	Porsche Club of GB	104	TuneRS Motorsports	86
Carole Nash Insurance	145	Hartech Automotive	86	Porscheshop	29	TWG Motorsport	118
Carrera Engineering & Motorsport	130	Hendon Way Motors	93	Porsche Torque	117	Twinspark Racing	117
Cavendish Porsche	40	Hexagon Modern Classics	28	Portiacraft	130	Van Zweenen	33
Charles Ivey Specialist Cars	32	Hillcrest Specialist Cars	130	Precision Porsche	46	Yorkshire Classic Porsche	125
Chris Turner	126	Historics at Brooklands	61	Prestige Autotechnik	46	Zims Autotechnik	117
Classic Line Insurance	145	HP Motorsport	110	ProMax Motorsport	118		
Classic Retrofit	125	Jasmine Porschalink	102	Prostate Cancer	39, 126		
Clewett Engineering	117	JAZ Porsche	95	Rennline	47	CLASSIFIEDS	
Club AutoSport	103	K&N Filters	94	RGA	28	Car Inspections/Car Cover Shop	
CSF (Design 911)	81	LA Dismantler	95	RPM Specialist Cars of Harrogate	68	Carnoisieur	
D9 Autotech	118	Le Mans	116	RPM Technik	4	CMS Porsche	
Dansk (Design 911)	49	LN Engineering/Fast Forward		RS911	111	DSD Motorwerks	
Demon Tweaks	48	Automotive	74	RSJ Sportscars	8	Karmann Konnektion	
Design 911	80, 130	M&A Coachworks	87	Ruf Automotive	13	Octane Garage	
Douglas Valley Breakers	94	Nine Excellence	103	SCS Porsche	118	Prestige & Performance	
Dove House Motor Company	111	Ninemeister	8	Selection RS	25	Roger Bray Restoration	
Elephant Racing	59	No5 Garage	117	Specialised Covers	40	Williams Crawford	



// 911 TURBO STAGED POWER KITS

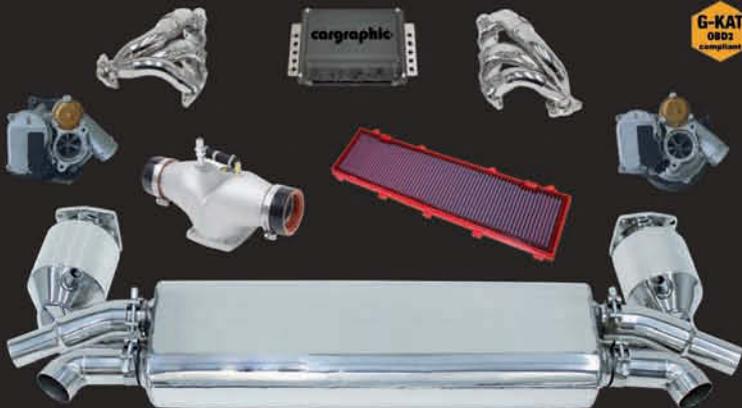
Introducing the **CARGRAPHIC** Power Kit performance upgrade for all **Porsche 996, 997 & 991 Turbo** models.

The upgrade offers customers a wide range of engineered performance accessories designed to the highest standards including **ECU upgrade, Airfilter, Turbo Chargers upgrade** and **Manifold Set** – complete with the full **Turbo-back Exhaust System**, with or without integrated exhaust flaps.

- // Reduced Back Pressure
- // Reduced Temperature
- // Maximised Performance
- // Enhanced Sound
- // Weight Reduction
- // Individual ECU Programming
- // Sharper Throttle Response
- // Performance Made in Germany
- // More Power!

AVAILABLE NOW

FOR ALL 996, 997 and 991 series Turbo PORSCHE 911
VISIT CARGRAPHICTS.COM FOR DETAILS



THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

With over 30 years experience, PARR is the UK's leading Porsche specialists and as the official importer of CARGRAPHIC tuning products, we offer a wide range of parts for your Porsche and other marques. From simple tuning and upgrades to bespoke modifications, performance engineering to custom styling options, we have the solution to suit you.



PARR

Specialists In Porsche
5 The Faraday Centre,
Faraday Road, Crawley,
West Sussex RH10 9PX
United Kingdom

CARGRAPHIC THOMAS SCHNARR

Tuning Programs For Prestige
And Sportscars

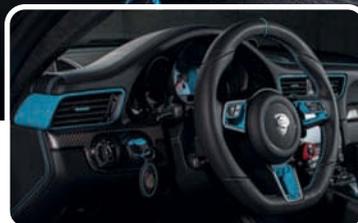
Wieslauterstrasse 20,
D-76829 Landau, Germany

Empower your SPORT Mode.

Genuine TECHART for your Porsche.

Your SPORT Mode with TECHART Powerkit:

471 kW (640 hp) for the 911 Turbo S and 353 kW (480 hp) for the 911 Carrera S.



Genuine TECHART powerkits and exhaust systems add superior driving performance and a spectacular soundscape to your Porsche, whenever you're in the mood. And because TECHART is real OE-quality refinement, it gives you peace of mind at the same time.

Powerful styling outside, finest craftsmanship inside: TECHART bodykits, carbon fibre parts, bespoke interiors and the unique TECHART sport steering wheels make your Porsche one of a kind. After all, here at TECHART 'Exclusive' means 'Yours'. Since 1987.

New to TECHART? Learn more about brand and quality at www.techart.de/brand

www.techart.de/power



TECHART in the United Kingdom:

Tech 9 Motorsport Ltd
Hale Garage, Hale Road, Hale, Liverpool L24 5RB
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>

