

PORSCHE 924 * 996 C2 * 997 S * PANAMERA * BOXSTER 986 * 911SC

**NOW
IN OUR
29TH
YEAR!**

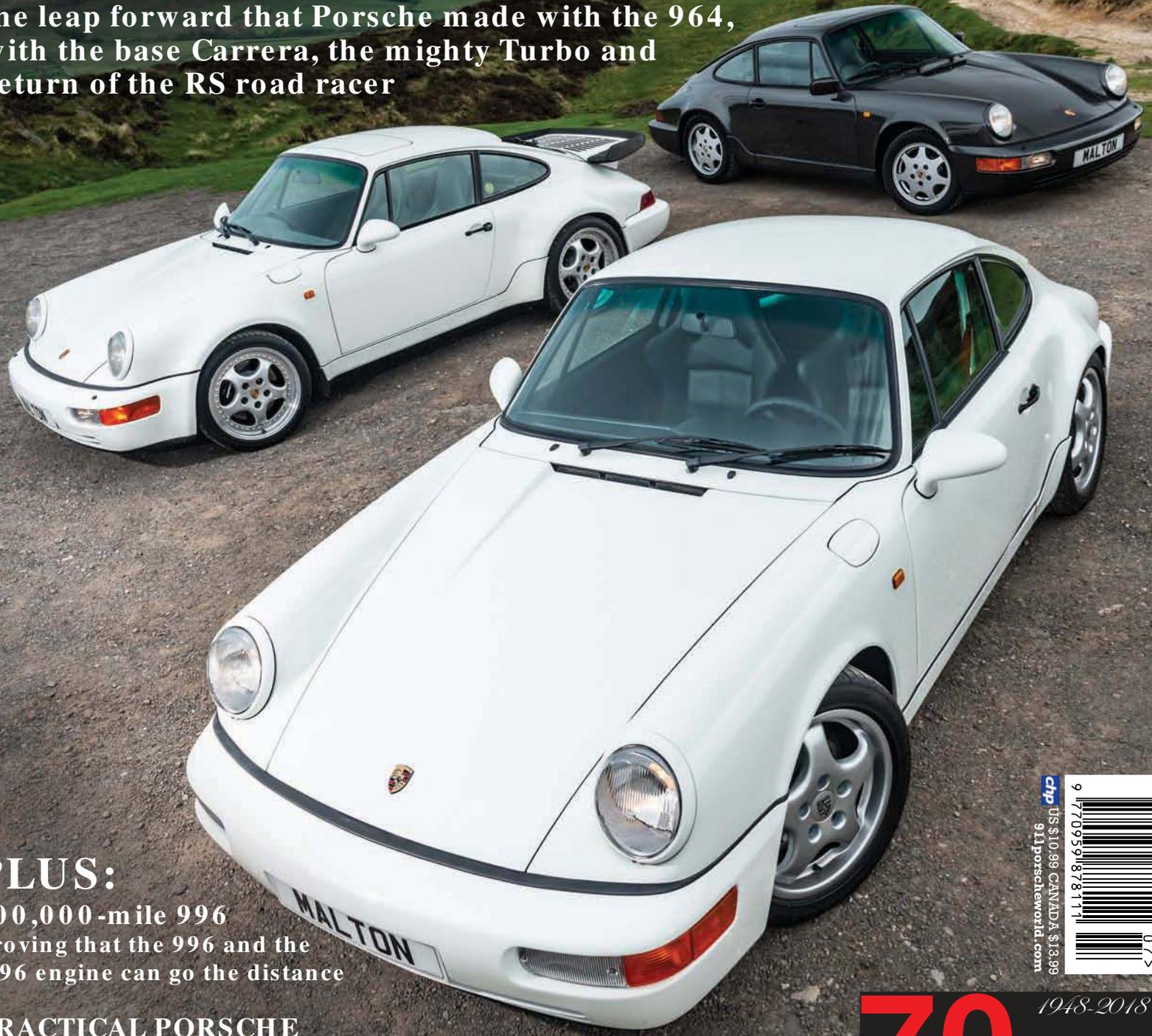
911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

World

964 HITS 30

The first 'modern' 911. Thirty years on we analyse the leap forward that Porsche made with the 964, with the base Carrera, the mighty Turbo and return of the RS road racer



PLUS:
300,000-mile 996
Proving that the 996 and the M96 engine can go the distance

PRACTICAL PORSCHE
964 engine mounts DIY,
Projects, Porsche Technical
topics, Specialist, Carrera CS
Buyers' guide, Classifieds

9 770959 818111
chp US \$10.99 CANADA \$13.99
911porscheeworld.com



JULY 2018 No. 292 54.95
07 >

70 1948-2018
**YEARS OF
PORSCHE**





Porsche Tuning | Parts | Service
Made in Germany | Since 1984



Since 1984, FVD Brombacher has been setting the standard for Porsche engine building and tuning in Germany. Our online shop has a vast assortment of performance, spare parts and accessories for the entire range of Porsche models. No matter if you need parts for your aircooled or watercooled, we have everything you need and we also ship worldwide.

Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche.

fvd Germany

tel: +49-7665-98990

fax: +49-7665-989920

email: info@fvd.net

fvd North America

tel: +1-954-571-2050

fax: +1-954-571-2060

email: sales@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

porsche.man1956@yahoo.co.uk

North American Correspondent: Matt Stone

mattstoneram@gmail.com

Contributors

Kieron Fennelly, Antony Fraser, Paul Knight, Jeremy Laird, David Sutherland, Johnny Tipler, Dan Trent

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, Brewer Street Dairy Business Park, Brewer Street, Bletchingley, Surrey RH14QP, 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 Stockists

To find your nearest stockist:

UK: seymour.co.uk/storefinder

N.America: magfinder.magnetdata.net

ROW: export.ops@seymour.co.uk

For single copies and subscriptions: 911porsche.world.com

Digital copies and subscriptions: pocketmags.com

911 & Porsche World is distributed worldwide by Seymour

Distribution Ltd, Tel: 020 7429 4000, info@seymour.co.uk



Printed in England

G D Web Offset 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, 2018; 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

Celebrations within celebrations, as we continue to mark Porsche's 70th anniversary and mark the 964 at 30

The Porsche at 70 celebrations continue apace, both in 911&PW and in the wider world. And of course within those 70 years there are plenty of other anniversaries, one of which being 30 years of the 964. A celebration within a celebration, if you like, and fittingly we're marking the occasion in this issue.

Was the 964 model the first 911 of the modern era? Given that it was the first truly major 911 update, and ushered in four-wheel drive, power steering and coil spring suspension, plus a smoother, more modern look, that question is probably not too far from the truth and it certainly seemed so at the time, when compared to the outgoing impact bumper cars.

The 964 suffered the sticks and stones of detractors



Like many new, unfamiliar things, it's also fair to say that the 964 rather suffered the sticks and stones of detractors, not helped by a few reliability issues, to the point that it became the least-loved and most misunderstood of 911s. It was only the arrival of the 996 that brought the 964 some relief!

But 996 owners and would be owners take note, because what goes around, comes around. The 964 was never a bad car, it's a 911 for goodness' sake. It was just waiting for the inevitable realignment of perception and market forces and the demise of a few myths.

And talking of myths, while I'm not saying that the 996's engine issues are a myth, there is proof in this issue that they can go the distance. Check out the 300,000-mile 996 on p72. Great car and a great story, too. Enjoy the issue.

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

FIND US ON
FACEBOOK



BREY-KRAUSE



Art in ~~Design~~ Engineering...

www.bkauto.com | 610.867.1401 | info@bkauto.com



HAND BUILT CARS



NINEMEISTER

WARRINGTON | ENGLAND

www.ninemeister.com

+44 (0)1925 242342

NEW FROM

◆ **Dansk**[®] 



Towing hook

OE no. 591033-5*
(JP no. 1682000900)
Fits: Porsche 911 64-73



*Front floor repair section
with tow hook*

OE no. 591033-1*
(JP no. 1683101800)
Fits: Porsche 911 64-73



*Front floor section with
suspension mounts and tow hook*

OE no. 591033*
(JP no. 1683101700)
Fits: Porsche 911 64-73



* OE numbers are just for reference.

Why compromise when you can have the best...

THIS MONTH



p72

FEATURES

YOU AND YOURS

Martin Addison and his second time around Martini-striped 911SC **32**

WHEEL LIFE

Looking at and fitting-up Group 4 Wheels' new deep dish Fuchs-look wheel to a variety of Porsches **38**

PORSCHE AT 70 PT2

Our favourite car maker has been building our favourite cars for 70-years. To celebrate, we'll be taking it a decade at a time. This month it's the '50s **44**

964 HITS 30

The first of the modern 911s? We celebrate 30-years of the 964 with Carrera 2, Turbo and road race RS **56**

EXPRESS DELIVERY

A 300,000-mile 996 that earns its keep delivering historic race car parts across Europe **72**

JOURNEY THROUGH THE PAST

Matt Stone reunites with an early 924, a deadringer for his own first Porsche **82**

HOW TO: 964 ENGINE MOUNTS

Engine mounts wear out. Here's how to replace them on a 964 **90**

SPECIALIST: RENO RENNSPORT

Porsche maintenance Nevada style **96**

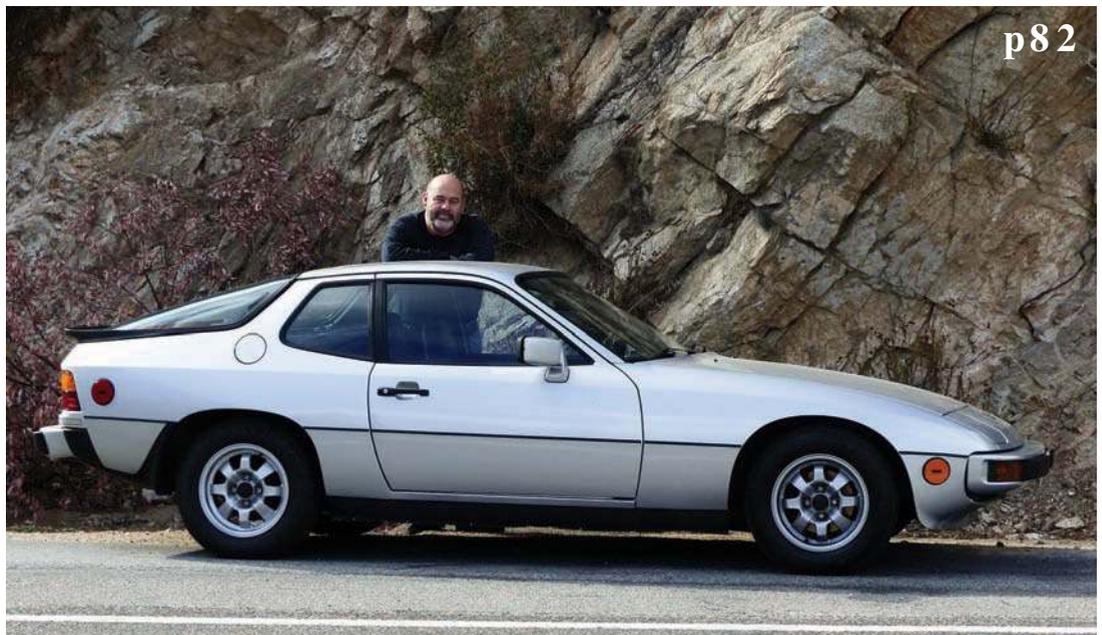
p10



p18

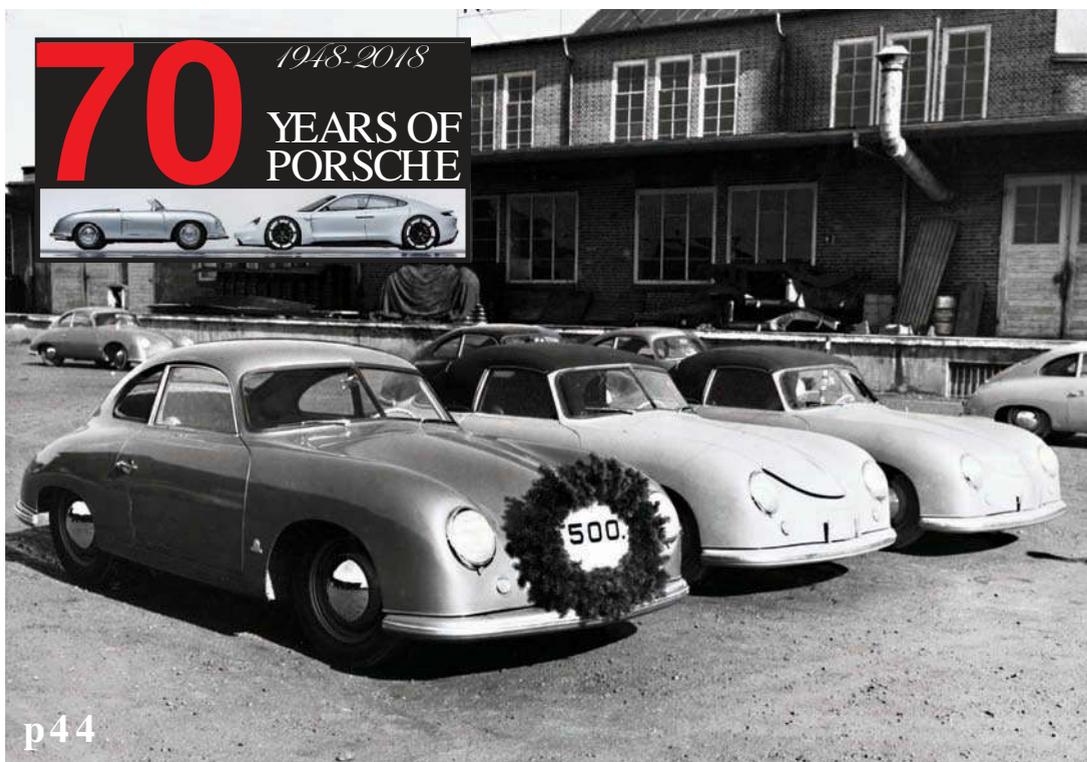


p82





p56



p44

REGULARS

PORSCHE NEWSAll the latest Porsche news... **10****PORSCHE PRODUCTS**...and all the latest must have stuff **18****THE USUAL SUSPECTS**Keith Seume has his say **28****PORSCHE PROJECTS**Editor Bennett restores the leather in his 996 and Dep Ed, Fraser, has a new clutch and more on his Boxster **102****PORSCHE TECHNICAL TOPICS**Technical problems solved **110****BUYERS' GUIDE: PORSCHE CARRERA CLUB SPORT**Buying Porsche's lightweight CS **114****MARKET PLACE**Tried & tested, plus dealer and auction talk **120****TIME MACHINE**Journey through 911&PW's past **128**

SUBSCRIBE

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

911porscheworld.com
OR TURN TO PAGE

129

www.STOMSKIRACING.com +001(410)571-9779

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

Specialising in Porsche.

Experience our Experience.

STRASSE

*THE **DEVIL'S** IN THE **DETAIL***



PORSCHE 964 TARGA **LOW MILES** 1990 DUE IN / PORSCHE 993 TARGA TIPTRONIC LAPIS BLUE £42,995
PORSCHE 993 C4 CABRIOLET BLUE 1997 £54,995 / PORSCHE 997 C2S SEAL GREY METALLIC 2006 £26,995
PORSCHE 997 C2S GEN 2 PDK WHITE 2008 £38,995 / PORSCHE 997 C4S MANUAL GT SILVER 2006/06 £31,995
PORSCHE 991 GT3 PDK **WITH PORSCHE WARRANTY** £119,995 / PORSCHE BOXSTER S 3.4 SPORT EDITION MACADAMIA 2008 £16,995
PORSCHE CAYENNE DIESEL GREY HUGE SPEC LOW MILES 2016 DUE IN / PORSCHE CAYENNE BLACK PLATINUM EDITION HYBRID DUE IN
PORSCHE 968 CLUBSPORT GRAND PRIX WHITE RED DECALS 'STUNNING CAR' 1994 £37,995
PORSCHE 964 RS RECREATION IN GUARDS RED CALL FOR FULL SPEC £45,995
PORSCHE 996 RACE CAR READY TO RACE **CHAMPIONSHIP WINNING CAR** P.O.A
PORSCHE 964 RS RECREATION IN ORANGE BLACK DECALS P.O.A

We offer friendly expert advice, superb workshop facilities, the expertise of an unrivalled team of Porsche trained service technicians, fantastic parts prices and a hand-picked selection of the best used Porsche cars for sale.



TELEPHONE 0113 2340 911
STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG
WWW.STRASSE.CO.UK

ALL THE PORSCHE NEWS AND VIEWS

NEWS

The new 911 is coming and there will be a hybrid model * Plug-in hybrid for Cayenne range * Unobtainium models still being flipped * Boxster resto race series * Porsche profits up * Dieselgate



NEW 911 IS ALMOST READY

Redesigned model range appears later this year. Hybrid model will be most powerful 911 yet, while GT3 could retain natural aspiration

Porsche's next 911 is nearly upon us. Codenamed 992, the new model will likely be shown in final production trim at the Los Angeles auto show in November, with UK sales kicking off early in 2019. More power and performance are a given. But it's the 992's broader package of features and technology, from digital instruments to a super-hot hybrid model, that will define what could be the most radical 911 yet.

The least surprising elements of the new 992 range will come at launch in the form of the Carrera and Carrera S models. Powered by a revised version of the 3.0-

litre motor introduced in the second generation Type-991 911, the new base Carrera's output is expected to swell 20hp to around 390 metric horsepower. The Carrera gets a 30hp boost for a nice, round 450hp - the same output as the current Carrera GTS.

Later in 2019, Porsche will roll out the new 911 Turbo with at least 600hp. Enough to match the outgoing Turbo S with the Exclusive Package, in other words. If all that is fairly predictable, it's everything else that will represent a revolution for the iconic 911. First up are the related topics of hybrid power and platform technology.

Opinions are divided regarding the car's core architecture. The UK's *Autocar* magazine recently published details claiming the 992 is set to be built on a brand new architecture known as SAZ and shared with sibling marques in the larger VW Group, Audi and Lamborghini. Indeed, *Autocar* reckons the platform sharing has led to conflict within the group concerning the location of the fuel tank. Traditionally it's up front on the 911, while the Audi R8 and Lamborghini Huracan situate the tank behind the rear bulkhead.

However, *Autocar's* version of events also includes Porsche continuing to use its composite aluminium and hot-formed steel

Above: As ever evolution is the name of the game with the 992 model 911. Launch models will be the Carrera and Carrera S models, both featuring revised versions of the 3-litre twin-turbo, flat-six. For the big news, expect a range-topping, plug in hybrid model sometime in the 992's life cycle



architecture. That technology applied to the R8 and Huracan would require those models abandon their more advanced, in material terms, aluminium-carbon structures. The more likely alternative, perhaps, is that the 992 is based on a refreshed variant of the current 992 platform, just as the seemingly all-new Type-997 model was actually based on a heavily revised 996 platform. Only when the 992 is itself replaced will Porsche move to a shared architecture. If so, mark the 992 down as the very last 911 to be produced on a bespoke Porsche platform.

But what about hybrid power? Porsche's head honcho Oliver Blume has confirmed in public that the new 992 has been engineered for plug-in hybrid capability. However, he also indicated that the hybrid 992 won't be available immediately at launch but will appear at some point in the model's life cycle. What he did reveal is

that, just like the latest Panamera range, the hybrid model will sit atop the 911 range and be the most 'powerful 911 ever'. Given the existence of the 700hp GT2 RS, that is quite a statement.

Inside, the 992 will feature a combo of throwback design elements and modern features. The driver's instruments are wrapped in a binnacle that recalls the early air-cooled cars, as does a bold horizontal beam right across the dash. That's counterpointed by high tech features like a central analogue rev counter flanked by a pair of high def displays, a further large LCD panel atop the central console and Panamera-style capacitive touch controls panels surrounding the gear selector. Speaking of the latter, 992 development mules have been photographed with manual gear levers, so it seems likely that DIY gear selection will survive at least one more model refresh.

GET READY FOR 9500 RPM

The new 992 won't be turbo-only after all

Question. Will the new 992 series include any naturally aspirated engines? Some suspect the current second-generation 991 will be the last to offer an atmospheric flat six. After all, such engines have already been marginalised to low-volume specials like the GT3 and GT3 RS. Moreover, increasingly strict emissions regs and elements like the new petrol-engine particulate filter are making high-output atmospheric engines impossible, right?

Not necessarily. Head of the Porsche's GT car engines, Thomas Mader, recently said that there's more to come from the 4.0-litre flat six currently implemented in the GT3 and GT3 RS. "We're working on that with our team, we're looking at power, driveability, we're looking towards the future," he said, "development is going on, so we will see." According to Mader, the 4.0-litre engine can be stroked for even greater capacity.

The other alternative is even more revs, with Mader pointing out that the racing RSR uses essentially the same engine as the road GT3, but revs to 9500rpm. Mader acknowledges it won't be straightforward to apply that technology to the road. But his overarching position is what matters. There's a future for naturally aspirated engines.



HYBRID HOTTIE ADDED TO CAYENNE RANGE

Plug-in model gets 462hp and 918 Spyder 'boost' technology

Porsche has added hybrid power to its new third-generation Cayenne SUV range. The new model combines plug-in charging and a total system power of 462 metric horsepower with emissions as low as 72g/km. Fuel consumption on the NEDC cycle is rated at 88.3mpg.

Power comes from the familiar 3.0-litre turbo V6, tuned for 340hp, plus an electric motor good for 136hp. Porsche also reckons that well over 500lb ft of torque is available from just over tickover. All told, there's enough thrust available to fling the large petrol-electric SUV to 62mph in five seconds flat. The model's top speed is pegged at 157mph.

There have been hybrid Cayennes before, of course. But Porsche says the so-called 918 Spyder Boost concept is new with this model. "It ensures that the electric motor can be used in all the driving modes of the Sport Chrono Package, fitted as standard, for an additional performance

boost," says Porsche. "This means the maximum system torque becomes available as you press the accelerator pedal. Depending on the driving situation and performance requirements, drivers can continue to draw on the boost torque across the entire range of speeds. This leads to a more agile and responsive driving experience."

The extent of the boost support and battery charging during the journey depend on the driving mode. In performance-focused Sport and Sport Plus modes, virtually all of the battery's energy can be used for boost. In Sport mode, the battery is charged just as much as is required for a new boost. In Sport Plus mode, the battery is recharged as quickly as possible. The other modes support maximum driving efficiency.

As for battery capacity, that's significantly up on the old model along with proportional increases pure-electric range and the boost

reserves. Outright capacity of the fluid-cooled battery, which is composed of eight modules each with 13 prismatic lithium ion cells, grows from 10.8 to 14.1kWh. Home charging via a regular wall socket takes 7.8 hours. Via a 32amp supply, a full charge is possible in just 2.3 hours.

The charging process can be managed and monitored via the Porsche Communication Management (PCM) and also remotely using the Porsche Connect app. The independent climate control, which allows adjustment of the heating and air conditioning when the ignition is switched off, is available as standard and can also be individually controlled via smartphone. Porsche Connect can also be used to find and filter charging stations and set them as a navigation destination. The new Cayenne E-Hybrid is available to order at Porsche Centres in the UK and Ireland now, priced from £67,128 RRP. First customer deliveries will have taken place in late May.

The new Cayenne gets plug-in hybrid power, with the addition of a 136bhp electric motor to complement the 3-litre turbo V6

OUR TAKE

ANOTHER FLIPPING PORSCHE

Spy shots of the upcoming new 718 GT4 and Spyder models have been proliferating on the web. These days, of course, with that comes the inevitable matters of allocations, values, resale and so-called flipping. Who is going to get one and how much do they stand to make if they flip the car overnight?

The notion of 'flipping' refers to what might be characterised as a short term strategy in which a car is bought with the express intention of reselling for a profit. For some time now, Porsche reps at various levels have indicated that they do not support or condone such practices. Around the time the market was going nuts for the the unobtainium Type-991911 R, Porsche's GT car guru Andreas Preuninger famously said Porsche is not a hedge fund. "We are a company that produces cars," Preuninger said. "We live because we sell cars and we have to make a profit to go on. So we cannot offer cars with a built-in promise to keep value for a small amount of chosen people, this wouldn't be fair."

Canvas views and you'll find quite a lot of lip service being paid to the idea of clamping down on flipping. Future access to cars being denied. Porsche GB tracking outside of the official network sales. The reality, however, is that none of it adds up to much. The cars continue to be flipped, including the latest GT2 RS monster, the R, the new manual GT3, the lot. So long as there's sufficient demand, it will continue. Unless, of course, Porsche actually took real steps to stop it.

Porsche could contractually oblige customers, as for instance, to only sell the car back to the supplying dealer at a maximum of list price in the first two years. In an instant, that would put a very different complexion on the opportunity for quick profits. This kind of measure would not be without precedent in the car industry. But Porsche doesn't do it. Perhaps because it knows that much of the demand for these halo models is tied up in the perception of spiralling values,

free motoring, call it what you will.

However, guarantee there's no money to be made and the merry-go-round might very well stop dead. For now, then, all we can say for sure is that Porsche has decided not to put a stop to the circus. Meanwhile, the measures some claim Porsche does make to marshall the market imply that flipping is fine, just so long as you keep it – and the associated profits – within the official Porsche network.



DRIVE THE LEGEND.

WE LOVE CURVES.

CLUBSPORT

approved by Walter Röhrl



BILSTEIN Clubsport.

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





PORSCHE GB'S BOXSTER RESTORACE SERIES

986 celebration

Hard to believe it, but it's 22 years since the 986 Boxster first appeared. To celebrate that fact and also tie in with Porsche's wider 70-year anniversary this year, Porsche Centres across the UK network have been locating and restoring Type-986 Boxster S models. The cars will then compete in a mini race series around the UK.

"After three successful restoration competitions, we wanted to do something different in partnership with our Centre network to celebrate 20 years of the Porsche Boxster," says James Toye, Business Development Manager, Porsche Cars GB. "The first generation, Type-986 Boxster is an important car in Porsche history and for many their first step in ownership. Our intention is to illustrate not only how good these cars still are, but also give the Centres a cool opportunity to demonstrate their skill, knowledge and passion for Porsche – and Porsche Classic in particular."

With that in mind, the idea is to run the cars as close to road spec as possible. The only concessions involve motorsport safety and driver protection – plus the addition of a hard top. The chassis spec will be the M030 factory sport option and

the engines in standard circa-250hp tune.

The Porsche Centres' cars will be judged on various elements of their restoration including mechanical, body and paint preparation. However, the added challenge is not just to restore the car but to prepare a driver and take to the track in an iconic, Porsche-inspired classic livery. The driver line-up is varied, with Centre Principals taking the wheel of some entries alongside junior Technicians. Some will be seasoned competitors, others will be track day veterans, while liveries will include everything from the red and white 'Salzburg' livery of the 1970 Le Mans winning 917 to the light-hearted 'Pink Pig' identity of 1971.

The first instalment of the series at Brand Hatch has been and gone. But if you're quick you can catch the action on 2nd June at Silverstone, followed by 2nd September at Brands Hatch. Both events are part of Porsche Club GB Championship weekends. Thus these 16 mechanically-identical Boxsters will be racing among faster categories of Porsche. Straight in at the deep end, then, and a proper challenge for both car and driver. The final event at Brand Hatch also ties in with the Festival of Porsche being held that weekend. One for the diary, for sure.

STRATSTONE CELEBRATES 70 YEARS OF PORSCHE

Sportscar Together Day Cholmondeley Castle in Cheshire

For many Porscheophiles, the creation of their favourite car company can be precisely dated to 8th June, 1948, and the birth of the 356. It's that auspicious event 70 years ago that is being celebrated by long-established premium car outlet Stratstone in the form of Sportscar Together Day on the 9th June.

Taking place at historic Cholmondeley Castle in Cheshire, the day brings drivers and enthusiasts together to enjoy an occasion celebrating all things Porsche. There will be a display of over 350 Porsche models, both classic and new.

A summer German market will be offering artisan food and drinks to purchase alongside a family entertainment area. Gates will open from 11am with display cars arriving from midday. Visitors will be

able to see all 350 cars arrive, undertake a lap of the circuit and then park in position on the lawn. In the afternoon, there will be a Porsche 70 Concours d'Elegance, featuring a curated collection of rare and high value Porsche models.

The concours entrants will parade around the race circuit within the castle grounds and will be judged by a panel of Porsche experts and special guests. A 20-metre screen showing Porsche films will also display pictures of the parade and social feeds from everyone attending the event. For more information please call 01623 725302 or email events@stratstone.com. Entry to the event is free of charge but visitors do need to book in advance to secure their tickets.

TECHART'S NEW 718 GTS TUNING PACKAGE

Power plus prettifying parts

TechArt has turned its tuning attention towards the 718 twins in GTS trim. A new package of performance upgrades and parts is set to include a power upgrade of 50hp, taking the flat-four models to 415hp. That's precisely the same as a first-gen 997 GT3.

TechArt says its range of new carbon-fibre parts add motorsport highlights to the 718 models. Along with the front splitter, TechArt carbon is available for the airblades, side mirrors, side air intakes, diffuser, trims and the rear wing profile. A range of carbon trim items for the 718's interior is also available.

TechArt's new front axle lift system is also part of the package. Porsche says the SportDesign Package fitted to the factory GTS reduces ground

clearance significantly. To help mitigate that, TechArt's Noselift system provides up to 60mm of additional space at the front spoiler at the push of a button. The system includes two front axle sport springs (each with main and helper springs), two rear axle sport springs, two hydraulic cylinders, and a compact and space-saving hydraulic unit.

As for the engine upgrades, a similar package is already available for the non-GTS 2.5-litre 718 models. For the 718 GTS, the powerkit is planned to be available by mid-2018. Full technical specs are not yet finalised yet, but total power output is expected to climb to 415hp. For more info and pricing, head for www.techart.de/718.



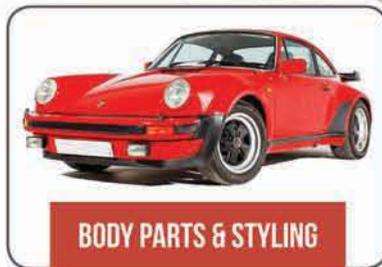
SHOP BY MODEL

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

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

SHOP PARTS & ACCESSORIES

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



SECURE SHOPPING



CALL US ON

+44 (0)121 585 6088

ADDRESS

293 Oak Drive,
Hartlebury Trading
Estate, Hartlebury,
Worcestershire,
DY10 4JB



SHOP BY BRAND





Porsche is struggling to detach itself from association with the Dieselgate scandal and no longer produces any diesel cars, like the Panamera, pictured

PORSCHE IN 'DIESELGATE' RAIDS AND ARRESTS

Scandal rumbles on as further Porsche operatives implicated and arrested

The tentacles of the so-called Dieselgate emission cheating scandal that has engulfed the VW Group continue to extend further into Porsche. In late April, German prosecutors raided a number of sites associated with Porsche including the homes of Porsche employees. Later in the month, Porsche's head of powertrain development, Jörg Kerner was reportedly arrested. Meanwhile, Porsche's former R&D boss and the man many call the father of the 918 Spyder, Wolfgang Hatz, has remained in custody since September last year having been arrested in the wake of Dieselgate.

In the early days of the scandal, it seemed Porsche might avoid direct implication. After all, Porsche does not develop or manufacture diesel engines of its own but rather sources them from elsewhere within the VW empire. However, investigators are said to now suspect that Porsche knowingly fitted engines equipped with devices to defeat emissions tests to their cars.

In an email to staff, Porsche's top executive, Oliver Blume, confirmed that an arrest had been made but denied allegations of wrongdoing. "Investigations have been against a member of the executive board, a senior and former employee of Porsche, who now

works at Audi, by the Stuttgart prosecutor's office. The senior staff member was taken into custody," Blume wrote. "Porsche does not develop or produce any diesel engines or diesel software. The prosecution alleges that the three suspects and Porsche were aware illegal software had been installed in engines. We reject this accusation and will do our utmost to bring clarity to this matter."

The backdrop to all this, of course, involves goings on at parent company VW. The man at the helm of the Group proper at the time the scandal broke, Martin Winterkorn, was made the subject of criminal charges in the US in early May. Winterkorn, 70, faces four felony counts, including conspiracy to defraud the United States, wire fraud and violating the Clean Air Act.

Exactly where the scandal will end is anyone's guess. Some analysts note the close relationship between VW and the German government and speculate that this may prevent the full extent of the illegal activities from emerging. The State of Lower Saxony, a German region, owns a large stake in VW including 20% of the voting rights. But with the arrests and raids gathering pace, it seems unlikely that Porsche itself will emerge from the scandal entirely unscathed.

PORSCHE PROFITS UP, AGAIN

There is no substitute...

The Dieselgate scandal may be continuing to knock off Porsche employees. But the company itself goes from strength to strength. Porsche's most recent sales volumes, revenues and profits are all up.

In the first quarter of this year, Porsche delivered 63,500 cars, or roughly six per cent more than the same period last year. Revenues were up eight per cent to 5.9 billion euros, though operating profits edged up more narrowly to 976 million Euros, representing a one per cent increase. Porsche's official statement covering results implied that major investment in electromobility, including the upcoming Mission E electric car and other related models and technology, is largely responsible for profit growth failing to match the increase in sales and revenues.

Reacting to the new results, Oliver Blume, Chairman of the Executive Board of Porsche AG said, "the new generations of the Panamera and Cayenne have proven popular with our customers, as have our new 911 GT models." For what it is worth, Blume also emphasised the link between profitability and social responsibility. "For us, it is not a question of breaking one record after another. We want to generate value-creating growth – with healthy profits and secure jobs", says Blume.

On that note, even Porsche's workforce is growing fast and now numbers 30,335 staff. That's fully seven per cent higher than the 28,249 employed by Porsche a year ago.

CAYMAN R ACCUSED OF EMISSIONS CHEAT

Owner successfully sues Porsche

A Cayman R owner who successfully sued Porsche over the standard throttle mapping implemented in the model has also uncovered a report that may implicate Porsche in emissions test fiddling.

In the course of investigating a so-called throttle delay coded into the Cayman R's mapping, John Cieslik, 51, from Saintfield, Co Down, eventually took both Porsche and the Vehicle Certification Agency (VCA) to a Freedom of information tribunal. The report that emerged indicated that Porsche reduced the Cayman R's emissions from the 227g/km achieved in other European markets to 221g/km by conducting the test by starting off in second gear.

Reducing the official UK emission rating allowed the Cayman R to slip into a lower vehicle tax band of £315 versus the £540 band for which the model would otherwise have qualified. All of this is somewhat tangential to Mr Cieslik's complaint, which involved a dead spot in the Cayman R's throttle mapping, a measure likely also included to improve results in emissions testing but one which Mr Cieslik claims can make the car dangerous to

drive. Porsche reportedly settled the case with Cieslik in February by paying out £36,000.



Owner's complaint of a dead spot in Cayman R's throttle response led to rather more in the shape of an emissions dodge for the UK market



RENAISSANCE

CLASSIC SPORTS CARS



With an experienced sales-team, passionate manufacturer-trained technicians, and a state-of-art workshop with diagnostic equipment, RENAISSANCE puts exceptional customer service at the heart of everything we do, allowing you to focus on enjoying your ownership experience.

We offer a full range of sales, financing, maintenance, restoration and performance engineering services. Whilst guaranteeing that our prices for parts and labour will always remain competitive versus main dealers.



SALES • SERVICE • RESTORATION

www.renaissance-classics.co.uk



2014 Porsche Boxster S (981) 3.4, 7-Speed PDK Gearbox, only 18k with FSH, Guards Red with Contrasting Black Electric Leather Interior, Sports Exhaust, PASM, NAV **£39,995**



2010 Porsche 911 Carrera S, (997) Gen2, 3.8, 7-Speed PDK, 55k with FSH, Metallic Silver with Contrasting Black Electric Heated Seats, PASM, NAV **£40,995**



2010 Porsche 911 (997) Carrera 2S Convertible 3.8, 7-Speed PDK Gearbox, 52k with FSH, Guards Red with Black Leather, Hardtop, Sports Exhaust/Plus/Chrono, Bose **£45,995**



2008 Porsche Boxster S Sport Edition (987) 3.4, 6-Speed Manual, 1 Owner with only 38k and FSH, Metallic Silver with Black Leather, Sports Chrono, Sports Susp, A/C **£18,995**



2003 Porsche 911 (996) Turbo, 3.6, Tiptronic, 48K with FSH, Metallic Arctic Silver with Contrasting Black Leather Seats, Climate Control, Bose, Sunroof, Xenon's, only **£41,995**



2006 Porsche Cayman 3.4S, 6-Speed Manual, Genuine 41,000 miles with FSH, Metallic Seal Grey with Blue Leather Interior, Sports Exhaust, Climate Control, SatNav **£17,995**

01483 225878 sales@renaissance-classics.co.uk

Trackspeed House, Portsmouth Road, Ripley, Surrey, GU23 6HB

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

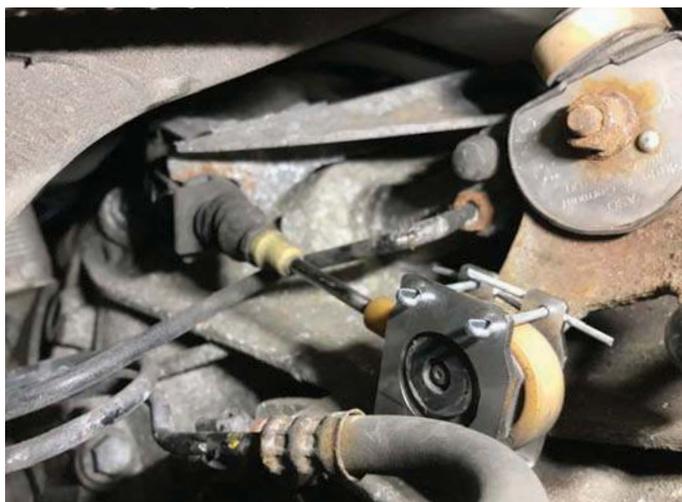
HEAVENLY BODIES

Require the ultimate in razor-sharp throttle response? Then individual throttle bodies are an essential induction accoutrement. Enter AT Power's 42mm bodies for air-cooled 911s. These direct-to-head bodies are port matched with a round throttle plate and thus no additional manifold is required. What's more, the shaftless and knife-edged butterflies improve airflow and performance, while the throttle blade located close to the inlet valve engine sharpens response. Delivered fully assembled and made from billet aluminium with billet aluminium fuel rail and a choice of inlet lengths, AT says engine management is the only additional part required for significant power gains. Available in the UK from atpower.com for £3750 per unit plus VAT. Stateside readers can hook up with AT Power's US distributor Reno Rennsport of Nevada at renorennsport.com.



GET A SHIFT ON

Found yourself suddenly stranded and unable to select a gear in a 987 Cayman or Boxster? Then your shifter cable has almost certainly gone snap. It's a common problem in 987 cars – common enough to have an entry on class action lawsuit website in the US – and it's typically not actually the cable itself that's snapped but the plastic cup connectors on the cable ends. The cables cost nearly £250 and the labour required to replace them involves removing both engine covers, dismantling the centre console and lowering the engine a little on its mount. Ouch. Happily, our friends at Stuttgart Classica have a handy preventative solution in the form of these gear cable clamps. They're a quick and easy fit and prevent the cable ends from falling apart. Get yours from stuttgart-classica.co.uk for £70.



SOMETHING FOR SUMMER

With the unseasonably warm April spell now a distant memory, summer has probably been and gone in Blighty. So why not snag this official Men's mix windbreaker Sport jacket from Porsche. This lined jacket is made of light and durable ripstop fabric and sports a stand-up hood, stow-away hood and reflective elements, not to mention soft-shell inserts and ventilation slits. Porsche reckons the fabric is quick drying and the official spec includes a water column rating of 3000 mm and breathability of 3000 g/m²/24h. What's more, the jacket can be stowed away in its own side pocket to save space. The exterior fabric is 65 per cent nylon and 35 per cent polyester, while the padding and lining are 100 per cent polyester. Offered in dark blue with acid green details, it's yours from the official Porsche shop at porsche.com for £130.





TIRED OF BEING NAGGED ABOUT THE OIL SPOTS IN THE DRIVEWAY?

The Billet Aluminum Valve Covers from Rennline. Machined with excellence.

www.rennline.com

CONTINENTAL'S NEW CLASSIC

Nothing quite compromises period cabin coolness like an old 911 dash defaced by a garish modern audio head unit. Problem is, period-correct head units are often pretty pants. Porsche does a classic head unit of its own, of course, with old school looks and modern features. But it's painfully pricey. That's where the Continental TRD7412UB-OR comes in. It packs modern must-haves like Bluetooth connectivity for both handsfree telephony and music streaming along with USB support for flash drives with MP3, WMA and M4A files. What's more, this newly revised model has been updated with a full DAB+ tuner. The head unit itself costs just \$230 or roughly £165 in old money, plus shipping. An adaptor ISO harness for easy installation in a Porsche 964 or 993 is also included. The place to go for info or to order is Norway-based bergvillfx.com.



THE OEM OPTION

Not to put too fine a point on it, but the PCM multimedia system fitted to the first generation 997 and 987 models is now looking a little tired. Most of the upgrade options are expensive, ugly and conspicuously aftermarket in appearance. That's especially true if your car has the Bose option, which requires some pricey additional hardware to get standard double-DIN head units to play nicely with the fibre-optic system. A neater solution is the Zenec Z-E7015S. It's been specifically designed to look absolutely OEM. That includes the silver paint finish, the design of the buttons and knobs and even the backlighting. To that it adds high resolution navigation with up-to-date mapping, a DVD drive, USB support, Bluetooth connectivity and voice recognition. It also connects natively to the factory fibre-optic interface. It's yours for €1200 or £1050 from shop1.acr.ch.



HIGH-SPEC HEAD UNIT

While we're talking head units for 997 and 987 models, how about the new Dynavin N7? It's a revised version of the Dynavin N6 we've featured previously. The N7's interface has been updated and the screen upgraded to a higher resolution 1024 by 600 pixel panel with more precise capacitive touch input, and the unit now also comes with a DAB+ tuner. Further upgrades involve smartphone compatibility. USB connectivity for iPhone and Android now includes Mirror Link functionality. As before, Dynavin has aimed for a factory fit look and offers finishes in silver for gen 1 cars and black for gen 2 997s and 987s. While it's not quite as OEM in appearance as the Zenec alternative, it is fully compatible as standard with the Bose fibre-optic MOST interface and there's a DVD drive for added audio and video playback. Priced at £899, you can order from dynavindirect.co.uk.





ADVANCED SUSPENSION TECHNOLOGY

ROAD & TRACK SUSPENSION FOR
PORSCHE BOXSTER (987 / 981 / 718),
PORSCHE CAYMAN (987C / 981C / 718C)
AND CAYMAN GT4 (981C)



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

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 **covers most of the Porsche 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.



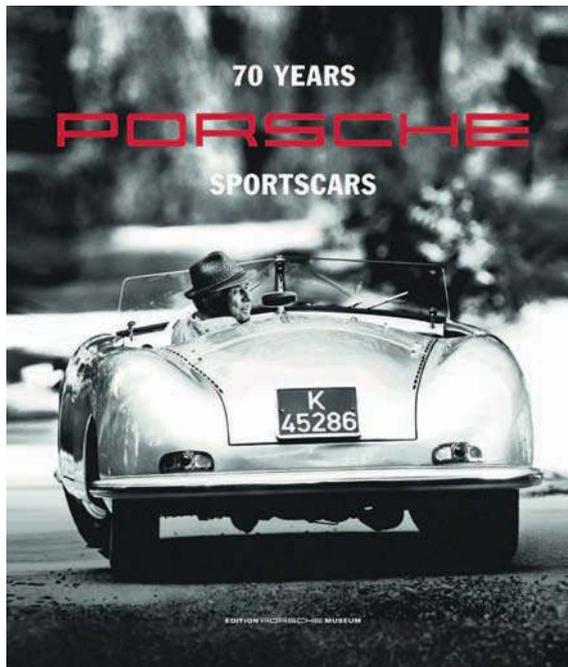
DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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

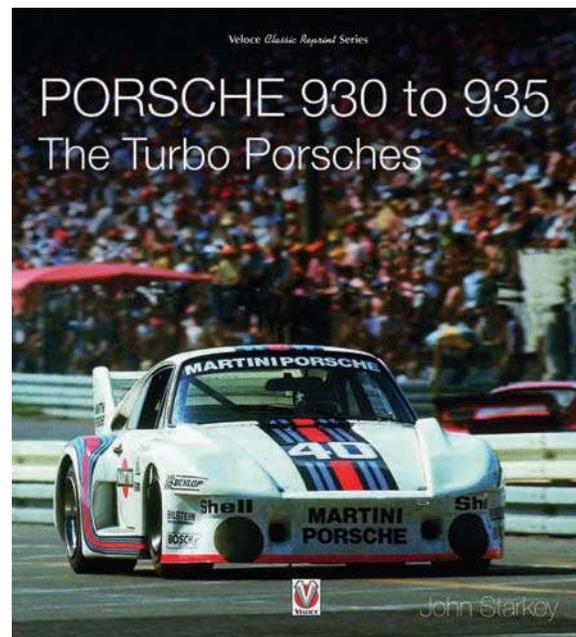
CELEBRATING 70 YEARS

Every Porsche aficionado will no doubt have his or her own take on the company's 70th anniversary celebrations. But this new 300-leaf page turner looks as good a way as any to commemorate the longevity of our favourite sports car marque. Officially sold by Porsche in the Museum shop in Stuttgart, *70 Years of Porsche Sportscars* (ISBN 10: 3667113285) by Josef Arweck, Christina Rahmes and published by Delius Klasing Verlag is less a verbose record of the brand's history and more an intimate photo diary. Inside you'll find sparingly captioned images of everything from the gritty development days of the earliest models to glossy lifestyle snaps involving contemporary Porscheophile celebs such as Patrick Dempsey and Jerry Seinfeld. Split into seven chapters covering subjects such as the people behind Porsche, the technology, motorsport and the wider Porsche community, the book is available now for £38.95.



TURBOCHARGED TOME

Turbocharging is almost compulsory in modern Porsches. It's the norm in Formula One. But back in 1974, when the 930 Turbo first appeared, it was revolutionary. It also just so happened to spawn among the most iconic of Porsche racers, the 934 and 935. This new hardback release from publisher Veloce's Classic Reprint series tells the story of the 911 Turbo and its racing cousins, from the 1974 2.1-liter RSR Turbo Carrera to the 935's tube-framed, 750hp swansong. Authored by John Starkey, a self-confessed racing fanatic who has competed in vintage sports car races since the 1960s, *Porsche 930 to 935: The Turbo Porsches* (ISBN 10: 1787112462) comprises 305 quality pages and not only turns back the clock all the way to the first turbochargers in 1905, but also recounts every single outing of every chassis. Available now for around £35.



LET'S GO AND PLAY WITH LEGO!

You're never too old to play with Lego, come on admit it. We couldn't help but fall in love with this new boxed set that features not only a new 919 Hybrid Le Mans car, but also a replica of the 1970 Le Mans-winning 917 of Richard Attwood and Hans Herrmann!

As Lego says, 'Play out your own action-packed race day with the Porsche team, matching the vintage Porsche 917K against the modern 919 Hybrid. Prepare for the race with the car lift and assorted tools in the dual-purpose garage. Then fold out fully to create a pit stop and monitor the race for the checkered flag!'

The kit includes five mini-figures: a vintage Porsche racing driver, modern Porsche racing driver, two mechanics and a race official. The set is priced at £74.99, or if you're a Porsche Club GB member, you'll pay just £67.50! What better birthday present could a big kid wish for? Get yours at porscheclubgb.com/shop

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 pre-paid fuel card offer. Find out more at www.pirelli.co.uk/porscheclubgb

June Offers

Porsche Cayenne

29535ZR21 PZero N1 £205.95

Porsche Macan

26545ZR20 PZero N0 £216.95

29540ZR20 PZero N0 £212.95

Porsche Cayman Boxster

23535ZR19 PZero N2 £158.95

26535ZR19 PZero N3 £218.95

911 991

24535ZR20 PZero N1 £193.95

30530ZR20 PZero N1 £279.95

911 997

23535ZR19 PZero N2 £158.95

30530ZR19 PZero N2 £238.95

911 996

22540ZR18 PZero N4 £128.95

26535ZR18 PZero N4 £176.95



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

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

Elite Garages

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

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



CREATE A GARAGE TO BE PROUD OF!

Transform your garage with Dura's award-winning storage and flooring solutions and create the beautifully organised room you've always wanted.



Organise your tools!

Our modular range of quality cabinets are used by professional workshops worldwide, and when combined with our flexible 'clip-on' wall system and easy-to-lay interlocking floor tiles, your garage can be transformed into a luxurious lifestyle room for the whole family to enjoy.



Make use of your wall space!

- MODULAR CABINETS
- WALL STORAGE
- FLOOR TILES
- DESIGN & INSTALL



Conceal a dusty concrete floor with easy-to-lay PVC tiles!



DURA
Fitted Garages

For a FREE brochure call **0845 371 0046** or visit our website **www.duragarages.com**

Call now for a **FREE Design Survey** and see how your garage could look!



Alternatively, return this slip in an envelope (no stamp required) to:
Freepost RSLX-YXCA-GUTJ
Dura Ltd, St James Road, Brackley, NN13 7XJ

Name

Address

911PW/
JUL18

Telephone

Email

WESTWOOD
CYLINDER LINERS

Orders Shipped
WORLDWIDE



Cylinder Liners kept in stock for all Porsche Water cooled engines
996 3.4/3.6, 997 3.6/3.8, Cayman 3.4, 991 3.8

Piston Rings kept in stock for all Porsche Water cooled engines
Big Bore conversion for 3.7 & 3.9 Litres

Tel: +44 (0) 1905 799470

Email: sales@westwoodcylinderliners.co.uk

Web: www.westwoodcylinderliners.co.uk

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 25 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

CSF'S NEW LINE OF FRONT MOUNT CENTER OIL COOLERS FOR AIR-COOLED PORSCHE

NEW!
In Stock

THE ULTIMATE 991 TURBO INTERCOOLERS FROM CSF

NEW!
In Stock

THE CENTER OIL COOLER YOU'VE BEEN DREAMING OF

THE PERFECT BLEND OF PERFORMANCE, FITMENT, AND VALUE



CSF #8110 (RS style) :
Dual-pass

CSF #8111 (RSR style) :
Single-pass



- 4.5 inch "Ultimate-Boost" high-efficiency bar/plate core (wind-tunnel tested)
- 3D designed cast end tanks for precise OEM-style fitment
- Machined OEM-style "Quick-Connect" inlet/outlet connections
- Aerospace-grade "thermal dispersion" space-gray coating included
- Instruction manual and fitment kit included w/ CSF's "Drop-in Fit"
- Fits 2014-2018 Porsche 911 Turbo & Turbo S
- CSF #8112 - MSRP/MAP \$2995 USD

- Dimensions: 24"L x 5.75"H x 2.15"W
- High efficiency & rugged durability bar/plate design
- Triangular flush mounting holes on both top/bottom (M8x1.25)
- Slight 15 degree angle for connections (M22x1.5 female) w/ tapered cast end tanks
- CSF's new "aero-flow" bar design for lightweight, strength, and maximum air flow through the core
- Satin black finish for extreme protection against corrosion and debris
- MSRP \$599 USD



R&D Partner & Distributor
Euro Parts West, LLC.
7905 E. Greenway RD, Bld. 202
Scottsdale, Arizona 85260 USA
+1 (844) URO-PART
sales@europartswest.com

The best performance intercoolers in the industry at an unbeatable price - see www.CSFace.com for real-world & dyno results

CSF COOLS PORSCHE

THE BEST
PORSCHE
TUNERS USE
CSF

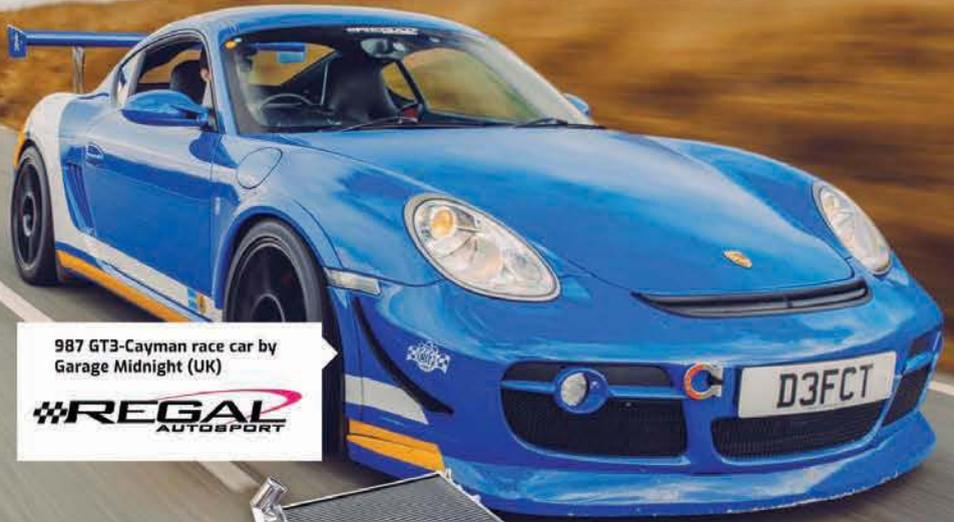
- CNC machined brackets, mounting pins and "Quick-Connect" inlet/outlet pipes
- 2 row core with B-Tube technology (+20% efficiency)
- Drop-in fit requiring no modifications
- All-aluminum 100% TIG welded
- Track Tested & Proven in 110°F
- 1 hour hand polished



Ultimate Performance Cooling

CSF Porsche Racing Radiators		NEW		
		996/ 986 CSF#	997/987 CSF#	991/981 CSF#
911 Carrera	Left	7044	7047	7066 7069 (2)
	Right	7044	7048	7067 7070 (2)
	Center	7057	7049	7060
911 Turbo	Left	7056	7056	7069
	Right	7055	7055	7070
	Center	7053	7054	7068
911 GT2 / RS	Left	7056	7056	7069
	Right	7055	7055	7070
	Center	7053	7053	7068
911 GT3 / RS	Left	7044	7047	7069
	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
Boxster	Left	7044	7047	7066
	Right	7044	7048	7067
	Center/Spyder	7057	7049	7060 7068
Cayman	Left		7047	7066
	Right		7048	7067
	Center	#CSFrace	7049	7060
GT4	Left	#CSFradiators		7066
	Right	f @CSF_Radiators		7067
	Center			7068

#COOLisTheNewHOT



987 GT3-Cayman race car by Garage Midnight (UK)



Find more at CSFace.com: News · Blogs · Features

European & International distributors/dealers wanted! Inquire: info@csface.com

Proudly distributed by



International Distributors



Exclusive Dealers



YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on porscheworld@chpltd.com

NO MODS HERE, THANK YOU

As a long term reader of *911&PW*, according to Mr Bennett (Up Front, May 2018), I'm now an outcast, a heretic worthy of only a Hotpoint badge on my car, which has to be an autonomous one at that.

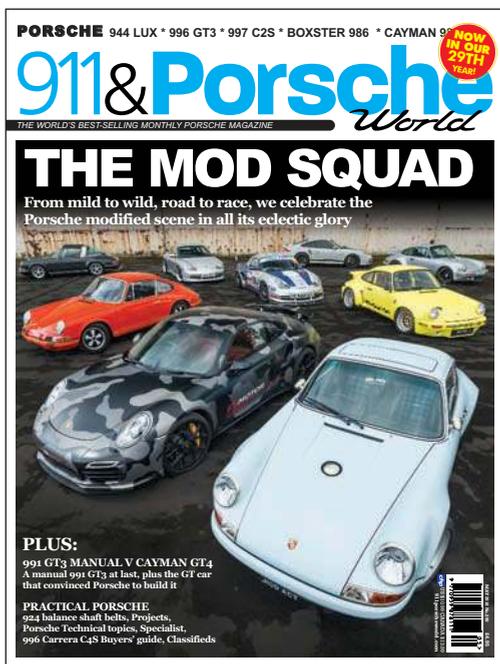
Unless I change the original 16in Cup alloys on my beloved, completely original 964 for at least 20in of the black lairy variety and apply go-faster stripes immediately, I am not a proper Porsche enthusiast. It may surprise you to learn, Mr Bennett, some of your readers prefer

Stuttgart's finest just as Ferry and Butzi intended, which is to say completely stock.

I bought my 964 in 2001 against all common wisdom preached at the time by Mr Bennett's predecessors and I still love driving it today. I have made three pilgrimages to Zuffenhausen with PCGB, and my bookcase is stacked with Porsche books. If Mr Bennett continues to write such twaddle in these hallowed pages, I will be forced to defect to another Porsche publication, which would make his little rant a self fulfilling prophecy.

Mike Miller, Berkshire

Steve Bennett replies: No need to be so formal, Mike. The Ed's Editorial is designed on occasion to be a bit provocative and tongue-in-cheek and I'm sure you realised that, on this occasion, my 'rant' about modded Porsches was largely both of those things. As a 964 owner, I hope that you enjoy the 964 at 30 feature in this issue. All cars are reassuringly standard and I wouldn't mod your car (pictured), either.



WHAT ABOUT INSURANCE?

Whiling away a few minutes here, while waiting at Ramus Porscha (highly recommended BTW) for a small modification to be completed, hence time to write a quick email.

In line with many articles in *911&PW*, I read with great interest in the May issue the feature on modified Porsches. However, one glaring omission seems apparent, and that is the attitude of insurers and obtaining a fair deal, should that ever be possible.

Over the past year, to cope with nasty UK roads/improve 'feel' I have had changed the brake master cylinder, fitted braided hoses, replaced

suspension units with Ohlins and my insurers have demanded near on £400. I dread to think what they would have demanded if I had touched the engine.

Perhaps an article less focused on mechanics, but more on getting the best from insurers?

Warmest and best for your magazine.

Stephen Smith via email

Steve Bennett replies: Good point, Stephen. Look out for a feature on insurance coming soon

BOXSTER BUSHES

The May issue of *911&PW* was, unsurprisingly, dedicated to those whose passion is to modify what Porsche have supplied. My main interest is not so much in modification, but more in maintenance at a reasonable cost, not always a compatible set of goals, when applied to Porsche.

To this end I have just, recently, had all suspension components, which incorporate a ball joint, renewed on my 986 Boxster and wanted to utilise a full set of Polybushes, that I had fitted some years ago to the original components. Please, those of you who might be considering a similar move, be aware that the inner bushes – Polybush 42A – do not fit the Meyle coffin arms that you might, as I did, buy. They are too small by about 0.8mm (my Vernier gauge is best described as a 'very-near' gauge) in diameter for the resulting hole, after the original rubber bush has been pressed out (and destroyed in the process).

That apart, the overall exercise has proved worthwhile. Having also had new suspension legs, associated fitting kits, road springs

and anti-roll bar drop links at each corner, the car handles more consistently and is now much quieter to drive, with creaks and clunks banished – at least for the present.

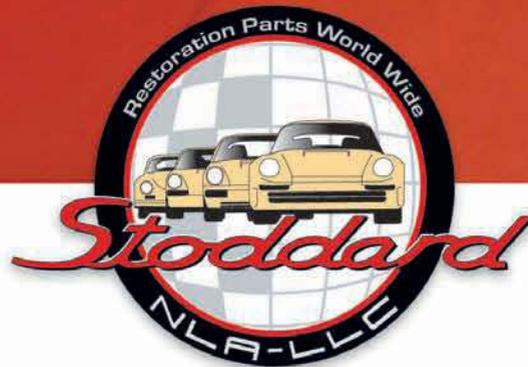
All brake pipes have been renewed in Kunifer and this did cause one near disaster. The mechanic left his plastic bodied torch magnetically attached to one exhaust manifold and I took the car away for the subsequent alignment check, none the wiser. The torch was discovered, partly melted, and rather more securely attached than I would like anything made of plastic to be. Just as well it was typical Highland weather!

John Thornton, Inverness

Steve Bennett replies: 'Maintenance at a reasonable cost.' I think that's something that most 911&PW readers aspire to, and I hope it's something that we preach, too, in our regular technical/how to features.

Early 911 Door Handles
 Vacuum-Cast Stainless Steel
 Will Not Pit or Tarnish

Cast Stainless Steel
 SIC-531-061-10-SET
 \$279 per pair



Stoddard.

Your Trusted Parts Source — Since 1957.



356B/C Bumpers
 Our exclusive production from Factory blueprints
 NLA-505-010-05 front
 NLA-505-020-05 rear
 \$525.46



Early 356 Bumper Guards
 Our Production
 Plated or Polished
 644-505-031-02
 644-505-032-02
 From \$222.30



Nose Panels
 Our USA production, includes fog light bracket,
 NLA-503-011-04 Right
 NLA-503-011-03 Left
 356B T5 shown
 \$598.50



Complete 356 Floor Pan Kits
 NLA-501-050-03
 356B & 356C Shown
 \$750



Disc Brake Wheels
 From Factory Tooling
 Made in USA
 Chrome or Silver
 15x4.5 15x5.5 15x6-inch



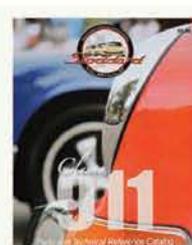
Maxilite 911R Wheel
 Polished Lip & Petals
 15x7 47mm Offset
 911-361-020-11-RPB
 \$450.00



Outer Frame Repair Skin
 Repairs 911 912 Wheelhouse
 Including Torsion Tube & Jack Receiver Area
 SIC-501-963-01
 SIC-501-964-01
 \$227.85



ATE Brake Calipers
 Front "M" for Vented Rotors
 911 1967-1975
 911-351-907-00
 911-351-908-00
 \$260.68



New 911 912 Catalog
 132 Pages
 New Parts Galore
 SIC-600-911-4

Stoddard.com

NLAParts.com

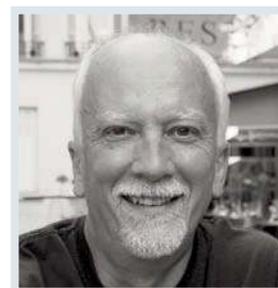
Highland Heights, Ohio 44143 USA 800 342 1414

Reno, Nevada 89431 USA 800 438 8119

Stoddard Proudly Distributes These Great Products



THE USUAL SUSPECTS



KEITH SEUME
Editor, *Classic Porsche*

As editor of *Classic Porsche* magazine, Keith Seume is naturally concerned about the future of petrol-burning cars, especially with regard to the availability of fuel. Is the answer to convert classics to electric power? Over his dead body, says our man, wincing at the very thought. And then there's the matter of MOT inspections – or lack of them...

ONLY FUELS AND HORSES

'What are you going to do when you can't buy petrol any more?' Sorry, what was that? 'You know, when they ban the sale of cars fitted with internal combustion engines – there won't be any need for petrol, so all the petrol stations will close and you'll be stuck, won't you? Your Porsche will just become a piece of sculpture sat gathering dust!'

So went a gleeful conversation with a guy I know who is, to be honest, a right royal self-opinionated tit. He knows I love cars – especially old 'uns – and knew how to hurt. 'It says in the news that they'll be gone by 2030,' came the final twist of his metaphorical dagger. 'I don't care, I probably won't be around by then,' I quipped, before realising that it was only 12 years away and I'd feel very short changed if my life didn't extend that far.

But what *will* happen to petrol stations? If, as has been mooted, cars with IC engines will no longer be on sale from 2030, or whatever date is finally settled on (today it's 2040 – I do wish they'd make their minds up), the demand for petrol (and most certainly diesel) will plummet dramatically. By then, old cars – and by that I don't mean true classics, but cars that are 10, 15 or 20 years old – will be the pariahs of the road, considered toxic by all and sundry. People will shake their fists at you, or don their face masks, Japanese-style, as you pull out of your driveway. They'll laugh when they see you return home on the end of a tow rope after you've run out of fuel in the search for a petrol station. The prospect depresses me.

I can see the need for reducing emissions, don't get me wrong, but I still think people are being hoodwinked into believing electric cars are the saviours of the universe. I'm always deeply suspicious when there is a major push like this to drive old technology off the road and see it for what it undoubtedly is: a way of making all we hold near and dear obsolete so we have no option but to buy new. Who wins?

Certainly not the consumer. The manufacturers? Bingo! The government? Of course – you don't honestly believe HMRC will happily give up all that revenue on petrol without grabbing it back somewhere else, do you? You may get seduced by promises of 'free road tax' but you'll soon be asked to dig deep in other areas (road tolls are an obvious solution to the loss of revenue, or pay-as-you-go charges based on a GPS tracker fitted to each new vehicle), and gone will be any special incentives to 'go green' as you'll have no option if you want to buy a new car.

But what of the petrol burners (and diesels, of course) that will still be thronging our highways. There'll be mass scrappage schemes creating even more absurd images of perfectly good cars sitting in serried rows on former NATO air bases while somebody decides what to do with them all – how long before somebody comes up with the bright idea of selling them to underdeveloped nations as a sort of foreign aid scheme. Shift the pollution from our country to theirs – seems like a fair deal to me...

I am still not convinced about the argument that electric vehicles are better for the environment – what about the build process, the generation of electricity necessary to keep those lithium batteries topped up, the matter of 'end of life' disposal? It will take a lot to convince me to give up my IC-engined bolides, especially living in the depths of Cornwall where many of my journeys involve 500-mile round trips 'up country'.

Until I can be convinced that I will still be able to get up at 4.30am, drive to a photoshoot in the Midlands, and then drive home again later that day, I'll stay with what I've got, thank you. At present, I'd have to stop every few hours for a quick recharge before continuing my journey. A one-day trip will become two. Life's too short for all that.



'You want what?'
'Forty quid's-worth of Super Unleaded, please.' 'Are you having a laugh? We've not had petrol here for years, mate. Everyone's gone electric. Haven't you heard?'

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



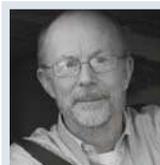
DAN TRENT



STEVE BENNETT



BRETT FRASER



CHRIS HORTON



PAUL DAVIES



JOHNNY TIPLER



JEREMY LAIRD

ELECTRO-CLASSICS? NEIN DANKE!

I'm guessing I'm not the only one here who, despite stating that I probably wouldn't watch the wedding of Prince Harry and Megan, I ended up sneaking a look later that day. Love it or hate it, we Brits certainly 'do' pomp and circumstance in style. No goose-stepping, high-kicking marching troops, no pantomime-like uniforms (well, maybe the odd bearskin and gold braid excepted), just good old Brit tradition at its best.

I love the fact that, among the modern armour-plated Range Rovers and big Jag saloons which generally make up the entourage, there's always a classic Roller or two to be enjoyed – usually some high-roofed conversion design to accommodate Her Majesty's latest hat. All good fun and for a car enthusiast a few minutes' respite from the TV cameras concentrating on the dresses, the page boys' and girls' gap-toothed smiles, and Prince Phillip's scowling face.

After the ceremony and whatever else they needed to do before heading to the reception, the bride and groom drove off in an E-type

Jaguar. And very nice it looked, too. And, being a Jag, it sounded fantastic... except it didn't. The poor thing had had its heart ripped out and replaced with an electric motor.

Gone was the wonderful XK-series straight-six, designed originally by William Heynes and Walter Hassan. Gone was that melodious sound that can only be produced by a six-cylinder engine. Gone was one of the very reasons older Jags are such fabulous cars.

I'm sorry, but I really don't get this obsession with converting classic cars in this way and pretending they're still classics. They're not. A major part of owning an old car is the sound, the smell, the very 'life' that pulses through it. In today's world a classic is far from being the perfect vehicle – noisy, bumpy, unreliable, smelly and fun – but who cares? They have character in spades, character that cannot be replicated in any modern car.

Converting a classic – be it an E-type or a 911 – to electric power is, in my mind, heresy. You might as well buy a glassfibre kit car and



Newly-wed Royals drove away from the wedding in an electric-powered E-type Jaguar. Seume shudders at the very thought...

plonk it on the chassis of a Tesla – or a golf cart. You're fooling nobody but yourself if you think you're still driving a classic.

As I've said elsewhere on this page, I'm not against any efforts to reduce pollution, far from it, but don't let's pretend we can save the world by driving round in fake classics.

If you want to have guilt-free fun in an electric vehicle, buy a car that was designed with that power source from the get-go. Please don't start hacking up the old 'uns...

ON MOT TESTS AND BODGING OLD CARS...

Even though it's a new car as far as I'm concerned, my Cayman needed its MOT a couple of weeks ago and, yet again, I found myself worrying about whether it would pass or not. Well, of course it would pass, after all it's only four years old and has been impeccably maintained. But I always worry.

Naturally, the car sailed through without a problem, although I do wonder how it would have fared had I not changed the tyres from the cracked Pirellis fitted when I bought it. Apparently, as I mentioned in last month's project cars pages, this cracking is a common problem with Pirelli P-Zeros and is not, or so I have been assured, anything to worry about. Whether an MOT inspector would see things the same way is another matter...

In years past, when I was a young lad (honestly, I was young once), MOTs were to be feared. Not because they were incredibly stringent – just the opposite in hindsight – but because, as a young driver running an old car on a tight budget, I dreaded hearing the news that my car had failed. Rust was the big issue, and getting it repaired could be costly.

My first car was a 1964 Austin Mini, bought for the princely sum of £180 in 1972. Although it was only eight years old, it had seen better days – eight years on a car of that vintage was like 28 in modern car terms – and it had already been patched up with filler round the bottom of the windscreen pillars and headlights. The outer sills had been replaced, too. That was a common 'fail' point on a Mini.

On the day of the MOT, I sat in the car on the ramp while the ex-Police mechanic tapped and poked his way under the car. He was a taciturn type, speaking hardly a word. As I sat there nervously, he opened the passenger door and gripped the sills with his bare hands

– and then squeezed hard. I'll never forget the sound as the inner sill gave way beneath his fingers. 'Got a bit of rust here, haven't we?' he uttered. 'Ummm, looks like it,' I replied.

He went round to the driver's side and repeated the 'test' with the same result. 'Got a bit of rust here, too. And in the subframe.' (That was the Mini's other Achilles' heel).

My wallet (well, imaginary wallet) curled up and died on the spot. I was distraught at the thought of my first car being condemned after just a couple of months.

Back home, Dad suggested we go and speak to Mr Derbyshire down the road who had a welding torch and was a bit of a dab hand at fixing old cars. £20 later, he'd fitted new inner sills and welded a patch over the rust hole in the rear subframe.

The car then 'sailed' through its MOT and lived another day. Later on, I stuffed it in a ditch, but that's another story. DVLA records

show that CMU 829A no longer lives, but the memory of that first MOT is still etched on my mind. I can still hear those sills giving way.

I probably shouldn't mention the 'repairs' I did to an old Beetle using metal cut from an oil can, which was riveted in place and then covered with a mixture of underseal and dirt (so it didn't look too obvious), or shims cut from the same material poked into place to hide play in the kingpins.

Glassfibre and filler (good old Isopon) were my saviours, as they were for many a motorist in the 1960s and '70s. I'm not proud of my workmanship (ingenuity, yes, workmanship, no...) and such memories remind me how absurd it is that vehicles over 40 years of age are now exempt from MOT testing. Not every owner of an old car is a caring enthusiast. Some might actually still be repairing their cars with hacked up oil cans and a mixture of underseal and dirt...



Not a hint of oil can and filler on the Cayman, but our man Seume still gets nervous every time his cars go in for an MOT. Maybe it's a case of a guilty conscience...

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

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

ASHGOOD

CLASSIC & SPORTSCARS

911 | Boxster | Cayman | Cayenne | Panamera | Macan

5 Minutes from T5
Heathrow Airport



(28) 2010 Porsche 911 GTS Manual (997)

26,000 miles | Basalt Black Metallic | Red Leather Sports Seats | Sports Design Steering Wheel | CarbonPack | PCM3 | SatNav | Bluetooth | PSE | Cruise Control | Parking Sensors | Xenon Headlights | FPSH

£69,995



(39) 2015 Porsche 981 Cayman 3.8 GT4

14,000 miles | Basalt Black w/ Wrap | Carbon Cup Seats | Heated Seats | PCM | Sat Nav | Bluetooth | Jukebox | Cruise Control | PASM | PSE | Sports Design Steering Wheel | FPSH | 1 Owner from new | Porsche Racing Wrap

£84,995



(30) 2013 Porsche 981 Boxster 2.7 - PDK

33,000 miles | Guards Red | Black Leather | 20" Carrera Alloys | PCM3 | SatNav | Bluetooth | Parking Sensors | FPSH Sports Mode | Switchable Sports Exhaust | Heated Seats | Auto Dimming Mirror | Red Seat Belts

£30,995

Website:

www.ashgood.co.uk

Telephone:

01753 680558

VAN ZWEEEDEN

Independent Porsche Specialist
Elektraweg 9-11
4338PK Middelburg
The Netherlands

Since 1957



With more than 25.000 parts in original packaging, we offer new parts which can no longer be supplied by Porsche dealers ranging from the smallest nuts and bolts to various interior trim parts for every Porsche model.

Tel: +31(0)118-581370
Fax: +31(0)118-582678
www.v-zweedden.co.uk
info@v-zweedden.co.uk
info@v-zweedden.com

You can download the new parts list on our website!



Like us on facebook

facebook.com/porsche.vanzweedden

Used & new parts in stock
Worldwide delivery
www.v-zweedden.co.uk
www.v-zweedden.com



Elektraweg 9-11
4338 PK Middelburg
The Netherlands
Tel: +31(0)118 581370
Email: info@v-zweedden.com

SECOND TIME AROUND

Following the birth of his first daughter back in 1989, like so many Porsche owners, Martin Addison soon learned that a 911 is not exactly the ideal family car. As there was no room to fit in a pushchair and all the other child-related paraphernalia, he had no option but to sell his pride and joy. Having regretted the sale, when he heard the car was back up for sale some eight years later, Martin seized the opportunity to buy it back

Words & Photography: Paul Knight

Back in 1986, Martin Addison was a hard-working 21-year-old who had saved all his hard earned cash to purchase his dream car, a Porsche 911. Martin commented, 'I spotted a silver '78 SC advertised for sale and immediately fell for it. However, it was priced at £10k, which was absolutely all I could afford...and then some!' He continued, 'To put things into perspective, you could buy a decent house here in Essex for £30k back then, so a £10k used Porsche was quite an investment for a young guy!'

The SC model was launched in '78 and essentially replaced the outgoing 3-litre Carrera 3 and 2.7-litre 911 models hence, despite being 8-years old when Martin picked it up, this was still a relatively fresh-looking 911. And, thanks to the 180bhp, 3-

litre motor, the SC was capable of out-running all but the most serious of sports cars – in short, this was a whole lot of awesome for a 21-year-old!

Over the next few years Martin enjoyed driving his SC as often as possible and maintained it exactly as any doting enthusiast would – it was a well-loved car, which was always polished, buffed and kept in tip-top order.

Martin told us, 'My first daughter, Kirsty, was born in '89 and, despite my best efforts, I simply couldn't make the Porsche work as a family car'. And so, in 1990, Martin decided that he had no option but to sell his beloved Porsche, and to purchase a more sensible vehicle in which to transport his growing young family.

Martin often thought about the Porsche he once owned and always promised himself that he'd own another one day –

perhaps when the children were a little older and he could afford to run a 911 as a second car. Martin explained, 'Some years later, I was by chance having my family car serviced at a local garage when the mechanic said, "Martin, I hear you once owned a Porsche? Well, the guy you sold it to still owns it and is thinking of putting it up for sale" – I was speechless!' He continued, 'This was in August of 1998, which just happened to be when the new 'S'-registration had just been launched...and there I was, buying back my 'old S' registration vehicle!' Martin hadn't ever considered the fact that one day the very same car might become available again – and he certainly wasn't actively looking for a Porsche at that point – but faced with a once-in-a-lifetime chance like this, he simply couldn't let it pass.

Back at his home in Hornchurch, Essex,

Martin Addison's 911SC second time around. They say you should never look back, but there has to be some exceptions to that rule



Martin parked the SC in his garage and reflected upon his good fortune. He'd always regretted selling the car and now he had been given the opportunity to pick up where he'd left off, hence he was adamant that it would not be leaving him again!

Over the next 15 years Martin continued to enjoy the car and even treated it to some engine work and a stainless steel exhaust etc, however, the bodywork was beginning to show its age, hence he decided that it was time to call on the skills of Bruce Cooper at Sportwagen in Southend. He commented, 'The original plan was to tidy it up and maybe leave the roof in the original paint but, as things progressed, I decided that the car deserved to be treated to a full exterior repaint instead'.

The SC had a few minor rust issues, therefore Bruce fitted a fresh pair of sills and replaced the offside front wing (as the original had some corrosion just below the headlight bowl). Once happy with the metalwork, a fresh coat of the original Z2Z2 silver metallic basecoat was applied prior to several coats of clear, which was buffed to

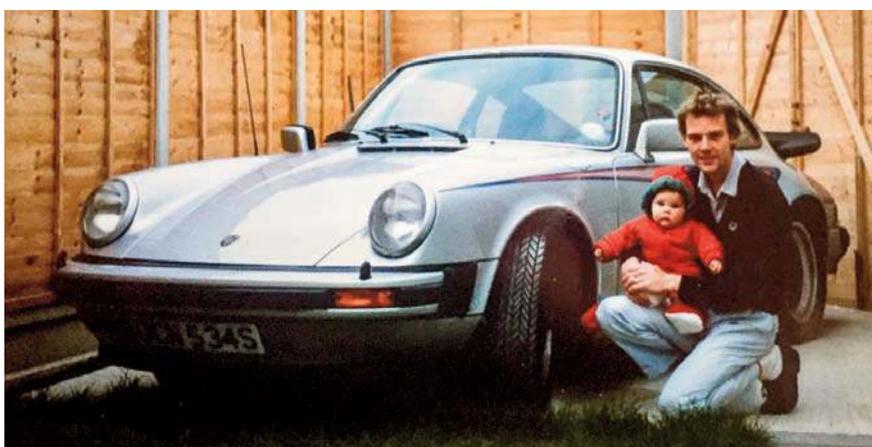
“ You could buy a house in Essex for £30k, so a £10k Porsche was quite an investment for a young guy back then ”

perfection. The paintwork was completed in 2013 and, 5-years on, it looks as if it has just rolled out of the 'booth'.

By now you'll have noticed the Martini stripes, which certainly make this car stand out from the crowd! Martin explained, 'I really liked the old Martini stripe kit hence I was keen to include them second-time around'. He continued, 'A guy by the name of Rick Cannell at Highgate House came down to Sportwagen and made a complete set of templates around the body of my car, which he used to replicate the 1978 M42-option stripe kit'. Sportwagen carefully fitted the fresh decals, which are most certainly the key talking point whenever Martin bumps into other Porschephiles today!

Martini Racing has been an active motorsport sponsor since the late 1960s, and the link with Porsche was secured thanks to the iconic Porsche 917 race team in the early '70s. When it comes to road-going Porsches in Martini livery, most people immediately think of the iconic 911 Turbo cars of the mid-late '70s. However, Turbo models aside, between 1978 and 1983 it was also possible to order a new Grand Prix White or black 911SC with the M42 (World Championship stripes) option. Interestingly, Porsche also listed the stripes as a retro-fit option, hence dealers and

Right: Martin and daughter, Kirsty, today and in 1989 (middle), when Martin soon realised that the SC was never going to cut it as a family car



Above: Don't look at the Pasha trim for too long, it might make you a bit dizzy! Right: Martin's SC is an early example, so has the 180bhp, 3-litre flat-six



HISTORY

Launched in 1978, the 911SC has developed something of a reputation for its bullet proof mechanicals and starter 911 status, thanks to its enduring good value. Today it's still one of the most cost-effective ways to get into a classic 911, but of course prices have rather shifted. The Martini stripes applied to Martin's car were an option in the 70s and were most commonly found on the 930 Turbo and even the 924. The Martini/Porsche connection survives to this day and is truly one of the most iconic of liveries.

Martin had his SC restored and repainted by Sportwagen in Southend

private owners could fit them to vehicles painted in other colours, too.

One thing is for sure, the stripes look great over the silver paint on Martin's SC and really add a unique touch to the overall package. We certainly can't remember the last time we spotted a Martini-striped car on the road and, given the reactions of other road-users as we followed Martin through Hornchurch, it would appear that we're not

all original and in very good shape throughout. Slipping into the car is like entering a time capsule – it looks, feels and even smells just like you'd imagine it would have back in the late '70s/early '80s. And that's a unique trait of a well-maintained survivor, which you simply can't replicate when overhauling a project from the ground up.

Sure, the seats are clearly used, but the

Martini stripes on the exterior.

Martin said, 'When I bought the car back, the original radio had stopped working and I didn't want to alter the dashboard or fit a more modern unit'. He continued, 'Fortunately I was able to find a local electronics specialist that managed to fix the radio, although the cassette deck was deemed to be beyond reasonable repair – but who listens to cassette tapes these days, anyway?' Better still, the original head unit was retro-fitted with an iPod cable, i.e. 53-year-old Martin now has an iPod playlist featuring the same nostalgic 'driving tunes' that 21-year-old Martin had once recorded on a cassette mix-tape...hence, with the windows down on a sunny day and with music playing through the original sound system and speakers, this retro-ride looks, feels and sounds just like it did back in '86!

In closing we asked Martin if he had any future plans for his SC. He told us, 'I think I'll have the fan polished and detail the engine a little, but that's about all...oh, and it's definitely not for sale – this one is a keeper...' **PW**

“This retro-ride looks, feels and sounds just like it did back in '86”

alone, as this car really turns some heads!

Chatting with Martin, we were surprised to learn that the 16-in Fuchs (6-in front, 7-in rear) have not been subjected to any restoration or refurbishment work since they were first fitted to the car 40 years ago. Similarly, the interior of this car is practically

leather is in great shape for a vehicle of this age with precious little wear to the bolsters etc. Similarly, the Pasha (also known as 'Schachbrett' or 'checkerboard') seat inserts are far from thread-bare, and that vivid (almost mind-altering!) black and white trim is every bit as alluring as the



CONTACTS

Sportwagen
sportwagen.co.uk
Highgate House
highgatehouse.co.uk

Left: Hopefully the spacesaver now complies with GB law! Martini stripes are a defining feature and were expertly recreated by Porsche decal experts, Highgate House

2018 EUROPEAN TRACK DAYS

PREMIUM TRACK EVENTS ON LEGENDARY CIRCUITS

Legendary race circuits are waiting for you, just a stone's throw away. The only question is - when will you make your dreams a reality?

Drive the **Nürburgring Nordschleife** in Germany, the Belgian F1 circuit at **Spa-Francorchamps**, run part of the famous 24 hour circuit at **Le Mans - Bugatti** in France or even the French ex-Formula

circuit at **Dijon Prenois**, you're simply spoiled for choice!

You can enter and **drive with your own car** or **hire one** from the extensive RSR sportscar fleet. Drivers have been raving about the quality track time of RSR Premium Trackdays, so **isn't it time you experienced these amazing circuits for yourself?**

NÜRBURGRING NORDSCHLEIFE GERMANY

- 3. August 2018 Friday

SPA-FRANCORCHAMPS BELGIUM

- 26. June 2018 Tuesday
- 9. July 2018 Monday
- 6. August 2018 Monday
- 4. September 2018 Tuesday
- 18. September 2018 Tuesday
- 20. October 2018 Saturday
- 3. November 2018 Saturday

DIJON-PRENOIS FRANCE

- 16. October 2018 Tuesday
- 17. October 2018 Wednesday

LE MANS - BUGATTI FRANCE

- 30. October 2018 Tuesday



RSR Nürburg

Tel.: +49 2691 931 952
sales@RSRNurburg.com
www.RSRNurburg.com

Jasmine
PORSCHALINK UK
EST 1997

T: 01282 697171

Porsche Service, Repair & MOT Centre

Fixed Price Service Menu
We only use Genuine Porsche Parts unless otherwise agreed

Parts Department
10,000 sq. ft. of shelved Genuine New & Used Porsche Parts



SERVICING | PARTS | REPAIR | RACE & TRACK

Jasmine PorschaLink UK
The Porscha Centre, 3A Pendleside
Lomeshaye Industrial Estate
NELSON Lancashire BB9 6RY
T: 01 282 69 71 71
E: info@jasmine-porschalink.co.uk
W: www.jasmine-porschalink.co.uk

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

f t i



CarBone

**CUSTOM FLOOR MATS
FOR YOUR PORSCHE.
MANY UNIQUE FABRICS
TO FIT ANY INTERIOR.
AVAILABLE WITH OR WITHOUT
PROTECTIVE RUBBER.
EARLY 911, SC, 3.2, 964, 993.**

WWW.CAR-BONE.PL
OFFICE@CAR-BONE.PL +48 429422115

TARETT

ENGINEERING
Competition Suspension Components

PORSCHE SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM | (858) 674-5573 | SALES@TARETT.COM













RSJ SPORTS CARS

Specialising in Porsche Cars

911 (997) 4 "GTS" 3.8 (61 - 2011)
Basalt black with black leather
28,000 miles**£75,000**

911 (997) "2S" 3.8 pdk (59 - 2009)
Basalt black with black leather
37,000 miles**£48,000**

911 (997) "2S" 3.8 (09 - 2009)
Silver with black leather
37,000 miles**£46,000**

911 (997) "2S" 3.8 pdk (10 - 2010)
Basalt black with black leather
65,000 miles**£44,000**

911 (997) "C2" 3.6 (60 - 2010)
Silver with black leather
20,000 miles**£45,000**

911 (997) "C2" 3.6 pdk (59 - 2009)
GT Silver with black leather
23,000 miles**£44,000**

911 (997) "C2" 3.6 pdk (60 - 2010)
Silver with black leather
44,000 miles**£42,000**

911 (997) "C2" 3.6 pdk (09 - 2009)
Aqua blue with black leather
42,000 miles**£41,000**

911 (997) Turbo 3.6 tip (58 - 2008)
GT Silver with black leather
51,000 miles**£59,000**

911 (997) Turbo 3.6 (06 - 2006)
Cobalt blue with black leather
52,000 miles**£56,000**

911 (997) Turbo 3.6 tip (56 - 2006)
Basalt black with black leather
52,000 miles**£54,000**

911 (997) Turbo 3.6 tip (57 - 2007)
Silver with black leather
63,000 miles**£50,000**

911 (997) "4S" 3.8 (08 - 2008)
Basalt black with black leather
52,000 miles**£37,000**

911 (997) 4S 3.8 "X51" (06 - 2006)
Midnight blue with black leather
47,000 miles**£36,000**

911 (997) "2S" 3.8 tip (07 - 2007)
Silver with black leather
49,000 miles**£34,000**

911 (997) "4S" 3.8 (56 - 2006)
Lapis blue with ocean blue leather
57,000 miles**£34,000**

911 (997) "4S" 3.8 tip (06 - 2006)
Basalt black with black leather
47,000 miles**£34,000**

911 (997) "2S" 3.8 (57 - 2007)
Midnight blue with black leather
63,000 miles**£34,000**

911 (997) "2S" 3.8 (07 - 2007)
GT Silver with stone grey leather
56,000 miles**£34,000**

911 (997) "4S" cab 3.8 (07 - 2007)
Silver with black leather
62,000 miles**£34,000**

911 (997) "4S" 3.8 (06 - 2006)
Basalt black with black leather
56,000 miles**£34,000**

911 (997) "4S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
51,000 miles**£33,000**

911 (997) "4S" 3.8 cab tip (06 - 2006)
Lapis blue with stone grey leather
68,000 miles**£33,000**

911 (997) "2S" 3.8 (07 - 2007)
GT Silver with black leather
62,000 miles**£33,000**

911 (997) "2S" 3.8 tip (07 - 2007)
Basalt black with black leather
66,000 miles**£33,000**

911 (997) "4S" 3.8 cab (56 - 2007)
Basalt black with red leather
63,000 miles**£33,000**

911 (997) "4S" 3.8 cab (06 - 2006)
Seal grey with ocean blue leather
60,000 miles**£33,000**

911 (997) "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles**£33,000**

911 (997) "2S" 3.8 tip cab (07 - 2007)
Basalt black with black leather
62,000 miles**£33,000**

911 (997) "2S" 3.8 tip (55 - 2006)
Silver with black leather
40,000 miles**£30,000**

911 (997) "2S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
57,000 miles**£30,000**

911 (997) "2S" tip (06 - 2006)
Basalt black with black leather
50,000 miles**£30,000**

911 (997) "2S" 3.8 tip (56 - 2006)
Slate grey with black leather
66,000 miles**£29,000**

911 (996) Turbo 3.6 tip (53 - 2003)
Silver with black leather
51,000 miles**£42,000**

911 (993) C4 3.6 (N - 1996)
Midnight blue with grey leather
94,000 miles**£50,000**

Cayman "S" 3.4 pdk (14 - 2014)
White with black leather
43,000 miles**£36,000**

Cayman 2.7 pdk (14 - 2014)
Yellow with black leather
19,000 miles**£35,000**

Boxster 2.7 pdk (64 - 2015)
Basalt black with black leather
29,000 miles**£34,000**

Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
61,000 miles**£23,000**

Bristol Way, Slough, Berkshire, SL1 3QE | 01753 553969 | www.rsjsportscars.co.uk

PORSCHE WANTED (2003 TO 2014)

Words: Steve Bennett Photography: Antony Fraser

THE WHEEL THING

The modern take on the Fuchs-look wheel has never managed to get the 'dish' of the wheel quite right, until now. Enter Group 4 Wheels' deep-dish 18in Fuchs-look wheel. We reckon it looks the business



If, as they say, clothes maketh the man, then surely wheels maketh the car? They are a critical factor to the look, Porsche or otherwise, and so easy to get wrong. Fortunately for us Porsche enthusiasts, we have plenty of classic designs to choose from, both modern and from the back catalogue, but there is one wheel that dominates and that's the classic Fuchs design, which was Porsche's signature rim from 1963 right up to 1989, when the G-Series morphed into the 964, which, thanks to a whole new offset had to make to with the more modern, but rather less inspiring D90 wheel, that had first seen action on the 928 and 944.

And that was that for the Fuchs it appeared. Factory GT and RS model 964s and 993 got BBS or Speedline three-piece

wheels, and then the water-cooled cars came along, with a whole new wheel brief. Fuchs were classic, with no place in the modern world and out of the loop for the best part of 20-years. But then came the whole retro modern look and the Fuchs look was back as first 964s got the backdate treatment and then even the water-cooled 996/997 generation as typified by Porsche's own 997 Sport Classic and in the tuning/aftermarket world with RPM's CSR range. From being out in the cold the Fuchs design was back, with factory and aftermarket versions to fit all variants of Porsche.

Obviously the classic market is catered for, largely with original wheels at ever more stratospheric prices, but the modern market, with its need for bigger wheels and different

offsets, has long been trickier. It's the offset bit that is significant here. Think of a classic, wide Fuchs wheel and it's all about three defining factors: the black, five-spoke, petal centre, the anodised silver rim and the dish of the wheel. The wider the wheel, the deeper the dish and – frankly – the cooler the look. Deep dish Fuchs are all about racing 911s – RSs, RSRs, Turbos *et al.* The dish of the classic Fuchs is dictated by the offset of the wheel, which in turn is dictated by the position of the wheel hub in the wheel arch. In a modern Porsche the position of the hub dictates a much flatter wheel face, with barely any dish, which is why modern Fuchs-look wheels – whether factory, or aftermarket – have never seemed quite right. Until now, that is...

Now normally we don't get too involved in

Fitment in 18in, with 8.5in front and 10in rear is from 964 onwards. Black centred wheel looks perfect on this lowered 964 RS lookalike



Left and right: Any colour you like. Jonathan has concentrated largely on RS style colours to illustrate the colour potential/palette. He predicts that black and anthracite will likely be the most popular



Suits you sir! Gold centres on one of Paul Stephens' retro rods works with white and the gold decals

projects and concepts, but we couldn't help but be swept along with this modern take on the Fuchs, thanks largely to the enthusiasm of Jonathan Sage of Group 4 wheels. Jonathan has already built up a reputation for low volume, high-quality replicas like his Campagnolo variants for classic 911s and Ferraris. Like us, he knew that the modern Fuchs look wheels just didn't look right, but together with wheel designer, Chris Biesty, he had the means and the vision to do something about it and, a couple of years ago, we were privy to some CAD images that really fired us up.

Jonathan knew that there was no way of changing the offset on the wheel, but he figured that if the shape of the wheel centre was altered, then a dish effect could be achieved. He did this by effectively bending the top of the spoke of the wheel back, thereby creating the dished look, without altering the offset. Simple, but very effective and also giving the wheel a distinct and different take on the Fuchs look.

Drawing the wheel is one thing, investing

in tooling and manufacturing is another. Getting ill for the best part of 18-months is also another thing, but Jonathan was out of action and the wheel project was on ice until he recuperated. Caring souls that we are, we had wondered why he'd gone a bit quiet, but when he got back in touch, we resolved to help out in any way we could.

the manufacturer. The original Fuchs design was never conceived to be particularly lightweight, and that follows in its modern iteration, but never the less up to date CAD design allows for strength to be added in all the right areas, while keeping weight to a minimum. As such, the Group 4 wheel weighs in at 10.7kg front and 11.3kg rear,

“ Deep dish Fuchs are all about racing 911s – RSs, RSRs, Turbos *et al* ”

We discussed options and Jonathan reckoned that initially an 18in wheel (8.5in front/10in rear) would satisfy demand from 964 right up to 997 applications plus, of course, Boxster and Cayman, 944, 968 and even 928. Way to go. Wheel designer, Chris Biesty (ex Compomotive and now with his own B-Star Wheels Ltd), drew the wheel for

which is lighter than, say, an equivalent sized 996 GT3 split-rim BBS. Well, there's no point in adding weight is there?

Jonathan has the wheels manufactured in Italy, using top grade motorsport aluminium and in the same factory that many OE manufacturers use, plus other aftermarket manufacturers, like OZ. The casting and





machining is state-of-the-art and the results do rather speak for themselves, and when Jonathan fired the first pics over of the completed wheels, straight from the factory, we were completely bowled over. There is no question that they look absolutely right and easily the best modern interpretation of the Fuchs wheel yet.

as possible, a job that was made easy thanks to Paul Stephens and his ever eclectic stock, plus a couple of *911&PW* staff machines in the shape of editor Bennett's 996 C2 and Dep Ed Fraser's 986 Boxster. And the results? Well, see for yourself. Gold centres on a hot-rod 964? That works. Black on a 964 RS inspired C2

yellow 968? Well, perhaps not quite...

We've enjoyed being part of this project and the wheels are available as of now. Indeed some have already been sold via word of mouth and pre-production pics, with the first set – in gold – going to the owner of a 964 hot-rod, who was less than keen on the £6000 he was quoted to get a set of gold centred BBS split-rims refurbed. Which brings us neatly to perhaps the best bit of all: the price. In a world that seems to have additional tax on anything Porsche related, simply because, somewhere along the line it's become acceptable for Porsche owners to be financially rogered, Jonathan has priced his wheels at an astonishingly reasonable £1250+VAT for black or anthracite centre wheels, or £1450+VAT for coloured centres. Even including a set of decent N-rated boots, you could transform the look of your car for not much more than £2000.

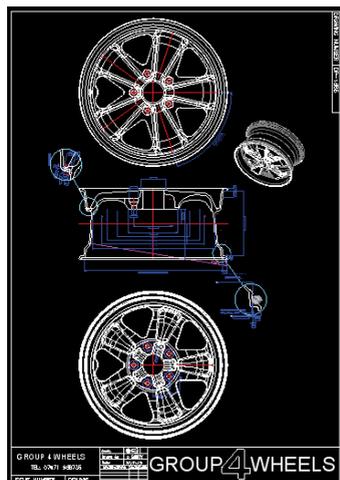
We don't think he'll be able to make and sell them fast enough... **PW**

OK, so it could do with being a little lower, but expect these wheels to fly on 996 retro builds

“ There is no question that they look absolutely right ”

Influenced by the various colour options of the RS models, Jonathan had an initial batch of wheels made up with various coloured centres, plus, of course, the more classic option of black and the modern favourite that is anthracite. The next job was to throw them at as many different Porsches

in Maritime Blue? Awesome. Black again on Bennett's 996 and Fraser's Boxster (see Projects p106)? Both were visibly moved at the visual effect. Colours? All looked good on a white 964 in an RS way, while anthracite worked nicely on wheel designer, Chris Biesty's, 986 Boxster. Green on a



CONTACT
Group 4 Wheels
group4wheels.com

Paul Stephens
paul-stephens.com

I LIKE LONG WALKS ON THE BEACH...



AND SPIRITED CANYON DRIVES.

The Rotiform SIX forged wheel is the perfect blend of classic style and sleek modern design. Available in 14" - 24" diameters as 1, 2, and 3-piece constructions for your Porsche. For more information visit rotiform.com

rotiform

rotiform.com • fb/ig: rotiform



Nine Excellence

Independent Porsche Centre



WORKSHOP

- Porsche Fixed Price Servicing.
- Courtesy Cars.
- Repairs and MOTs.
- Engine and Transmission Rebuilds.
- Restorations.
- Pre-Purchase Inspections (PPI).
- Detailing and Aftercare.
- Alignment and Geometry.

UPGRADES

- 9e Performance Packages.
- Exhausts.
- Suspension.
- Brakes.
- Tuning.
- Engine Builds.
- Parts.

SHOWROOM

- Please check our website for current stock.
- We buy and sell all Porsche models.

All Porsche models covered.

Fully trained Porsche technicians.

Professional showroom and workshop.

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
Surrey, RH6 7HF

www.NineExcellence.com
01293 226 911
Info@NineExcellence.com

SPECIALIST IN ALL THINGS PORSCHE

- Fixed Price Servicing
- Engine & Transmission Rebuilds
- Full Diagnostic Facilities
- Pre-Purchase Inspection
- Restoration

**LOOKING FOR QUALIFIED TECHNICIAN
TO JOIN OUR TEAM**

Mobil 1



HP PORSCHE

Tel: 020 8500 2510

Email: info@hpporsche.co.uk

www.hpporsche.co.uk

181 FOREST ROAD, HAINAULT, ESSEX IG6 3HZ

3A Brandon Way, West Bromwich B70 8JB

Call: 0121 553 2140

www.ramusporsha.com

RAMUS PORSCHE



Workshop



Engine Work



Wheel Alignment



Dyno Room



Parts and Service Reception



Paint Shop



MOT Bay



Full Body Repair Shop

Fixed Price Menu Servicing for all Models
PERFORMANCE STYLING SERVICE PARTS



eibach.co.uk

AWARD WINNING GROUND BREAKING ENGINEERING

Made by Eibach

#WE
ARE
EIBACH

70 YEARS OF PORSCHE

1948-2018



The decade when Porsche gradually established itself as a manufacturer of idiosyncratic sports-touring cars, whilst consolidating a reputation for successful competition cars: a thoroughgoing process and methodology that's traceable right up to the present day

Words: Johnny Tipler Photos: Porsche Museum Archive



We should consider ourselves very fortunate. If it weren't for the commitment and determination of Ferry Porsche and the coterie of people surrounding him in 1950, who were in thrall to his unjustly incarcerated father, we wouldn't be driving and enjoying the products we do today. The legacy he created in the 1950s after his father's death laid the foundations for today's eclectic range of Porsches, whose lineage can be traced right back to its genesis in 1948 and earlier. And there's a powerful element of serendipity about it all, given the post-war shambles that Europe was in; you just have to consider how lucky Volkswagen was to be effectively rescued and placed in harness by REME officer Major Ivan Hirst, rather than falling prey to other less benign forces. Fittingly, the Porsche family retained their association with VW, rooted in the VW Beetle, of course, as well as dovetailing into the Volkswagen service network with a contract signed in September 1948.

So, the new decade begins with a dealer meeting at VW's Wolfsburg HQ, to which Porsche brought along a 356 Coupé and Cabriolet, securing 37 firm orders in the process. There were 53 pre-existing Gmund-built 356s, but Reutter had only recently

completed the first Stuttgart-built steel bodysell, signed off just before Easter 1950.

It was also time to establish the company nomenclature: Dr. Ing. F. Porsche GmbH replaced a similar name, skirting an awkward compensation claim by a pre-war director of the firm. However, it took a further two years before the badge deriving from the Stuttgart coat of arms that adorns the front lid of every Porsche product was designed and adopted. Onwards and upwards.

STANDOUT EVENTS AND EVOLUTIONS: 1950

- The new company name is instituted: Dr. Ing. F. Porsche GmbH. This replaces the existing Dr Ing h.c F. Porsche GmbH, sidestepping a situation wherein the company was technically still under the control of the occupying Allied forces.

- The Augustenstrasse, Stuttgart-based coachwork manufacturer Reutter completes first 356 coupe body. Ferry Porsche considered that the optimum shape for the front of the car was crucial to driver visibility, hence the 356's sloping front lid and prominent wings, identifying the wheels' location, making it easier to position the car

on the road, especially in corners. Much later, in 1963, the Reutter coachbuilding firm was bought by Porsche, though the Reutter family switched over to making high-end seats: the Recaro brand name is an amalgamation of Reutter and Carosserien.

- The first car is signed off at the Stuttgart plant (rented from Reutter) on Maundy Thursday, Easter 1950. Two years later, this car, nicknamed 'The Greyhound', is written off in a collision when test driver Rolf Wütherich is cut up on the autobahn. Rolf went on to survive James Dean's fatal crash in his 550 Spyder in 1955. We'll meet him again in the '60s.

It didn't take long for production to get going and, in 1951, the 500th 356 rolled off the line at the Reutter (logo below) rented Stuttgart plant



Right: Porsche's Le Mans adventure starts in 1951, with two 356 Coupes entered, with characteristic aerodynamic aluminium spats over the wheels. Nicknamed the 'Aluminium can' by the mechanics, it scored a class win in the 751cc-1100cc Class

- The first Beutler 356 cabriolet is built at their workshops on Gwattstrasse in Thun's Dürrenast district in Switzerland.

- Herbert Linge is the first workman to be hired. Born in Weissach, Linge joined Porsche as an apprentice in 1943, and was the first mechanic hired when the firm relocated from Gmund to Stuttgart, where he was involved in the construction of the original 356, which was built by a group of 12 people. In 1952 he was sent to the States to set up the service network for the US franchise.

- Dr Ernst Fuhrmann designs the four-cam "Carrera" engine. A firm with as exalted a competition history as Porsche was never going to be content to run Volkswagen-derived drivetrains, and it was only a matter of time before Porsche came up with a motor of its own. Step forward Professor Ernst Fuhrmann, a Porsche associate pre-war and a Gmund employee from the start. An expert on valve-trains, Prof Fuhrmann came up with the Type 547 Carrera engine, a landmark in the company's early history and the unit that would see it through a decade of competition. Prof Fuhrmann, who later became Porsche Technical Director in 1971 and Chairman from 1972 to 1980, drew up the first blueprints for the Carrera engine during autumn '52. This engine used a complex system of bevells and shafts for the valve-train, as well as a dry-sump-lubrication system. Further distinguishing it was an aluminium block with chrome-plated cylinder walls and twin-spark ignition. The configuration of the VW-derived flat-four was maintained, though its major evolution was the use of four overhead camshafts driven by quill-shafts and spiral bevel gears. Each bank of cylinders was fuelled by Solex 40 P11-4 twin-choke carbs, and lubrication was via a dry-sump system with separate oil tank to ensure optimum lubrication during high-speed cornering. The original 1498cc version developed a lusty 100bhp at a soaring 6200rpm, an increase of 25bhp on the most powerful contemporary pushrod of the 1600 Super.

- At the Paris Salon, New Yorker Max Hoffmann comes on board as US concessionaire. His enthusiasm will have a profound impact on Porsche sales across the Pond.

- With 298 cars sold by year's end, a production rate of between five and six cars a



week indicates the level of output.

- On 19th November, founder of the dynasty, Professor Ferdinand Porsche, suffers a stroke, from which he succumbs on 30th January 1951, aged 75.

1951

- The 356 spec now includes Ate/Lockheed brakes, instead of the stopgap VW hydraulic system. Engines are built in Stuttgart, incorporating aluminium heads cast by Karl Schmidt at Neckarsulm, with chromed barrels made by Mahle, giving 1300cc.

- On 21st March, work pauses for an hour to mark the production of the 500th car.

- Le Mans is the inevitable barometer of competition success and, in late 1950, racing driver Charles Faroux invites Ferry Porsche to enter two cars for the 24-Hour race. It's only the third running of the 24 Hours since WW2, and the small Porsche KG race team lease a workshop in nearby Teloché. Two 356 SL (Sport Light) Gmünd Coupés are entered, with aluminium body and bulbous wheel spats, nicknamed the 'Aluminium Can' by the mechanics. The 1086 cc flat-four develops 46bhp, enabling a 160kph top speed. Veuillet and Edmond Mouche win the 751cc to 1100cc class and are classified 20th overall. Their 356 covers 2840km without a problem, averaging 118.36kph, and their class victory secures a grid spot for the following year.

- Long distance rallies are also in vogue; Von Guillaume/von der Muhle are 3rd overall and win their class in the Liege-Rome-Liege

rally with their 356.

- On 28th August, the 1000th Porsche comes off the line.

- On 29th September, four drivers led by racing director Huschke von Hanstein set new international records at Monthéry Autodrome, Paris, in a 356 SL fitted with aero top. Record breaking was a theme that the company returned to several times, since it showcased technical prowess and drew favourable publicity.

1952

- Replacing the two-section bent screen, a one-piece windshield is introduced. The 356 coupé's rear cabin also offers a folding seat.

- The definitive Porsche emblem/logo is introduced, featuring the Stuttgart coat of arms, while the antlers and red and black stripes are taken from the arms of the Free Peoples' State of Wurttemberg. The Stuttgart prancing horse had already been adopted by a certain Italian marque, on account of being handed down by an Italian air ace as a souvenir from a downed WW1 German fighter plane whose pilot hailed from Stuttgart. Reutter's logo also features a rearing equestrian theme, albeit with a mounted rider.

- Three 1086cc 356s run at Le Mans; Veuillet/Mouche place 11th overall and win their class.

- In August, Ferry Porsche sails to New York aboard the SS Queen Elizabeth to present the Type 542 four-door sedan to Studebaker; two prototypes were built with



A styling tidy up in 1952 saw the two-piece bent windscreen replaced with a single curved screen. The rear cabin also gained a folding seat



3054cc V6 engines, one air-cooled, the other water-cooled.

- Two Porsches are entered for the daunting Carrera Panamericana, the 2000-mile road-race along the mountainous spine of Mexico. Competing in the Sport Menor class are a 356 Coupe 1500 and a 356 hardtop Cabriolet 1500 belonging to Prince Alfons von Hohenlohe, the Mexican VW concessionaire, and crewed by Count Constantin von Berkheim and Herbert Linge, and Prince Paul von Metternich and Manuel de Teffé. Prince Metternich finishes 8th overall in the 356 Cabriolet. This Cabriolet, incidentally, was the first Porsche ever to be fitted with a synchromesh gearbox.

- The Type 540 America Roadster appears.

1953

- A pair of mid-engined 1.5-litre Type 550 coupés run at Le Mans, where von Frankenberg/Frère come 15th overall, with Herrmann/Glöckler 16th. The 550 Coupes then did a couple of races at the Avus and Nürburgring, driven by Glöckler and Herrmann, then both were sold to the Automobile Club of Guatemala in Central America. Chassis 550-01 was back in action at July 2010's Goodwood Festival of Speed, having been totally restored with original running gear and a fresh bodysell by the

Naples, Florida-based Collier Collection, and resplendent in its '53 Carrera Panamericana livery.

- Guatemalan Porsche importer Jaroslav Juhan runs the two 550 coupés in the '53 Carrera Panamericana, and Jose Herrarte wins the up-to-1600cc class.

1954

- On 15th March, the 5000th Porsche was produced.

- Based on a ladder chassis with independent torsion bar suspension all round, the 550 Spyder debuts the four-cam Fuhrmann "Carrera" engine. The chassis is clad in an open-top aluminium body, created originally by Weinsberg and then made by Wendler at Reutlingen. Power comes from the 1498cc Type 547 four-cam flat-four, developing 110bhp at 6200rpm, and the much rarer factory small-bore 1089cc version is good for 72bhp at a screaming 7000rpm. None of these 1098cc four-cam engines ever made their way into private hands. Works cars raced in 1954 at the Mille Miglia, Reims 12-Hours, The Eifelrennen and Le Mans in the hands of Hans Herrmann, Johnny Claes and Richard von Frankenburg, among others, scoring several class wins against formidable opposition from Borgward, E.M.W., OSCA and Maserati. The first cars were delivered to

private owners towards the end of 1954, and the design altered subtly when chassis number 0016 emerged late in the year, with the upright headlights that characterised the preceding run of cars now massaged into a more laid-back position, and the curvaceous hindquarters smoothed out. Only 137 examples of the 550 Spyder were built.

- Porsche takes the first four places in the support race at the Grand Prix of Europe at the Nürburgring.

- On the Mille Miglia, Hans Herrmann has a narrow escape in his 550 Spyder (with Herbert Linge co-driving), driving beneath a lowered railway crossing barrier when a train is approaching, going on to finish 6th overall.

- Hans Herrmann places 3rd overall on La Carrera Panamericana, and the Carrera ("Race") name is used thereafter by Porsche to identify sports models.

- A three-piece aluminium crankcase replaces two-piece magnesium for the flat-four engine.

- The Type 597 Jagdwagen jeep was introduced, powered by the rear-mounted 356 flat-four, and capable of tackling a 65-degree incline. Intended for the German military, the Porsche tender was beaten on price by DKW/Auto-Union's Munga. Constructed by Karmann, 71 examples of the Jagdwagen (hunting car) were made, with 49 going into the civilian market.

Origin of the Carrera name (and Panamera to an extent) can be traced back to 1953, when Guatemalan Porsche importer, Jaroslav Juhan, entered two 550 Coupes in the Mexican Carrera Panamericana event, with driver Jose Herrarte winning the up-to-1600cc class

Hans Herrmann and Herbert Linge on the 1954 Mille Miglia. They survived a lowered railway barrier and an oncoming train to finish sixth overall in a 550 Spyder



PARAGON

paragongb.com



PARAGON

The Natural Choice for Porsche

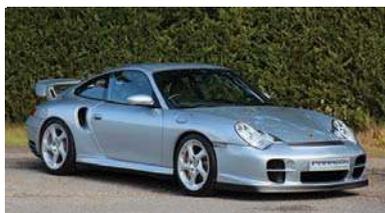
01825 830424



Carrera GT

Basalt Black • Austrian Red Leather Carbon Seats • Manual Gearbox
Porsche Ceramic Composite Brakes
UK Supplied • 4,645 miles • 2006 (06)

£694,995



911 GT2 (996)

Polar Silver • Black Leather Sport Seats
Manual Gearbox • Porsche Ceramic
Composite Brakes • 18" GT2 Wheels
21,725 miles • 2003 (03)

£149,995



911 GT3RS (997)

Jet Black • Black Nomex Bucket Seats
Manual Gearbox • Porsche Ceramic
Composite Brakes • Rear Roll Cage
22,110 miles • 2008 (57)

£139,995



911 Turbo (997 GEN II)

Meteor Grey • Carrera Red Leather
Seats • PDK Gearbox • Touchscreen
Satellite Navigation • Sport Chrono Pack
With Sport Plus • 15,328 miles • 2011(11)

£84,995



911 Carrera 4 GTS (997)

Meteor Grey • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Centre Lock Wheels
28,633 miles • 2012 (12)

£74,995



911 Turbo (997 GEN 1.5)

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

£67,995



911 Carrera 2 (993)

Amethyst Metallic • Marble Grey Leather
Seats • Manual Gearbox • 17" Alloy
Wheels • Electric Sunroof • 77,087 miles
1996 (N)

£63,995



911 Carrera Targa (993)

Polar Silver • Classic Grey Leather Seats
Manual Gearbox • 17" Targa Wheels
Electric Glass Roof • 74,235 miles • 1996
(N)

£62,995



Boxster S (981)

Basalt Black • Black Leather Sport Seats
PDK Gearbox • 20" Carrera S III Wheels
Touchscreen Satellite Navigation
23,040 miles • 2015 (15)

£42,995



Cayman S (981)

Basalt Black • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Cayman S Wheels
40,011 miles • 2013 (63)

£39,995



911 Carrera 2 S (997)

Guards Red • Black Leather Sport Seats
Tiptronic S Gearbox • Satellite Navigation
19" Turbo Wheels • 61,236 miles
2008 (08)

£33,995



Boxster S (987)

Seal Grey • Black Leather Sport Seats
Manual Gearbox • 19" Carrera S Wheels
BOSE Sound System • 69,784 miles
2005 (05)

£16,995

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



1955

- New 110bhp 356 Carrera is unveiled at the Frankfurt show: private owners now have access to a truly competitive Porsche.
- A number of Coupé models carry the name "Continental" on their front wings.
- Movie idol James Dean is killed in his 550 Spyder, *en route* to a race meeting at Salinas, California, when a car pulls out across his path, its driver allegedly blinded by the sun.
- The 550A Spyder of Glöckler/Seidel wins its class in the Mille Miglia, placing 8th overall.
- Despite the notorious tragedy unfolding, the 1498cc 550 Spyder of Polensky/von Frankenberg comes 4th overall at Le Mans, followed by Gendebien/Seidel in 5th and Glöckler/Juhan in 6th.
- The 356A is introduced in October for the 1956 model year: 1300, 1300S, 1600, 1600S and 1500GS Carrera; Coupé, Cabriolet and Speedster versions.
- The 356A Speedster T1 appears in Autumn '55 and, like all Speedsters, is built by Reutter in Stuttgart, attested by the badge on the lower right front wing. Production of this series numbers 1850 units, with two 1600cc flat-four engines available: the 60bhp 616/1 1600N 'Normal', and the 75bhp 616/2 1600

'Super'. The aluminium-cased 644 gearbox is introduced in 1956, while the steering switches to worm-and-peg and the front suspension incorporates eight-leaf torsion bars, all of which are significant upgrades from the VW parts used previously – an inexorable drive towards technical and mechanical independence.

1956

- In March, the company relocates into its former Zuffenhausen premises, only relinquished by the US military on 1st December 1955. The Americans had wanted to turn it into a cholera hospital but the disease was alleviated.
- Porsche tractors are in production in the Dornier-Zeppelin factory at Friedrichshafen: four basic models, 1-cylinder, 2-cylinder, 3-cylinder and 4-cylinder versions are available. The Porsche 'Volks-schlepper' tractor was originally devised in 1934 at the behest of Adolf Hitler who sought an agricultural vehicle to match his people's car. The Porsche tractor models succeeded those made by Allgaier, the firm that Porsche took over in 1950, with Mannesmann acquiring the licence to build

the tractors from 1956 to 1963. Porsche tractor production totalled 125,000 units.

- Engine capacity rose by 100cc when the 356A 1600GS was launched. The 1600 Carrera was technically similar to its sibling, with larger bores, and a one-piece forged crankshaft running in plain bearings. The twin-plug ignition and the two twin-choke Solex 40 PJJ-4 carbs were retained, while a few cars were fitted with Weber 40 DCM-1 carbs. The twin distributors were driven from the crankshaft, rather than the intake camshafts on the 1500 Carrera engine. The four-speed gearbox was available with alternative ratios for 2nd, 3rd and 4th, though final drive was unaltered and a limited-slip diff was a competition option, along with a straight-through exhaust, Rudge centre-lock hubs and air-intake trumpets instead of air filters. The GT's cabin interior was almost identical to the 1500 GS, apart from window lift strap and vinyl carpet, while the electrically heated windscreen was another benefit in a cabin prone to misting up.

- At the Nürburgring 1000kms, Michael May enters his 550 Spyder with elevated strut-mounted aerofoil wing aimed at harnessing downforce, prefiguring later examples of lofty

James Deans's association with Porsche and his 550 Spyder serves only to enhance the brand, despite being killed in the car *en route* to a race meeting at Salinas, California in 1955

Left: Ferry Porsche in the Le Mans pits in 1956. Below: Porsche tractors are in production in the Dornier-Zeppelin factory





1957 and the 718 RS debuts at Le Mans, powered by a 1500cc four-cam, flat-four producing 142bhp. Right: Porsche 356A Cabriolet squad cars are in service with police forces in four countries

rear wings such as that of the Chaparral 2F of 1967 and Lotus 49 of 1969.

- Umberto Maglioli and Huschke von Hanstein win the Targa Florio outright in their 550 Spyder. Porsche thereby gains another 'name' to identify its open-top Targa models.
- At Berlin's Avus, Richard von Frankenberg flies spectacularly off the banked North Turn; his 550 Spyder explodes in the paddock below, while he is caught in a tree. Von Frankenberg was thus spared so he could carry on with his day job, which was editing Porsche's in-house *Christophorus* magazine.
- At Le Mans, the 550A coupé of von Trips/von Frankenberg places 5th overall.
- The 356A Speedster is introduced to satisfy the lucrative US market.

1957

- Ferry's son Butzi Porsche joins the company as stylist under Erwin Komenda, producing the first renderings for the 901 soon after.
- In May 1957, Porsche offers two versions of the 356 Carrera Speedster, the GS de Luxe for road use and the GS/GT for competition use. The main differences between the two are weight and performance. The Gran Sport 'de Luxe' version is fitted with a heater and smaller 30mm carburettor venturii for a better torque curve. At the same price, Porsche also offers the GT version, which is more powerful than the GS, having a Sebring sports exhaust, Perspex side windows, but no heater or sound deadening. Up front, an enlarged long-

range fuel tank is fitted. Front brakes are 550RS units, 10mm thicker, with cooling scoops. The torsion bars are set up at the rear to provide 1-degree of negative camber. Offered in both Coupé and Speedster format, the GT version was considerably lighter than any previous 356. The first Carrera GTs were raced in 1957 at the Reims 12-Hours by Huschke von Hanstein and Wilhelm Hild, running with larger pistons to make a displacement of 1529cc. They won their class and finished 6th and 7th overall.

- Victory in the 1957 Liege-Rome-Liege rally goes to Claude Storez in a 356 Speedster Carrera and, in the same car, he and Robert Buchet also place 5th overall in the Tour de France Automobile.
- The spaceframe-chassis 718 RS debuts at Le Mans, driven by Maglioli/Barth. The 718 supersedes the 550 Spyder, and is built on an aluminium-panelled spaceframe chassis, rather than a backbone chassis like the 550's. The 718 weighs just 530kg (1146lb), and is powered by the 1498cc four-cam Carrera flat-four, developing 142bhp at 7500rpm, deployed via transaxle and five-speed gearbox. That helps explain why it was so effective on a twisty circuit or hillclimb. The 718 RSK is a rare car, with just 32 made. It evolved into the RS60 in 1960 when rule changes called for a taller windscreen.

- Porsche 356A Cabriolet squad cars are in service with police forces in four countries.
- A streamlined Speedster Carrera is involved in speed and endurance record

attempts at Monza.

1958

- The 356 Speedster D is introduced for the 1959 model year. It's a cross between Speedster and Cabriolet, with bodies built by Drauz in Heilbronn. The Speedster is subsequently dropped, so the model is re-designated as the Convertible D.
- The 1300 engine is discontinued.
- A single-seater 550 Spyder – with central seating position – is entered by French ace Jean Behra in the Formula 2 race at Reims' French Grand Prix curtain-raiser.
- The Type 718 RSK of Behra/Herrmann places 3rd overall at Le Mans, with Barth/Frere 4th in another 718 RSK, and 550A Spydres in 5th and 6th.
- In late 1958 the new T2 body style is released, and Porsche offers an improved version of the Carrera GT, both as a Coupé or Speedster, fitted with aluminium doors and engine lids. With louvres on the rear deck and an opening for the fuel filler cap on the front hood, other refinements include a larger steering box, stronger front spindles and improved transmission. Aluminium is also used for the bucket-seat frames, two-piece wheels with alloy inserts, and aluminium trim strips for the bumpers. We are still in the realms of miniscule numbers: less than ten were fitted with four-cam Carrera engines.
- German nobleman Wolfgang von Trips clinches the European Mountain Clim b

Below: Jean Behra in a single-seater version of the 550 Spyder at Reims in 1958. Right: Le Mans, 1958. Jurgen Barth and Paul Frere place fourth in a 718 RSK



70 1948-2018 YEARS OF PORSCHE



Championship in a works 718K Spyder at the Gaisberg hillclimb. Dating back to 1930, the European Hillclimb championship was instigated as an FIA-sanctioned series in 1957, when runs were staged at six different venues across Europe. Porsche annexes the Europa-Bergmeisterschaft as its own happy hunting ground for the next two decades, as we shall see, winning the title 22 years running, from 1958 to 1980.

1959

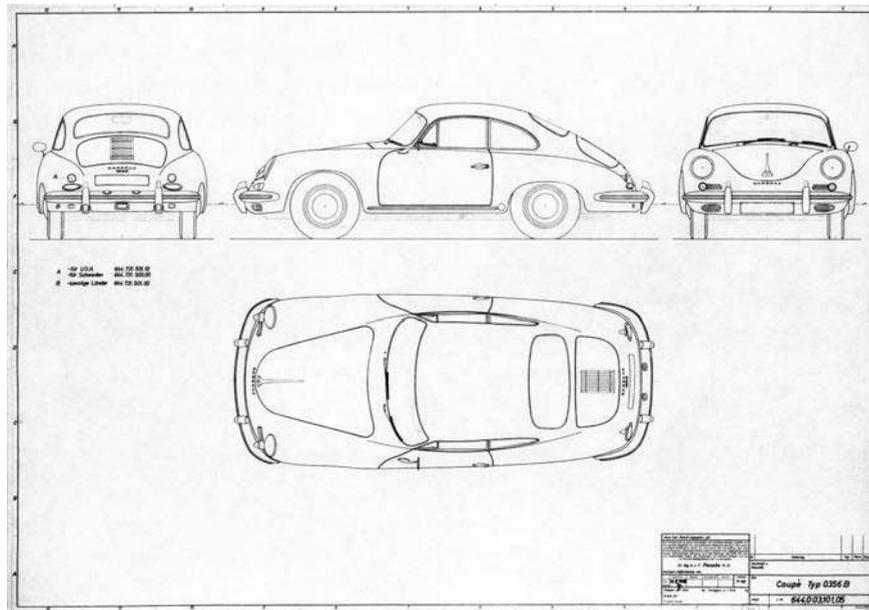
- In September '59, the 356A is superseded by the 356B for the 1960 model year.
 - Ferry Porsche celebrates his 50th birthday.
 - Reutter is still making 25 bodies a month for the 356 production line – for which Porsche pay them £450 each.
 - Optional extras across the 356 range include a chrome luggage rack; bumper bow-bars; vent-wings to deflect the airstream when the windows are open; a dashboard clock; mesh headlamp protectors; Sebring competition exhaust.
 - Porsche participates in the F1 Monaco Grand Prix – though Wolfgang von Trips parks the F2 open-wheel 718 after just two laps due to a collision. Maria-Teresa de Filipis is the second Porsche driver, but it's the works' only GP outing in '59.
 - A Type 718 RSK wins the Targa Florio outright in the hands of Edgar Barth (Jürgen's dad) and Wolfgang Seidel, confirming Porsche's superiority on the 70-mile lap Sicilian road race, which we'll see much more of in the 1960s.
 - In the Sebring 12-Hours, 718 RSKs take 3rd, 4th and 5th places, followed by 4th, 6th and 7th at the Nürburgring 1000kms, and 2nd for Wolfgang von Trips and Jo Bonnier in the Tourist Trophy at Goodwood, earning Porsche

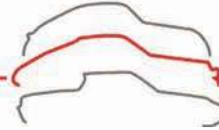
3rd place in the World Sportscar Championship standings behind Aston Martin and Ferrari.

- Twenty lightweight 356 Carrera GTLs are ordered from Carlo Abarth. The lightweight Abarth-bodied 356 Carrera is intended to keep Porsche ahead of the contemporary Lotus Elite and Alfa Romeo's Giulietta Sprint GT and SVZ in the up-to-1600cc class on the international racing scene. The prevailing FIA regs allowed a different body to be used, provided it didn't lower the car's weight below the 1712lb limit. So, in mid-1959, Porsche asked Wendler and Milan-based Carrozzeria Zagato to quote for making coupé shells for the 356. Zagato was already producing such bodies for Carlo Abarth's diminutive Fiat-

based racers, and Abarth pursued Ferry Porsche, technical director Klaus von Rucker and sales manager Walter Schmidt at the '59 Frankfurt show, offering to make 20 bodies for a million lire each. Ferry agreed on the condition that Abarth created a prototype by mid-October '59, and interim meetings with Porsche engineer Franz-Xavier Reimspiess identified specific requirements such as engine-bay vents and oil-tank location. Abarth, who also wanted to make and sell the finished product independently of Porsche, hired designer Franco Scaglione to draw the body and engaged Zagato to create them – though in the event they were fabricated by the Torinese Carrozzeria Viarenzo & Filliponi. More on the Abarth-Carreras next month! **PW**

Above: 1959 and Porsche enters the Monaco Grand Prix, with Wolfgang von Trips and Maria-Teresa de Filipis (pictured). Below: Porsche introduces the 356B for the 1960 model year





**1954 356 Pre-A Cabriolet LHD Fully Restored
FOR SALE £295,000**

For more information please look at our website www.rogerbrayrestoration.com



1952 356 Coupe Interim Bumper LHD
Under full restoration
£P.O.A



1952 356 Coupe RHD
Unrestored with history
£P.O.A



1955 356 Continental Coupe LHD
Unrestored
£85,000



1957 356T1 Coupe LHD
SOLD



1958 356 Convertible D LHD
Undergoing full restoration
On completion £P.O.A



1961 356BT5 S90 Cabriolet LHD
Undergoing full restoration
On completion £175,000 to £185,000

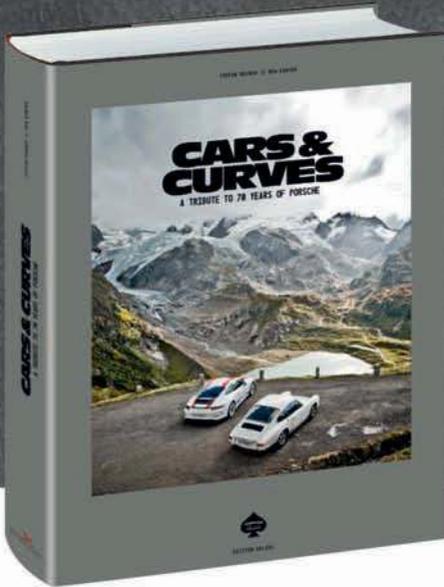
CLASSIC PORSCHE RESTORATION, SERVICING AND PARTS

Roger Bray Restoration, Milestone Business Park, London Road, Whimple, Exeter. Devon. EX5 2QB

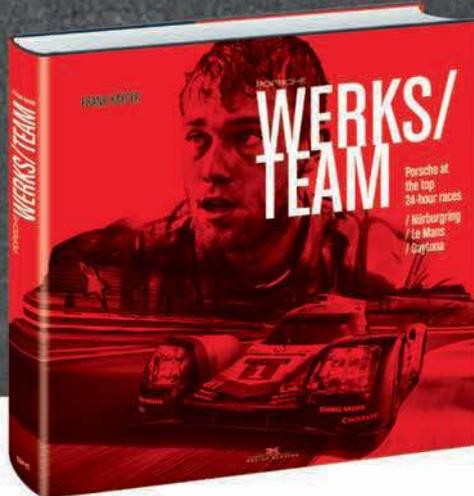
Tel: +44 (0)1404 822005 - Email: enquiries@rogerbrayrestoration.com

www.rogerbrayrestoration.com

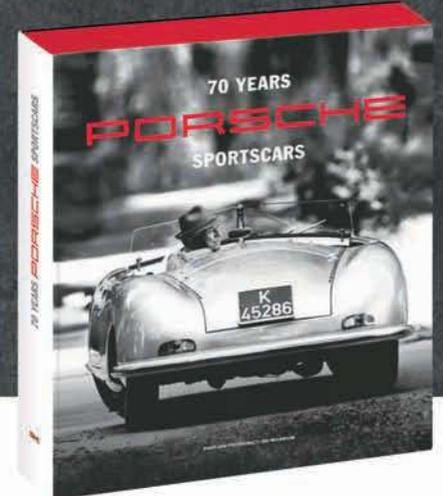
PORSCHE'S FINEST



Stefan Bogner / Ben Winter
Cars & Curves
 A Tribute to 70 Years of Porsche
 ISBN 978-3-667-11293-4



Frank Kayser
Porsche Werksteam
 Porsche at the top 24-hour races -
 Nürnberg / Le Mans / Daytona
 ISBN 978-3-667-11103-6



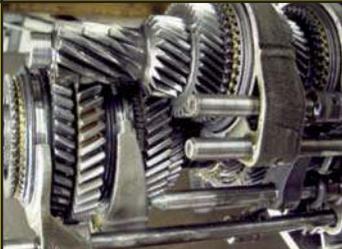
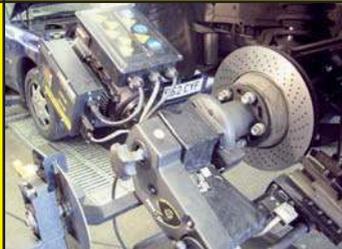
Dr. Josef Arweck / Christina Rahmes
70 Years Porsche Sportscars
 ISBN 978-3-667-11328-3



Available at: www.amazon.co.uk
www.bit.ly/accgroupporsche



DELIUS KLASING

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



EXPERT ADVICE • FAST GLOBAL DELIVERY • FREE UK SHIPPING OVER £35



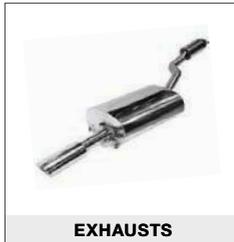
BRAKING



BODY PARTS



ELECTRICAL



EXHAUSTS



SERVICE PARTS



SUSPENSION



01273 444000



esales@heritagepartscentre.com

DESIGN 911

Centre for Porsche



SERVICE CENTRE PARTS DEPARTMENT TUNING, RESTORATION & BODYSHOP



» WORKSHOP

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

» BODYSHOP

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



51 TALLON ROAD
BRENTWOOD
ESSEX CM13 1TG



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



design911.com
sales@design911.com

Words: Dan Trent Photography: Antony Fraser

30 YEARS OF 964

Arguably one of the big milestones in 911 development, it's 30 years since the 964 first debuted – we celebrate with three chips off a familiar block



5 0 years is a long time in automotive development but if you parked a line of 911s from 1963 901 through to current 991 most people could trace the path of evolution. But even if you think you know your Porsches the more dramatic moments in that history are sometimes less obvious than the visual ones, the fact casual observers could mistake the 964 for little more than a lightly modernised G-series a case in point.

Yet, along with the switch from air to water cooling, the 964 is one of the decisive moments in 911 history and the 30th anniversary of its first appearance well worth celebrating. Technically and

in mindset the 964 is the first modern 911, Porsche realising there were many more profitable ways to skin the same cat and laying the groundwork for the bewilderingly broad line up we see today with its Carrera 2s, Carrera 4s, Targas, narrowbodies, widebodies, Turbos, RS versions and various limited edition specials.

To keep things manageable we've picked examples of the core Carrera, Turbo and RS models on which to pin this celebration. To use a navigational analogy there's a scenic route through the 964 story with all sorts of interesting diversions, cul-de-sacs and paths less travelled. For now we'll be sticking to the trunk roads.

The fact you're reading this magazine probably means you have a better appreciation than most of what the 964 stands for. But it's worth reflecting that for the 21 years leading up to the 964's launch the 911 had remained fundamentally the same. While it gained in wheelbase, power, wings and other adornments for those two decades the fundamental development philosophy was one of if it ain't broke don't fix it. Eventually Porsche realised there was a desperate need to modernise the car without scaring off the fans for whom the fundamental look and layout were sacred. These seemingly opposing influences can be found throughout the 911's history and, in the 964, the conservative visual changes hid





much more radical ones under the skin.

The commonly quoted statistic is that the 964 was 85 per cent new compared with the G-series it replaced. A forensic parts audit would prove that decisively either way but would be a deeply tedious exercise so instead let's look at the more obvious

ventilation system. It might have looked old-school. But the 964 was a dramatic example of the 911 getting with the times.

Originally inspired by the desire to include a four-wheel drive option the 964 was, literally, new from the floorpan up. This was to accommodate the propshaft and

engine was all-new and featured twin-plug ignition and more sophisticated electronic control. Those still undecided about whether a 911 looked better with or without a wing had their prayers answered by a deployable one that maintained the clean, traditional silhouette at rest but emerged above 50mph for a steadying influence at higher speeds. A manual override meant those equating aero with manhood could park up with the wing extended if a visible demonstration of virility was required.

OK, as a Porsche fan you probably knew all this already. But it's worth digesting and provides an excuse to gather these three cars together and appreciate the 964 where it really counts – from the driver's seat.

Let's start with the Carrera, this of course being the foundation on which any 911 range is built. Keen to promote its new technology, the 964 actually launched in

Dan is the man, particularly when he's at the wheel of a roughly, toughy 964 RS up on Blakey Ridge on the North York Moors

“ The commonly quoted statistic is that the 964 was 85 per cent new ”

developments. These include the introduction of a four-wheel drive option, the first proper automatic gearbox on a 911, power steering, ABS and something resembling a fully-functioning heating and

other hardware while the suspension was substantially modernised with coil springs all round and aluminium lower trailing arms at the rear. Powertrain-wise the G50 gearbox was carried over but the 3.6-litre

The view from the wing. 964 Turbo leads RS and C2



JTs

THOMAS J. SCHMITZ

WWW.GERMANSPOORTSCARS.NET

JTs



964 TURBO 3.6. From late 1993 with 72,700 km overall mileage.



964 RS. Orig paint ! 40,480 km !!!



964 RS. Special colour " FERRARI FLY YELLOW "



964 RS. Orig paint ! 2 owner ! Only 20,675 km !!!



964 RS. Only 13,350 km, 90% orig paint.



964 RS. Orig paint !!! Only 12,679 km.



964 RS CLUBSPORT M003 NGT. 34,800 km.



964 CARRERA 4 LIGHTWEIGHT. Only 550 km overall.



964 CUP. Zero miles after restoration !



993 TURBO. Only 15,100 km !!

!! NEW WEB PAGE NOW ONLINE !!

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

ALSO INTERESTED IN BUYING THESE MODELS!

964 CARRERA 2

Model tested:	964 Carrera 2
Engine:	3.6-litre flat-six
Transmission:	4-speed Tiptronic
Top speed:	161mph
0-62mph:	5.6secs
Power:	250bhp at 6100rpm
Torque:	229lb ft at 4800rpm
Weight:	1350kg



1989 as the four-wheel drive Carrera 4, the rear-driven Carrera 2 only following in the 1990 model year. Ideally we'd have a 4 here to start the story but clean, original Carreras are few and far between and this beautiful Tiptronic coupe has interest of its own.

With just over 32,000 miles on the clock it feels remarkably fresh too, its paintwork gleaming and interior impressively unmarked. Of course, anyone buying a 964 these days needs to do so with eyes open to the fact bodywork can make the difference between a dream come true and an expensive nightmare. But fundamentally the car hails from an era when Porsches

were properly over-engineered, obvious in the little tactile details like the slop-free action of the door catches, the thickness of the leather and the unpretentious but solidly screwed together interior fittings.

This car's pre-airbag four-spoke steering wheel is delightfully slim-rimmed, hinting at a delicacy in the driving experience to come. Although the five-dial dash layout is in keeping with Porsche tradition the driving position is more conventional, with less of the skewed, legs to the centre of the car contortion demanded by older 911s.

Although appreciably more comfortable and modern there's little to freak out those coming from a G-series, the clear intention

being to calm any nerves that the 964's mechanical changes were going to dilute the character. So the power-assisted steering still has weight to it. And the view out of the upright windscreen is pure 911, likewise the compact on-road footprint and confidence this inspires in the driver.

The Tiptronic on this car is an important example of how Porsche wanted the 964 to speak to a wider audience. While 911s had sold well in America and other markets where automatic gearboxes are traditionally popular, the failure of Sportomatic to capture the imagination left the 911 without an automatic option for a decade.

These days we're used to instantaneous

They don't come much more original than this 964 C2, in grey and still sporting its 'flag' style mirrors

Interior is solidly put together and the leather generous and thick. And yes it's a Tiptronic, but that's significant because it was Porsche's first modern 911 automatic option





The 3.6-litre flat-six was largely new and featured twin-plug ignition and produced 250bhp, up from the 230bhp of the previous gen Carrera 3.2

shifts from fast-reacting PDK gearboxes equally capable of shifting themselves or manually by paddle or stick. Tiptronic was an example of Porsche attempting to put a sporting twist on the conventional automatic gearbox but shows how far transmission technology has come on.

In its day the option to operate as a conventional automatic or offer the driver manual overrides in a separate plus and minus shift plane was about as involving as self-shifters got. There's no escaping it blunts the reactions of the 250ps/246bhp 3.6 though, torque converters and high-revving, naturally-aspirated motors never an especially happy pairing.

Which isn't to damn the experience completely. Because a 964 Carrera of any type is a lovely thing to drive. There's flow and compliance to the suspension that

enhances the good things about the 911's fundamental layout, while smoothing some of the rougher edges. One advantage of the Tiptronic is the ease with which you can use your left foot to trail the brakes into the corners, settling the front end and giving a

but a little slower on the way down through the gears, the larger gaps between the four ratios making it harder to find stabilising engine braking on corner approach. But it's a satisfying machine in its own right, the Carrera's unadorned simplicity and relative

“ Manual mode offers a degree more control, upshifting promptly ”

Looks good doesn't it? Front and rear aprons, plus side skirts smooth the 911's profile

more decisive turn-in while overlapping your throttle input to make the most of that trademark corner exit traction. The manual mode offers a degree more control, upshifting promptly with a tap of the stick

daintiness compared with modern cars translating to the driving experience as well as the looks.

The Turbo is a very different experience, not least for its mechanical link to the



964 TURBO 3.3

Model tested:	964 Turbo
Engine:	3.3-litre flat-six turbo
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	167mph
0-62mph:	5.0secs
Power:	316bhp at 5750rpm
Torque:	332lb ft at 4500rpm
Weight:	1470kg



previous generation of cars and adoption of an evolved version of the 930's 3.3-litre turbocharged six. Fitted with a larger turbocharger and intercooler the 964 Turbo took the 930's 300ps/296bhp and 317lb ft

to take the top speed out to 167mph.

They may be based on the same foundations but the look and feel of the Turbo are chalk and cheese. On its dainty 16-inch wheels the narrow bodied Carrera

on the three-spoke wheel offering a hint you'll need something to hold onto once that turbo spools up. This 43,000-mile example is fresh out of restoration and up for a substantial £200,000, demonstrating decisively that this previously under-appreciated model is now chasing its super rare S version and the later Turbo 3.6 into truly collectable status.

This one has a thrillingly assertive tickover and growls its way around town with a classic boxer six burble. At these speeds it's already a more muscular feeling car than the Carrera, the sense of pent-up force tickling the hairs on the back of your neck even when just pootling about.

Once the roads open out the Turbo's engine subsides to a quiet whoosh, impressive flexibility off boost meaning it's effortless to drive at what might be

It's a Turbo all right! Big, fixed tea-tray rear wing is a Turbo trademark carried over from the 930

“ The Carrera looks positively meek next to the fat-arched Turbo ”

and updated it to 320ps/316bhp and 332lb ft. Although it weighed 130kg more than the final iteration of the 930, the 964 Turbo took a symbolic tenth off the 0-62mph time to record five seconds dead while the newer car's much improved aerodynamics helped

looks positively meek beside the fat-arched and whaletailed Turbo, the 964 picking up from where the 930 left off and putting a sleeker, more modern looking twist on the unabashed muscularity of the '80s classic.

It's the same inside too, the chunky rim

Left: Fat arches cover wide for the era rear wheels. Below: You'll need those wide-bolstered Sports seats when the going gets twisty



MADE IN GERMANY
**EARLY
911S**

www.early911s.de

EARLY 911S E.K. | WESTRING 416-418 | 42329 WUPPERTAL, GERMANY

WANTED PORSCHE





described as a brisk cruise. As with all old-school Turbos though there's a whole different character once it spools up, the high-pitched whistle from behind you accompanied by an assertive rush of acceleration that always feels like the car is getting just a little carried away with itself. It's very different from the snappy responses of a modern turbocharged 911, that sense of the boost remaining even when you come off the throttle meaning you often arrive at corners carrying just a little more speed than you anticipated.

Strong brakes mean this is rarely a problem, but where in the Carrera you tend to keep a fairly steady speed through the corners the Turbo is a more a process driven experience of bursts of acceleration between them. You don't pitch the Turbo into the turns on its nose, you take your time to settle it, carry your speed through and then hope you've timed your

acceleration correctly to get that rush of boost on exit and up the next straight.

320ps/316bhp isn't a huge amount of power by modern standards but a drive in a Turbo is always rewarding and exciting, albeit one that makes very different demands of you compared with the Carrera.

and modern equivalents bristle with NACA ducts, wing vents and race car scale aero appendages, the 964 presents a very different proposition. Parked next to the Carrera its lower stance, the camber of the rear wheels and the way the tyres seemingly scrape the arches are all

Performance is assertive, with 316bhp, although nothing copared with the frankly mind-bending performance of a modern 911 Turbo

“ “ It's very different from the snappy, modern turbocharged 911 ” ”

A grand tourer with just a hint of menace, it's different enough to feel like a separate car in its own right, not simply a variant within a model range.

And so to the RS. Where its '70s predecessors wore stickers and ducktails

giveaways, likewise the cage visible through the rear screen. But other than that the RS looks pretty much like a standard narrow-bodied Carrera, perhaps one of the reasons it was so misunderstood and undervalued early in its life. Seems

Below: Three-piece Speedline wheel with polished rim added a touch a bling to the Turbo's otherwise understated appearance





The 964 RS got a modest increase in power to 260bhp but, hooked up to a lightweight flywheel, it felt a lot more rev hungry

laughable given what they go for now but there was a time people just thought it was a harsh, noisy and uncomfortable Carrera without a significant enough on-paper performance advantage to make the compromises worth living with.

As a left-hand drive car this one doesn't have the power steering fitted to UK market versions, window winders and a blanking plate where the stereo would normally be proving its credentials as a 'proper' RS and not the optimistically described 'touring' version that offered such indulgences as electric windows and air con. This side of the fully stripped N/GT this is the purist RS and an absolute high water mark for factory-built drivers' 911s.

Against the opulence of the Turbo the interior of the RS is a lesson in neatly finished minimalism, the fixed racing buckets still leather trimmed and the interior

ostensibly complete. But stripped back to the absolute basics, the smaller RS wheel, flat door cards with looped fabric releases and mirror full of roll cage leaving you in no doubt of this car's priorities.

Engaging first gear and releasing the

response is simply magical, the lightweight flywheel meaning there's very little inertia in the engine and nothing to impede its reactions to the pedal.

Don't go looking for the RS's talents on the spec sheet. To appreciate why this car

“ The instantaneous throttle response is simply magical ”

clutch for the first time is enough to confirm that impression, there being absolutely zero slack in any of the RS's controls. At parking speeds the steering wheel requires a proper heave and there's effort required to get it on the move. But the instantaneous throttle

has, finally, earned its place among the great 911s you need to drive it and understand how sound, sensation and interaction matter far, far more than numbers on a page. There are no flat spots in the engine and it picks up from low revs

Compared to Porsche's current 911 RS offerings, the 964 RS is brilliantly understated, with little more than its ride height as a visual clue

964 CARRERA RS

Model tested:	964 Carrera RS
Engine:	3.6-litre flat-six
Transmission:	5-speed manual
Top speed:	161mph
0-62mph:	5.3secs
Power:	260bhp at 6100rpm
Torque:	240lb ft at 4800rpm
Weight:	1220kg





CONTACT
Specialist Cars of Malton
specialistcarsltd.co.uk

with little hesitation. But the further round the rev counter the needle goes the better it gets and it's clear it's happier in the upper reaches of the range where its impatient low-rev clatter opens out into a glorious howl.

The ride is stiff and the wheel hungrily sniffs out camber and surface changes, writhing in your hands and never entirely settled. You could Hoover up the miles all day long in the Carrera and do the same with more speed in the Turbo. The RS demands a lot more physical and mental effort to drive at any pace but what you put in you get out. It's so immersive not once do you wish for a stereo or anything else that might distract or dilute the experience of driving it as hard as you dare. And the more you apply yourself the better it gets, pedal placement and hairtrigger throttle response that noisily scold ham fisted attempts at rev matching smoothing out and

inspiring a well-rehearsed choreography of inputs from hands and feet.

Like any 911 driving it properly is best when you're proactive, reading the road, setting the car up for what's coming and making your steering and throttle inputs decisive and timed

truly fast takes real talent and application and here the 964 RS demonstrates a common bond with all Porsches to wear this esteemed badge. And quite what diversity there is within a range of cars many would consider represents the perfect intersection between

Getting the best from the 964 RS demands a proactive driving style. It's not a car that flatters, but that's all part of the appeal

“ Things will get ugly if you try and drive it like a modern car ”

to perfection. Things will get ugly if you try and drive it like a modern car, arriving at corners with no plan and expecting the car to flatter you despite your lack of foresight. Anyone can go quickly in a modern RS Porsche. But to go

the classic 911 experience and the modern 911 experience.

There are 911s to suit all tastes. The one Porsche launched 30 years ago is in with a shout of being a definitive one though. **PW**

Fixed back buckets as introduced in the 964 Turbo, are another Porsche design classic



 <p>Porsche 911 Supersport • Very Rare - 1 of 75 RHD • Iris Blue Metallic • Low Mileage Call us on 01653 697722 £POA</p>	 <p>Porsche 964 C4 Targa • In Stock Now • Tahoe Blue • Immaculate Condition Call us on 01653 697722 £52,995</p>	 <p>Porsche 930 Turbo G50 • In Stock Now • G50 5 Speed Gearbox • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 911 2.7 RS RHD • Lightweight • Very Famous Car • Incredible History Call us on 01653 697722 £POA</p>	 <p>Porsche 911E 2.0 RHD • In Stock Now • Right Hand Drive • Tangerine Call us on 01653 697722 £149,995</p>	 <p>Porsche 997 Turbo • Tiptronic • Midnight Blue • Low Mileage Call us on 01653 697722 £62,995</p>
 <p>Porsche 993 Cabriolet • In Stock Now • Arctic Silver • Low Mileage Call us on 01653 697722 £54,995</p>	 <p>Porsche 918 Spyder • In Stock Now • Weissach Package • Basalt Black Call us on 01653 697722 £POA</p>	 <p>Porsche 993 C2S • In Stock Now • Guards Red • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 993 Turbo • In Stock Now • Polar Silver • Very Low Mileage Call us on 01653 697722 £POA</p>	 <p>Porsche 930 Turbo • In Stock Now • Guards Red • Very Special Car Call us on 01653 697722 £89,995</p>	 <p>Porsche 993 C2S Tiptronic • Turbo S Aerokit • Blue Turquoise • Very Low Mileage Call us on 01653 697722 £POA</p>
 <p>Porsche 964 Turbo • Total Concours Car • GP White • Full Nut & Bolt Restoration Call us on 01653 697722 £199,995</p>	 <p>Porsche 928 GTS • In Stock Now • Amazon Green • Tiptronic Call us on 01653 697722 £64,995</p>	 <p>Porsche 964 Carrera RS • In Stock Now • Lightweight • Low Mileage Call us on 01653 697722 £149,995</p>

WWW.SPECIALISTCARSLTD.CO.UK

Porsche 911 2.7 RS RHD



Specialist Cars of Malton are proud to present one of the most famous RHD Porsche 911 2.7 RS Lightweights in the world.

For more information please call 01653 697722
or email us at john@specialistcarsltd.co.uk



**DIAGNOSTICS
SERVICING & MOT'S
3D 4 WHEEL ALIGNMENT
CORNER WEIGHTING &
SUSPENSION
CAMERA & RADAR CALIBRATION
ENGINE & GEARBOX BUILDS
AUTO GEARBOX FLUSH
IMS BEARINGS**
PORSCHE SPECIALISTS



01603 626 668 - Norwich
www.porsche-servicing-norfolk.co.uk

PATRICK MOTORSPORTS
PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

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



YOUR CONVERSION EXPERTS!

	OIL SYSTEMS GOODRIDGE Peterson	
TRANSAXLE SPECIALISTS Setrab		ENGINE CONVERSIONS 911 & 914 3.6L DME
	TWIN PLUG IGNITION 2.0L-3.6L	

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

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



BUILD RESTORE IMPROVE
CLASSICS. BUILT BY US, LOVED BY YOU.

From a classic factory restoration to a tribute, outlaw or race project, let us be your perfect choice.



1973 911 RS Tribute

1972 911S Tribute

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

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!



[Home](#) | [About](#) | [Contact](#) | [Careers](#) | [News](#) | [Tech Topics](#) | [Shopping Cart](#)

Advanced Suspension Systems For Porsche Cars
Design & Development



Sales & Support
+1.408.297.2789

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

Suspension Builder

ONLINE TOOLS

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

1 Select Year & Model

Year

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

2 Select Your Package

3 Review & Approve

Add, update, or remove parts using the tables below

Add To Cart

Front



Rear



PACKAGE CHARACTERISTICS +

RIDE COMFORT

41

PERFORMANCE

63

+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping

ELEPHANT
RACING





- Servicing
- MOT Station
- Repair
- Rebuild
- Corner Weighting
- 4 wheel alignment



www.brauntonengineering.co.uk
Tel: 01271 814144



Devon
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.com

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Mobil 1 SERVICE CENTRE

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.™

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1988 Porsche 930 Coupe-stock-09669

This very clean 1988 Porsche 930 presented here with 77,681 miles on the odometer is available in its original color code#35V Marine Blue Metallic combined with a grey interior. It is equipped with a manual transmission with a 3.3-liter engine, air conditioning, power windows, power seats, drilled rotors, rear window wiper, solid wheels, sunroof and includes the spare tire. An extremely collectible, and highly sought-after vehicle which is mechanically sound.

For \$76,500



1960 Porsche 356B 1600 Reutter Cabriolet-stock-08511

This glamorous 1960 Porsche 356B 1600 Reutter is shown here with matching numbers and includes the Certificate of Authenticity. It is available in a gorgeous color combination of burgundy with black interior and is equipped with a 1600 engine with a manual transmission, dual headlights, dated wheels and includes the spare tire. It comes with beautiful paint, interior and body gaps and a solid undercarriage, an extremely clean and presentable example.

For \$119,500



1962 Porsche 356B Super 90-stock-09510

This timeless one-owner 1962 Porsche 356B Super 90 with matching numbers and the Certificate of Authenticity included, is available in its original gorgeous color combination of code#6203 Oslo Blue with grey interior. It is equipped with a 4-speed manual transmission, Solex carburetors, solid wheels and includes the jack, spare tire, tool kit and includes a folder with receipts for service history and an engine and transmission rebuild from Harry Pellow at HCP Research. An extremely collectible model original black plate California car which is mechanically sound.

For \$79,500



1969 Porsche 911T Targa-stock-09218

The 1969 Porsche 911T Targa featured here with matching numbers comes in its original color code#6806 Irish Green with a black interior. A gorgeous color combination. It comes equipped with a manual transmission, Weber carburetors, Fuchs wheels and includes the spare tire. An excellent original car which is very clean and presentable and mechanically sound.

For \$57,500



1972 Porsche 911T Targa-stock-09493

The 1972 Porsche 911T Targa being offered for sale is available with matching numbers and comes in silver with a black interior. It is equipped with an upgraded 5-speed manual transmission, one-year only external oil filler door, Fuchs wheels and includes the spare tire, owner's manual and service records. The Targa was previously owned by a Porsche Club of America owner. It's very presentable and an excellent on-year only example.

For \$46,500



1972 Porsche 911E Targa-stock-09574

This very presentable 1972 Porsche 911E Targa is available in red with black interior and is available with very desirable black sport seats. It is equipped with a 2.4 liter E engine with a manual transmission, Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which has had the same owner for many years and is mechanically sound.

For \$59,500



1977 Porsche Carrera Targa 3.0-stock-09219

This low production 1977 Porsche Carrera 3.0 Targa presented here is available in its original color code#443 copper brown metallic with tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, power windows, Fuchs wheels and includes the jack, spare tire and tool kit. It has lots of potential and is priced just right. It has had the same owner for many years and has just came out of storage.

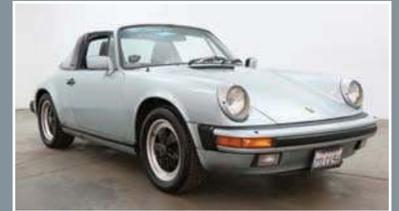
For \$29,950



1973.5 Porsche 911T-stock-09372

This extremely original 1973.5 Porsche 911T Coupe presented here with matching numbers, and the Certificate of Authenticity included, is available in its original color code#018 tangerine with black interior. An extremely desirable color combination. It is equipped with a 5-speed manual transmission, drivers side Recaro sports seat, CIS injection, 5-speed manual transmission, forged alloy wheels and includes original dealer bill of sale, window sticker, handwritten maintenance log and over \$16,000 in service records with over \$7,500 being spent on the car in Feb 2018. Extremely collectible Porsche which is very clean and mechanically sound.

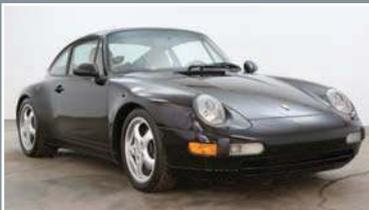
For \$79,500



1985 Porsche Carrera Targa-stock-09347

The featured 1985 Porsche Carrera Targa with matching numbers comes in its original crystal green metallic color together with an olive interior. It is available with a clean CarFax and is equipped with a manual transmission with a 3.2-liter engine, air-conditioning, power windows, Fuchs wheels, original owner's manual and includes the jack, spare tire and tool kit. An excellent original California car which is mechanically sound.

For \$39,500



1997 Porsche 993-stock-09650

This very clean 1997 Porsche 993 shown here with a very low 34,566 on the odometer is available in its original highly sought-after color code#741 black with tan interior. It is available with a clean CarFax and is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM stereo, drilled rotors, solid wheels, original owner's manual, sunroof and includes the tool kit, spare tire, jack and air compressor. A very presentable and clean low mileage 993, mechanically sound.

For \$69,500



1991 Porsche 964 Cabriolet-stock-09631

The 1991 Porsche 964 Cabriolet shown here is available in its original color code#80K Guards Red with a tan interior. It comes equipped with a Tiptronic transmission, air conditioning, power windows, power steering, power seats, solid wheels, soft top with boot and includes the jack, spare tire and air compressor. A very presentable 964 which mechanically sound.

For \$29,500



1995 Porsche 993-stock-09451

This mostly original paint 1995 Porsche 993 with a very low 41,792 on the odometer is available in its original and highly desirable color code#908 Grand Prix White with red interior. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, power windows, power steering, power seats, drilled rotors, solid wheels, sunroof and includes the jack, spare tire, owner's manual, warranty and customer information booklet, maintenance booklet and over \$19,000 in service records. An extremely clean example which is mechanically sound.

For \$49,500



1986 Porsche Carrera Cabriolet-stock-09655

The 1986 Porsche Carrera Cabriolet shown here with matching numbers and 95,770 miles on the odometer is available in its original color code#027 Guards Red with a black interior. It is equipped with a 5-speed manual transmission with a 3.2-liter engine, air conditioning, power windows, soft top, original owner's manual, Fuchs wheel and includes the jack, spare tire and tool kit. An excellent original car which is mechanically sound.

For \$32,500

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com



Words: Jeremy Laird Photography: Antony Fraser

300,000 MILES AND COUNTING

Forget everything you thought you knew about Porsche's 'chocolate' M96 engine. This 300,000-mile 996 Carrera 4 and its race-engineer owner are rapidly recalibrating decades of horror stories and thousands of forum posts...



Forgive the pun, but everyone surely knows the score when it comes to Porsche's M96 engines. Imploding intermediate shaft bearings leading to catastrophic knock-on damage. Open-deck bores with a penchant for going oval and spitting out 'D'-shaped chunks of cylinder liner. Leaky RMS seals. Cracked heads. Snapped chains. Oh, and the minor matter of scored bores.

While the list goes on and on, the implications are always the same. The M96 engine debuted with the 986 Boxster in 1996, found its way into the Type-996 911 the following year and was tweaked to create the M97 upgrade that eventually powered the 987 and 997 facelift cars right up to 2009. And it is irredeemably, unforgivably chocolate. Indeed, in many ways it actually got worse over time. The first of two IMS updates was, if anything, more failure prone than the original bearing design, and bore scoring reached epidemic proportions with the later, larger M97 engines.

At least, all of the above is the usual refrain and the received wisdom that's developed over the last 20 years. But is it entirely accurate? Recently, a more nuanced narrative has begun to emerge regarding Porsche's first attempt at a fully water-cooled flat-six for the road. Maybe, just maybe, the M96 isn't so bad after all. The mega-mile 996 Carrera 4 you see on these pages is surely the poster car for that alternative version of reality. Not only does its physical bearing ooze with weapons-grade purpose. It just so happens to have well over 300,000 miles on the clock, the vast majority of which were accrued courtesy of the original 3.4-litre M96 engine, including the original IMS bearing and indeed the original gearbox. How do you like them apples, air-cooled aficionados?

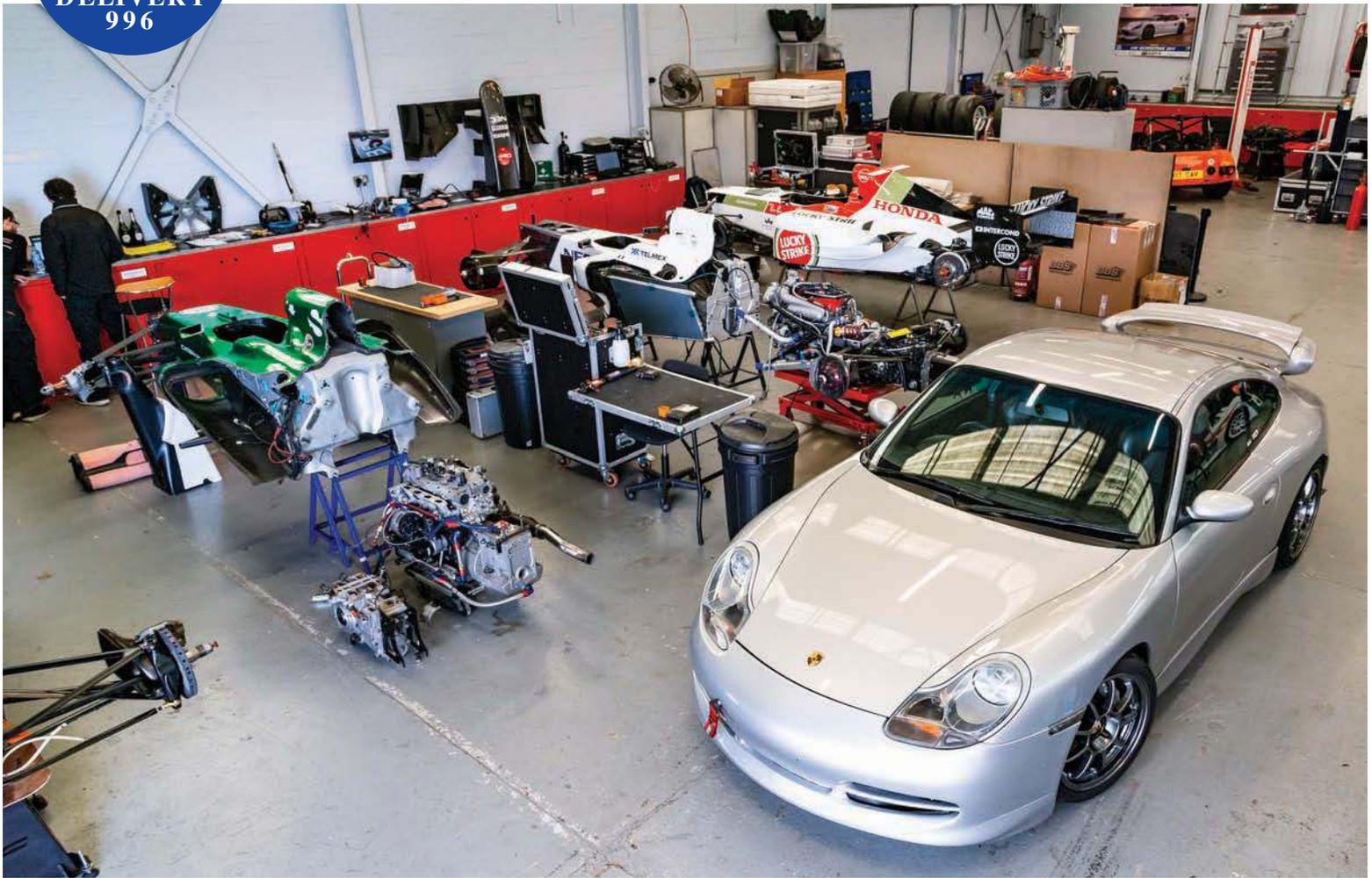
That huge mileage, however, is just part of this very particular Porsche's truly unique story. Conceived primarily to sustain high speeds over very long distances and packed with bespoke features and technology, there is surely no other 996 quite like it. Created by a race engineer based in the UK, the

character of his company's work is extremely specialised and for that reason he and many of his clients prefer to keep a low profile and remain anonymous. But if we tell you that his workshop is not only full of V10-era Formula One cars being prepped for competition by ex-F1 engineers, but also capable of doing everything from engineering gearbox internals to prototyping and 3D printing alloy components and developing engine management systems for major OEMs, you'll get a rough idea of the character of the operation. These boys are fairly serious.

In which context, it's pleasing to report our man is not only self-effacing but also carries himself with an extremely easy humour. Let's just say when you definitely know what you're doing, you often don't feel inclined to prove it. So why did he choose the 996 and what exactly is its remit? Long story short, the car is a glorified delivery van, albeit a fairly quick one.

"We operate all over the world, but most often in Europe," he explains. If something breaks on one of the race cars his outfit is supporting, it's the 996's job to deliver a





replacement, pronto. "We do have a plane and I can fly, but we're often limited by regulations with components like lithium batteries." In short, for things that can't be put on the plane, when there isn't an airfield within a few hundred kilometres of the circuit in question or if it's really urgent, it's time to roll out the 996.

"It gives us the option to get to places quite quickly. It's used as a chase car and a fire tender occasionally. But for the most part, it's a road car and it's set up as a road car, only with the fuel capacity to do 600 kilometres in one go." Achieving that requires a trick fuelling system, just one of many modifications that enable the global-trotting remit. But hold that thought. First, what is it about the 996 that makes for the ideal starting point for this type of project? For starters, packaging. "It's little. It'll go down narrow sideroads in Italy," our man explains, "but it will do that without being

massively compromised in terms of comfort. It's a nice place to sit and do 120mph." The Carrera 4 spec means it'll do that in all weathers, too.

Contrary to the 996's reputation in some quarters as a cost-cutting exercise gone too far, the car's engineering is also a factor. "A lot of the ways the 996 is put together is very 'race car'. Things like the engine installation, the way the suspension is built – it gives you a lot of options. You can easily add strength where you need it. The Carrera 4 shell is shared with the race cars and is very stiff, too. This car is 20-years and 500,000km old, but if you lift it on one corner, you'll lift three wheels. That's a relatively rare thing, especially with something as well used as this."

An example of adding strength involves the front brakes and uprights. The front calipers started as Cayenne items and have been machined and converted from lug to radial

mount. That the ABS has also been recalibrated to suit the new brake setup is an indication of both the thoroughness of the specification and the technical capability brought to bear. But the really clever bit is the uprights. They're laminated in carbon-fibre. "The factory uprights are hollow-cast aluminum. They're super-light, but not the strongest things. Wrapping them in carbon-fibre significantly increases their stiffness and stops them from cracking." Nice.

Back to that increased fuel capacity. Pop the C4's standard 996 bonnet and you're presented with a veritable Aladdin's cave of trinkets, tweaks and gadgets, all designed to help maintain high-speed, on-road uptime. Most obvious is the 33-litre fuel cell with an easy-access fuel filter situated directly on top. Combined with the standard 996 tank, total fuel capacity is 101 litres. That's handy, because this 996 hasn't only been just about

996 in its natural environment, surrounded largely by historic F1 cars of the more modern variety. Its job is to deliver parts all over Europe, at high-speed

For when you don't want to stop for anything... Twin fuel tank set-up gives this 996 a capacity of 101-litres and a massive range





DOVE HOUSE MOTOR COMPANY

"the difference is our commitment to exceptional service"

Porsche & Prestige Sports Specialists



2011 911 (991) 3.8 Carrera S Coupe PDK
Dark Blue Metallic, 2011/61, Automatic, 48,220 miles, Luxor Beige Leather, PCM - Sat Nav with Bluetooth, Sport Chrono Pack Plus, Bose, Sports Seats Plus, 20" Carrera S Alloys with Porsche Crests, Automatic Xenon Lights. **£52,850**



2008 911 (997) 3.6 Carrera Coupe PDK Gen II
Arctic Silver, 2008/58, Automatic, 50,000 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Sport Chrono Pack Plus, Bose, Bluetooth, Heated Seats, Xenon Lights with Wash, CD Multichanger, 19" Carrera S Alloys with Porsche Crests. **£36,900**



2014 Cayman (981) S 3.4
Guards Red, 2014/63, Manual, 61,400 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth, DAB Radio, Rain Sensitive Wipers, 19" Cayman S Alloys with Porsche Crests, On-Board Computer, Air Conditioning, Only 1 Owner from New. **£33,900**



2009 Boxster (987) S 3.4 Gen II
Basalt Black, 2009/09, Manual, 25,160 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth, Bose, Bi-Xenon Lights with Dynamic Cornering, Sports Seats, Aluminium Dials, 19" Carrera S II Alloys with Porsche Crests. **£24,900**

PORSCHE STOCK WANTED

All models of Generation 2 987 Boxsters & Caymans

All models of Generation 2 997 911's

All models of 981 Boxsters & Caymans

All models of 991 911's

BEST PRICES PAID FOR GOOD EXAMPLES

DOVE HOUSE SERVICE CENTRE



www.dovehousecars.com

Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: sales@dovehousecars.com





everywhere in Europe. It's been just about everywhere else, too, from the Arctic circle right at the very top of Norway to crossing the Sahara desert.

Operating so far afield, fuel quality cannot always be relied upon and the massive replaceable filter atop the auxiliary tank can make all the difference. What's more, the primary tank has redundant lift pumps and a collector, while the secondary tank has a low pressure transfer pump to feed the main tank once it drops below 50 per cent capacity. That approach maintains better control over weight distribution as fuel is burned. It's also possible to return fuel to the secondary tank in order to fuel another vehicle. Yup, pretty much every eventuality has been considered.

Next up is full data telemetry. A wide range of data is collected and the car can automatically fire off emails if a fault has been detected. The list of kit is extensive, but highlights include an AIM Evo 5 data logger, an AIM GPS08 GPS/GLONAS receiver for positioning, 2D laser ride height sensors front and rear and a tyre pressure monitor with in-cabin display. Another very funky feature involves the self-sealing tyres. They're filled with ballistic-grade self-sealing gel, the same

stuff that armoured cars run and capable of coping with up to 9mm rounds. "The idea is that it reacts very quickly with heat and air," our intrepid engineer explains. "So long as the tyres are warm, it forms a plug and seal when coming into contact with open air. We've arrived back from Monaco with seven nails in one tyre and not even set the tyre pressure monitoring system off, it loses that little pressure."

Elsewhere, this 996 has a custom lightweight Facom tool kit and spares package, 48-hour emergency food and water rations, the ability to wade in half a metre of water, extensive underbody protection and a 3.375 litre AFF fire suppression system designed to defeat fuel and engine fires long enough to safely exit the car. Still not quite enough? How about solid titanium brake and steering lines, dash-mounted shift lights that also display the throttle mode and an onboard 240V inverter. If all that gives the likely impression of an overweight lump, the reality is remarkable. Despite all the trick bits and added hardware, this unstoppable 996 tips the scales at a little over 1350kg. It's scarcely more than 10kg heavier than a Type-996 911 GT3. And remember, this is an all-wheel drive

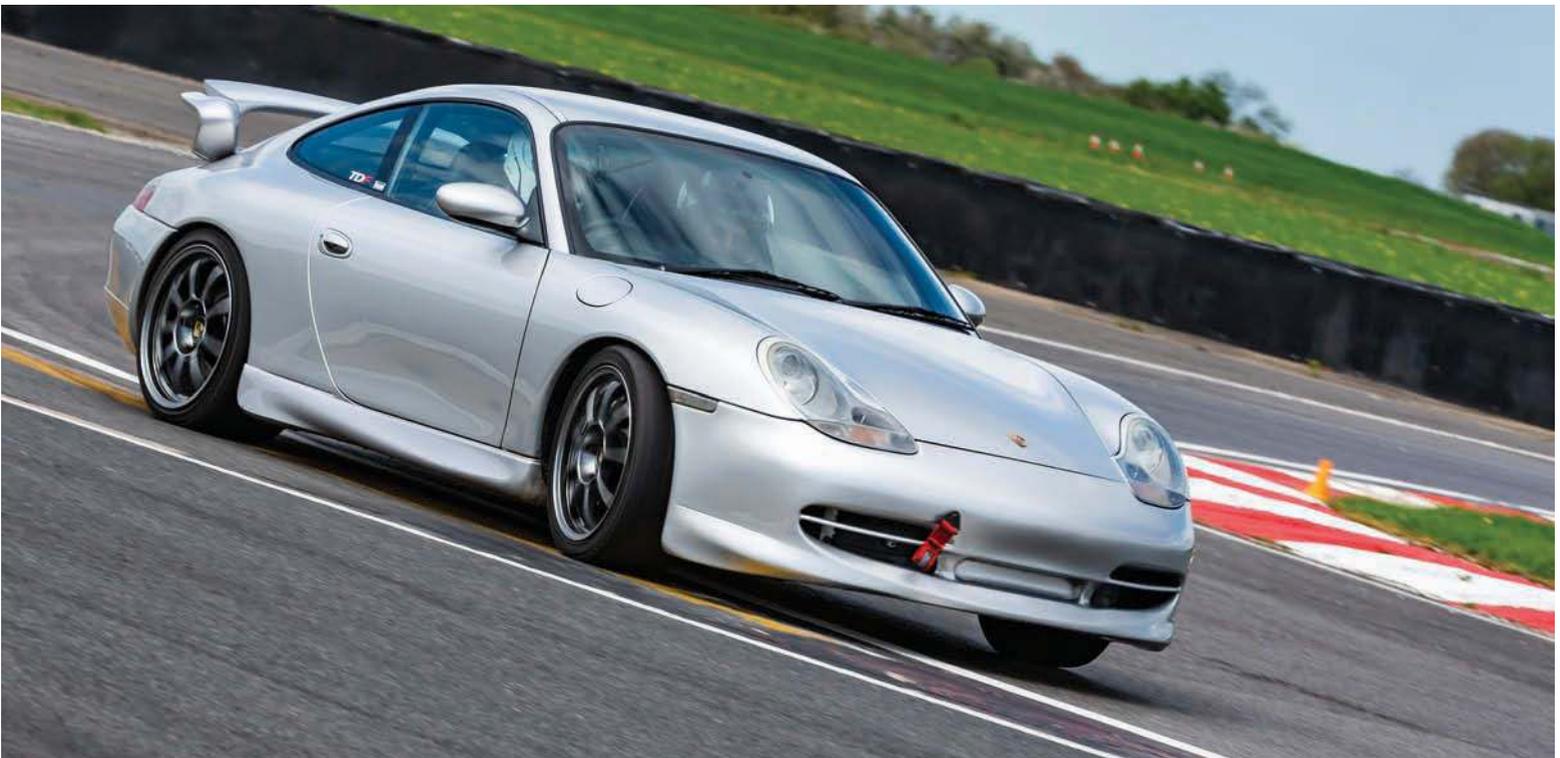
Carrera 4 with a propshaft, forward diff and an extra pair of drive shafts.

Needless to say, plenty of work has gone into packaging and weight reduction. Aside from aircon delete, the sound deadening has been reduced, numerous titanium fasteners are used with excess thread removed, multiple suspension components have been upgraded from cast solids to machined hollow items, the exhaust system is much lighter than standard and the lithium battery alone saves around 15kg over the standard lead-acid lump.

At this point, of course, we've barely touched on the kind of kit you'd normally expect to find in a modified 911. You know, stuff like upgraded suspension and a fettled motor. Don't panic, that's all present and accounted for in forensic detail. The dampers are Ohlins R&T with custom valving and spring rates to suit the car's unique specification, plus redesigned lower and upper mounts. The top mounts, meanwhile, are all spherical and specific to the car. Likewise, several other elements of the suspension are fitted with spherical bearings and both the track rods and steering rack mounts have been strengthened.

Left: Hard backed Sports seats are not surprisingly well worn. Above: AIM Evo 5 data logger keeps an eye on vital life signs

Despite carrying some significant extra kit, some clever weight saving across the car means that the express delivery 996 barely weighs any more than a 996 GT3, and that's with additional 4WD gubbins





Then there's that mega-mile M96 engine. Recently rebuilt, it managed over 300,000 miles before being opened. Most remarkable is the relatively low level of maintenance required over that mileage. "It had some new variable valve actuators. We do the water pump every year, because they're a common failure point. We also refresh the exhaust manifolds every year. That is pretty much it."

the end of the bearing life. But, actually, a piece of material had broken away from the timing chain guide and embedded itself in number one bearing, causing it to wear. At that point the bores were still within Porsche spec – at the top end of wear, admittedly, but still just within spec."

Remarkably, the crank was mostly fine and has been reused with only a slight polish

The aim was a "nice, torquey road car engine that doesn't need spinning to 8500rpm to perform. It's GT3 power without having to work so hard for it." It's not a huge surprise to report that the motor delivers precisely what it says on the tin. A quick run out on the public highway reveals an awfully torquey motor. We're told it pulls cleanly in 6th gear from 70mph all the way to 180mph and don't doubt it. As for the rest of the car, thanks to those Ohlins dampers and all the other suspension upgrades, it boasts a sweet and fluid chassis. It's not hard to imagine doing some serious autobahn miles in this car. Not hard at all.

Of course, doing a car like this full justice on paper is almost impossible. The project file alone would fill these pages. But then brevity rather suits the no-nonsense character of this car and its owner. As he rather understatedly puts it, "it's not pretty, this car, but it's got a story." What a story that is and surely one that comprehensively implodes several decades' worth of preconceptions. An early 996 as the weapon of choice for notching up truly intergalactic mileage? You heard it here first. **PW**

This 996 is pretty sprightly on the track, helped in no small part by the new 3.7-litre motor from Autofarm. Well, the original 3.4-litre had done 300,000-miles

“ At that point the bores were still within Porsche spec ”

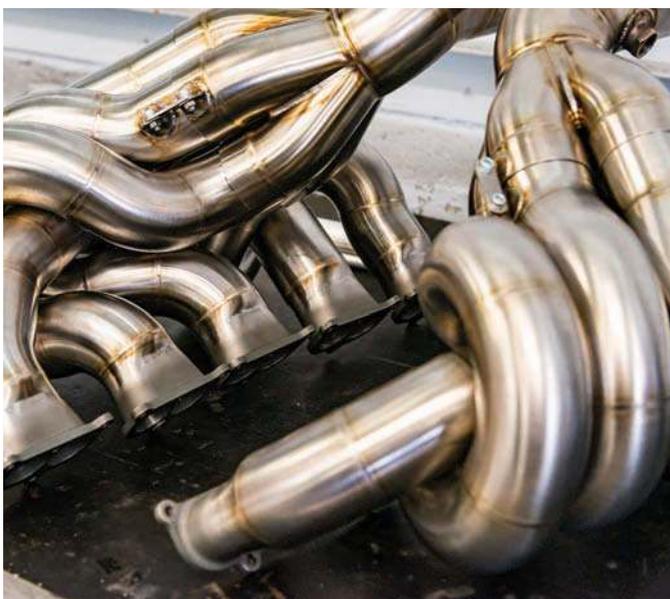
Indeed, the gearbox is still the original, thanks in no small part to regular oil changes.

"A lot of the problems on these cars are well overblown," he explains. "We run regular oil analysis at every oil change and the only reason we pulled the engine apart was because the copper count went up significantly. We thought we were getting to

required. The rest of the engine was rebuilt by well-known specialist Autofarm, often using standard spec items like valve springs. After all, "if you've got something that's run half a million kilometres and your target is durability, you're pretty sure that's got the durability in it." The exception involves new pistons and liners that achieve a larger 3.7-litre capacity and around 360hp.

CONTACT
Autofarm
autofarm.co.uk

Left: High-quality, lightweight exhaust manifolds keep weight at bay. Below: Our man Laird at the wheel



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

THE IMS SOLUTION IS NOW PROTECTED BY TWO US PATENTS!



WHAT DO YOU KNOW ABOUT IMS BEARINGS?

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

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

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

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

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



NICKIES
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES



**STRONGER AND COOLER.
RUN FASTER AND LAST LONGER.**



**PRECISION
PERFORMANCE
SINCE 2002**

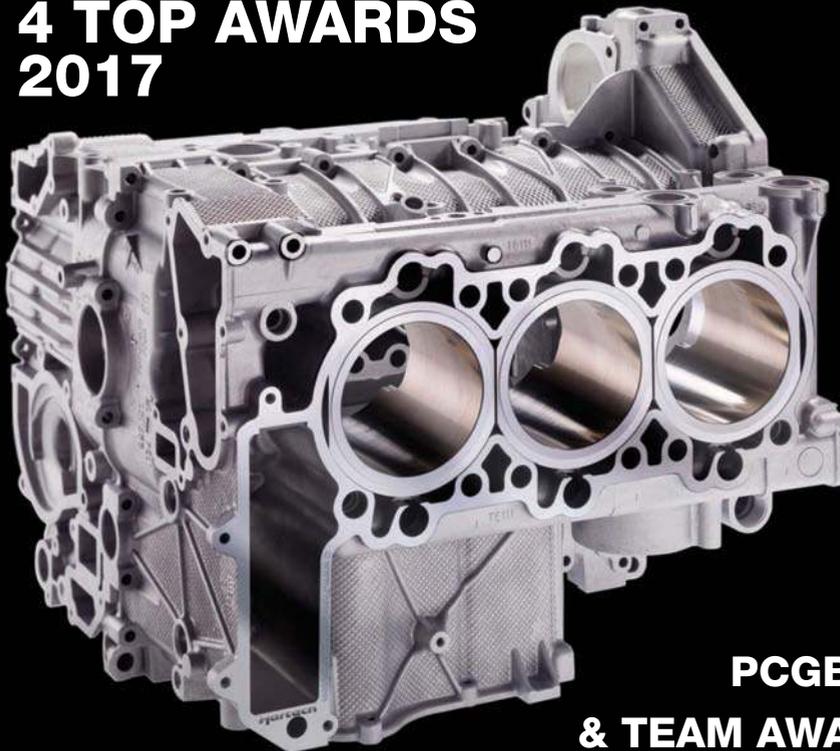
EXCLUSIVE DISTRIBUTOR IN EU:

CUSTOM
SPECIAL PARTS FOR SPECIAL CARS
CONCEPTS

Oude Baan 6, NL-4825 BL BREDA, The Netherlands
Phone / WhatsApp: +31622756519
www.custom-concepts.nl

HARTECH RACE ENGINES WIN

**4 TOP AWARDS
2017**

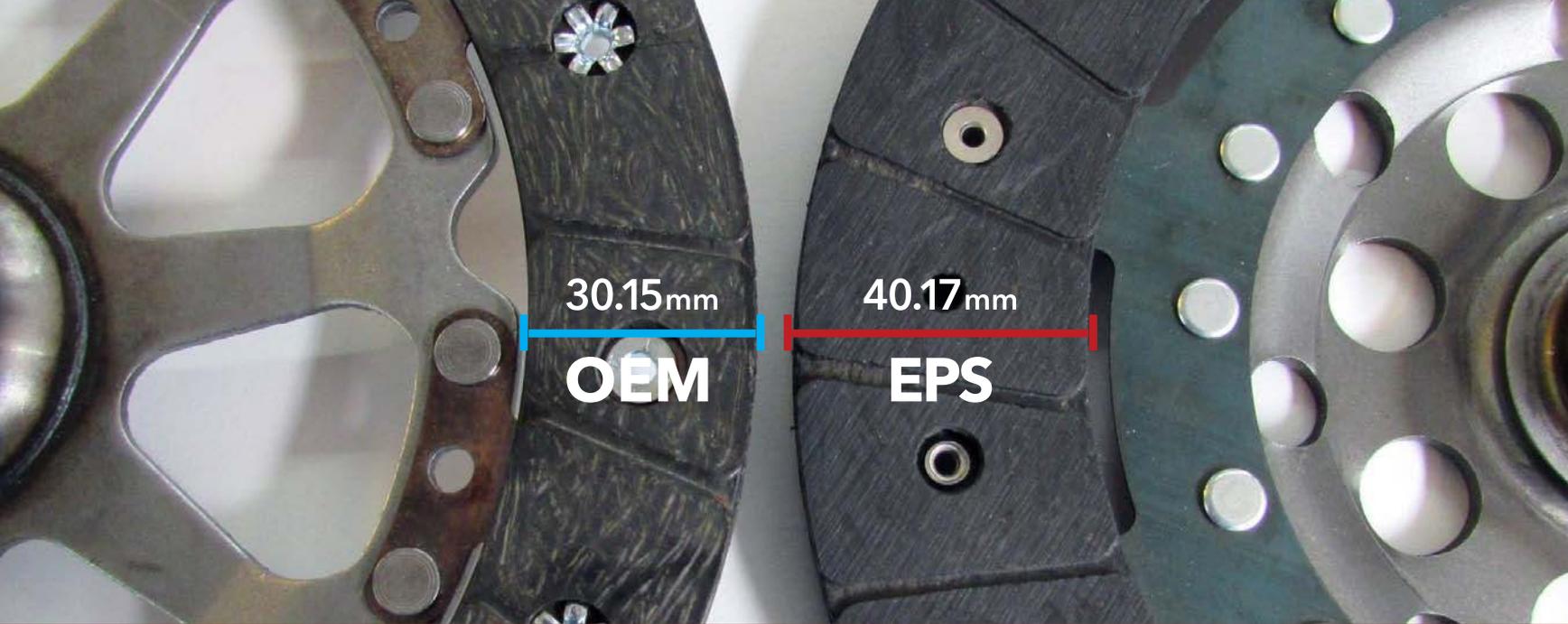


01204 302809

auto@hartech.org

www.hartech.org

**PCGB C1 & C2 CHAMPIONSHIPS
& TEAM AWARD & BRSCC CA BOXSTER
CHAMPIONSHIP WITH 32 WINS, 12 PODIUMS & 100% RELIABILITY**



EPS stays in contact with you longer.

EPS Power Friction Clutch Discs are equipped with a specialized Raybestos or Ferodo Dynamex friction compound that is far superior to its OEM replacement. Furthermore, our Clutch Discs have an astounding 30% more usable friction material and contact area. What does all of this mean? A Dramatic increase in clutch life, increase holding power, and a smoother engagement. Don't just replace your clutch, upgrade it!



Visit epsauto.com to view our full line of products and videos. Dealer inquiries welcomed.

EPS PARTS AVAILABLE AT - Vertex Auto vertexauto.com | Autohause Hamilton - autohaushamilton.com
Design 911 design911.com | Weissach - weissach.com.br | Rose Passion rosepassion.com

Electrical Innovation for your Air Cooled 911



CDI+ Ignition



- 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

Fuse Panels



- Fits 911 '74 - '89
- ATO Blade fuse reliability
- Integrated headlamp relays
- LED fuse blown indicators
- No cutting of wiring loom
- No holes to drill
- Rear panel also available

www.classicretrofit.com
+44(0)1825 830323



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

Exclusive WEVO Modifications

915 Gearbox

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

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

TwinSpark delivers world class engineering solutions for your Classic 911.

See below for different type of Modifications:



WEVO Final Drive



WEVO Differential Modification



WEVO Maincase Modification



Original RS/RSR Oil Cooling system

WE HAVE THE LOT!

FULL RANGE ONLINE



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

TRACKDAY TYRES

Porsche Specific Fitment/Rated	Toyo R888R	Pirelli P Zero Trofeo R	Michelin Pilot Sport Cup 2
205/45/17	£114.98	£202.50	-
225/40/18	£130.00	£211.25	£140.76
235/40/18	£149.00	£215.00	£173.66
265/40/18	-	£246.25	-
235/35/19	£159.00	£285.33	£208.86
265/35/19	-	£303.75	£265.19
245/35/20	-	£277.50	£248.81
305/30/20	-	£396.25	£322.10

All prices are per tyre.
This is only a small selection of our range of high performance tyres. Call or visit www.demon-tweeks.com for further details.

SEATS/HARNESSES/STEERING

Go online to see the NEW Protipo carbon and Protipo Heritage range

MOMO Protipo in black leather with black or silver spokes £167.99
Steering wheel bosses to suit OMP, Sparco and Memo from £44.70
SCHROTH Porsche 996/7 (all models) 981 GT4, 911 GT3 specific harness. £386.97
Porsche 3x2

£386.97

from £685.83

RECARO SP-G £232.50
COBRA Classic RS seat in black vinyl with corduroy centre. Also available in leather from £685.83

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

K&N AIR FILTERS

This is only a small selection. Visit demon-tweeks.com for details.
Direct replacement performance filter elements for all models from £38.97
571 Generation II high-flow induction kit (996 models) £349.99

LUBRICANTS/BRAKE FLUID

from £11.91 from £13.75 from £11.75 £48.78

SUSPENSION

Vehicle Model	Eibach Pro Spring Kit from	KW Variant 3 Incoz Line Road Suspension Kit from	KW Clubsport Track Day Suspension Kit from	Bilstein B16 Suspension Kit from
964	£243.74	£1,178.33	£2,175.63	£1,852.20
993	£243.74	£1,890.00	£1,972.50	£2,088.90
996	£243.74	£2,268.22	£2,485.00	£2,184.30
997	£243.74	£1,890.00	£2,259.66	£1,737.32
991	£296.85	£2,092.50	£3,675.00	£2,024.10
Boxster S 986	-	£833.33	£1,496.67	£1,053.82
Boxster S 987	£243.74	£1,783.33	£2,083.19	£1,733.40
Cayman 987	£219.23	£1,738.33	£2,083.19	£1,733.40
Cayenne	£211.06	£2,193.33	-	-

This is a small selection of suspension solutions available. Call for details.
Spring kits fitted from £100.00
Suspension kits fitted from £125.00

ROAD/TRACKDAY BRAKE PADS

from £2109.24

GOODRIDGE Stainless steel brake line kits from £66.62

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.

MEDIA CODE: K2260A
www.demon-tweeks.com SALES ORDER LINE 0844 375 2609 WHEELS/TYRES EXHAUSTS 0844 375 2605

FREE 2018 MOTORSPORT CATALOGUE
VISIT US ONLINE AT: www.demon-tweeks.com



HENDON WAY MOTORS



2011 | PORSCHE 997 GT3 RS 4.0 LTR - £POA



1980 PORSCHE 930 TURBO
COUPE 3.3L ENGINE - £84,950



1998 PORSCHE 993 TURBO S
COUPE - £POA



2002 PORSCHE 996 TURBO COUPE
TIP S, 69,000miles - £39,950



1994 PORSCHE 993 CARRERA
COUPE (BLACK) - £42,950



1996 PORSCHE 993 C4S COUPE 3.8 LITRE
MANUAL – SPECIAL FACTORY ORDER



1995 PORSCHE 993 CARRERA
COUPE TIPTRONIC - £42,950

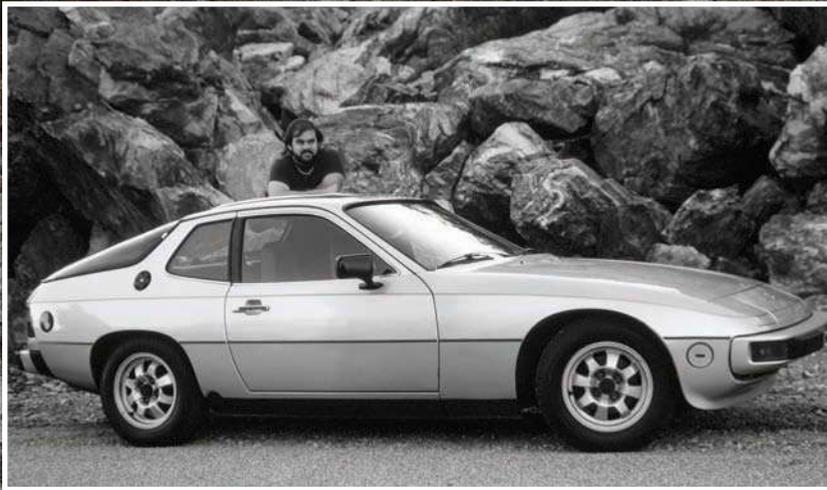
See our selection at www.hendonwaymotors.com

393-395 Hendon Way London NW4 3LP tel +44(0)20 82028011 email sales@hendonwaymotors.com

Words: Matt Stone Photography: Linda J. Stone

924 JOURNEY THROUGH THE PAST

911&PW's North American correspondent, Matt Stone, takes to the road in a 924, one that's a dead ringer for the very first Porsche that he owned 40-years ago. How do the memories stack up?



You know Porsche's 924. Or at least you think you know it. Everyone certainly has an opinion about this model; some love it, and it seems more hate it. Call me any name you like, but in 1978 I bought a barely used 1977.5 US spec 924 as my first Porsche and now, four decades on, the question is: how well, or not, does it still fill that role?

On a recent visit to parts and accessories provider Sierra Madre Collection in Pasadena, California I cruised through the company's growing restoration shop, which contained Sierra Madre Collection's owner Jorge Perez's fabulously restored 356 Pre-A coupe, a pair of 928s, and a silver 1982 924 that looked so much like my old car I did a massive double take. *Déjà vu* big time.

Even though my car was a 1977.5 model, it was also silver over black like Sierra Madre's, running the stock four bolt

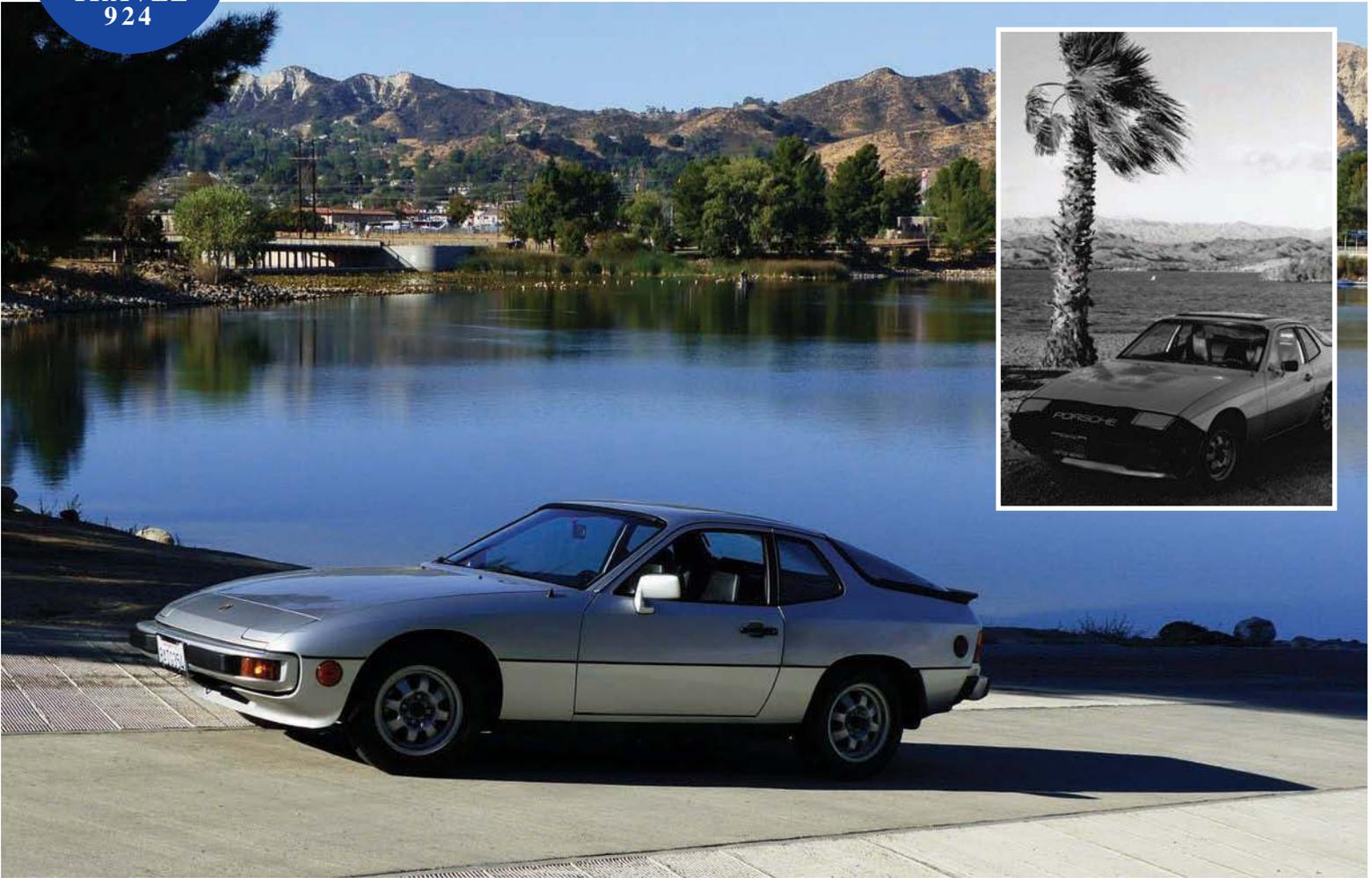
alloy wheels, sunroof, and what were at the time beely, although now seem hopelessly small, 185/70-14 radials. Now after many years of 911 ownership, and having driven most of the "fast and dangerous" Porsche models, beginning with letters like GT, I wondered if the 924 could still deliver any satisfaction. Jenna Bertocci, Sierra Madre's savvy marketing manager, offered me a test drive "just for old time's sake." I asked her to make it for a weekend, and then we'd find out if you really can "go home again" or is it a journey best left to memory. She handed me the keys.

You'll recall the 924 as Porsche's replacement for the equally oft times controversial 914; Haters criticised Porsche for developing the 924 in a joint venture with VW/Audi, and for basing the powerplant on a (dare we say it) water-cooled Audi 1-4, mounted in the front of the car. No matter, the 924 came to market in

1975 as a '76 model, to lukewarm reviews. Most magazine road testers liked the futuristic design and practical glass hatchback styling, as well as the near 50/50 weight balance, citing that the 911's rearward weight bias was a curse it could never overcome (of course, we now know better). That Audi derived iron block, alloy head SOHC fuel-injected four was neither powerful nor smooth. The first US spec 924s were rated at a confidently wimpy 95 horsepower.

I remember going to my local Porsche dealer (owned by Porsche racing legend George Follmer) and test driving a new 924. It was an ugly green with a beige interior, and I can't recall up to that time ever driving a more underpowered car. No matter how much I leaned this thing, it was just S-L-O-W, but it sure handled. It had more bodyroll than I expected or enjoyed, but it stuck like glue. No matter, I couldn't afford a new one anyway, and





was put off by the sub 100 horse engine and by my cousin (who had a '73 Carrera RS 2.7) drilling into me that the 924 "wasn't a real Porsche."

A few years later, the son of a man that I worked for drove up to our office in a silver over black 924 that looked great to my eyes, which were hungry for Stuttgart magic. He explained that it was a 1977 "and a half" model with lots of improvements over the originals: More power, flatter handling, lots of small engineering updates, and such. He had just short-term leased it, and said he'd only keep it for a year or so (he was a "flavour of the month" kind of guy who flipped cars every time he turned around). I asked him if I could buy it at the end of the lease, and he agreed.

That was late 1978, and we did the deal. I was now a Porsche owner.

By the time of the 1977.5 model,

horsepower was up to a less depressing 115, but it was still a four-speed (five forward wouldn't come along until 1979). I immediately tossed out the cheap feeling black plastic steering wheel in favour of a Momo Prototipo, which looked great and felt so much better in my hands. The factory exhaust pipe was about the size of a coffee straw in diameter, and made an un-Porschelike tin fizz kind of sound, so that was binned in favour of a "turbo" style muffler (all the rage back then) with a snazzy chrome twin pipe exhaust tip. Much zoomier sounding. The car hadn't been well maintained, so new Michelin tyres, Koni shocks, a black vinyl front end bra, a new battery, upgraded audio system, a few small engine tuning tricks and reupholstered seat covers were also immediately ordered. The single driver's side door mirror was replaced by a one per door pair of full sized

Vitaloni "batwing" Turbo mirrors. And lots of wax and equal amounts of rubbing and polishing, and I had the car that I could be much more proud of. And I loved it. It was my every day runner, and also carried me, a tent, an ice chest and 40 pounds of camera equipment up Highway 1 from my Southern California home to Canada and back with not so much as a burp. I owned it for three years, and sold it for within \$500 of what I paid for it.

As I contemplated and sized up Sierra Madre's 1982 model, it was clear that it was fundamentally the same car, but had evolved a bit. The most significant difference between it and my old one was the Audi-sourced five-speed manual transmission. It also had a black rubber lip spoiler on that huge bubblicious rear window. Power windows and mirrors (the latter the same as found on 911SCs and

Main pic: 924 now and (inset) then. 911&PW's North American correspondent, Matt Stone, takes a journey through the past with Sierra Madre Collection's dead ringer 924. We have to say, though, that 'car bras' are something that never caught on in the UK, except for with some Cal look VW fans



SMC

PORSCHE
MERCEDES
BMW

SIERRA MADRE COLLECTION

Sales@SMCparts.com • www.SMCparts.com
888.986.4466 • +1.323.593.4300



maxilite
Fuchs Style Wheel, 6" x 15"
911/912 (65-80)
MX160015A \$195.00
Matte, Polished, RS Style



Rear Taillight, Left, 928 (87-95)
928.631.483.02 \$414.00



Fuchs Wheel Refurbishing
Paint & Polish SMC.WHEEL.02 \$185.00
Anodize & Paint SMC.WHEEL.04 \$398.00



VDM Steering Wheel,
911RS/914-6 (380mm) (74-89)
914.347.805.20 \$1,495.00



Bursch Header, 911 (65-89)
BA 7917 \$698.41



Front Caliper Set,
PMB Restored 356C (64-65)
SMC.351.965.10.SET \$381.54



Beige Knob Set, 356A (55-59)
SMC.552.8GE \$557.75



Horn Button,
for MOMO Steering Wheels
906637 \$41.95



Rear Taillight,
997 Carrera (08-12)
997.631.411.04 \$523.24

CLASSIC EUROPEAN AUTO PARTS

NOW OPEN SATURDAYS FROM 9:00AM TO 1:00PM
1669 Colorado Blvd • Los Angeles, CA 90041



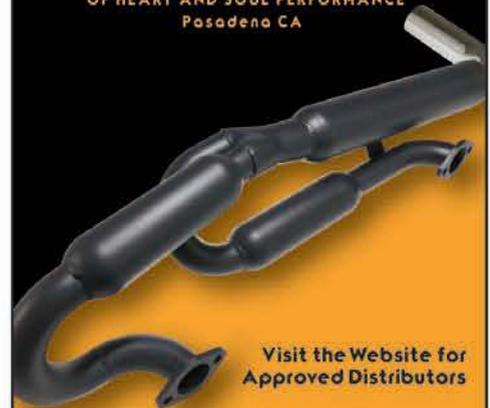
BURSCH



BURSCH
TUNED EXHAUST

OVER 50 YEARS

OF HEART AND SOUL PERFORMANCE
Pasadena CA



Visit the Website for
Approved Distributors

BURSCHEXHAUST.COM

Now painted in BurschTemp
1200° high heat paint.

JORG

OE QUALITY AUTO PARTS



JORG was created to serve the European automotive parts market by offering High Quality products for European classics.

Designed with genuine and NOS specifications in mind and manufactured largely in the US and Europe, we aim to deliver quality options not available elsewhere.

Visit our Website for Approved Distributors
JORGautoparts.com



Carreras), plus the black leather trimmed four-spoke wheel that also showed up on the Carrera. A neat little bit of carpet trim added to the center console. PORSCHE logotype branded into the door cards. And a little tiny, swingaway Porsche logo badge over the key slot on the glovebox door. I fell into the seat as if I'd never left it, and of course felt immediately comfortable. Unlike a 911, there's no wheelwell intrusion into the pedal box area, and those pedals are in this instance hung from above instead of floor mounted as they are on the early 911s. Sierra Madre Collection's 924 is a still fresh and original example, showing just over 25,000 miles on the clock, and wearing its original silver paint, which has held up well and still shines.

A crank of the starter brought the same sound I recall from 1978 as the engine splutters to life, wheezing through the factory exhaust system that was upgraded (beginning in 1978) from the stock one on my car, to a nicer looking, bigger bore muffler and tip, but yielded no zestier a sound. I depressed the clutch, and test shifted the five-speed 'box; it felt crisper than the four-speeder in my '77.5, and

offered the extra bonus gear mine didn't have.

The thing I disliked most about my car was the thundering harmonic imbalance boom between 3-4000 rpm; it vibrated the whole car, setting the shifter abuzz. It passed quickly enough if you drove through it, but it always bothered me that a car built by people and a company known for great engineering would allow a modern engine to be this coarse and rough... I nicknamed it the "throbmaster." Not affectionately.

I'd heard that a running change along the 924's production life included revised motor mounts and other improved bushings that quelled this problem. I took off in the '82 and found it to be immediately much smoother than mine. Not any faster, but not so boomy as to blur my vision. I was reminded that the 924's clutch is light, firm and positive with a clean and progressive release; I headed home to begin poking around the car in more detail and planning my 200 mile test drive for the following day, in an attempt to get to know the machine, and to replicate some of the faded old photos I had of my '77.5 back in the day.

It was supposed to rain that Saturday, but

thankfully didn't, so wife Linda and I saddled up the 924 with plans for the lake, Highway 1 and lunch at Malibu Beach, plus a mountain road or three. I was thrilled to learn that while this engine still isn't uber smooth, the bad old vibration problem had indeed been cured. No more giant sonic boom going through the gears, and that there's some power to be found between 4000 and 6000 revs, territory I too seldom took my old car. And the upgraded trans just shifts a treat; easy to snick between gears, a ratio for every occasion, and finally a Porsche I can heel and toe downshift. The steering is a bit heavy at lower speeds, but lightens with pace, and communicates adequately what the front tyres have in mind. Ride quality is on the sporty side of compliant, and comfortable enough that you could put in a long day behind the wheel and hop out feeling fine. The rest was just like slipping into that favourite old perfectly broken in pair of jeans. It all brought back many memories, most of them good. As the day progressed I found myself smiling and really having a good time.

So as I headed back north up the Coast Highway, with the Pacific Ocean just to my

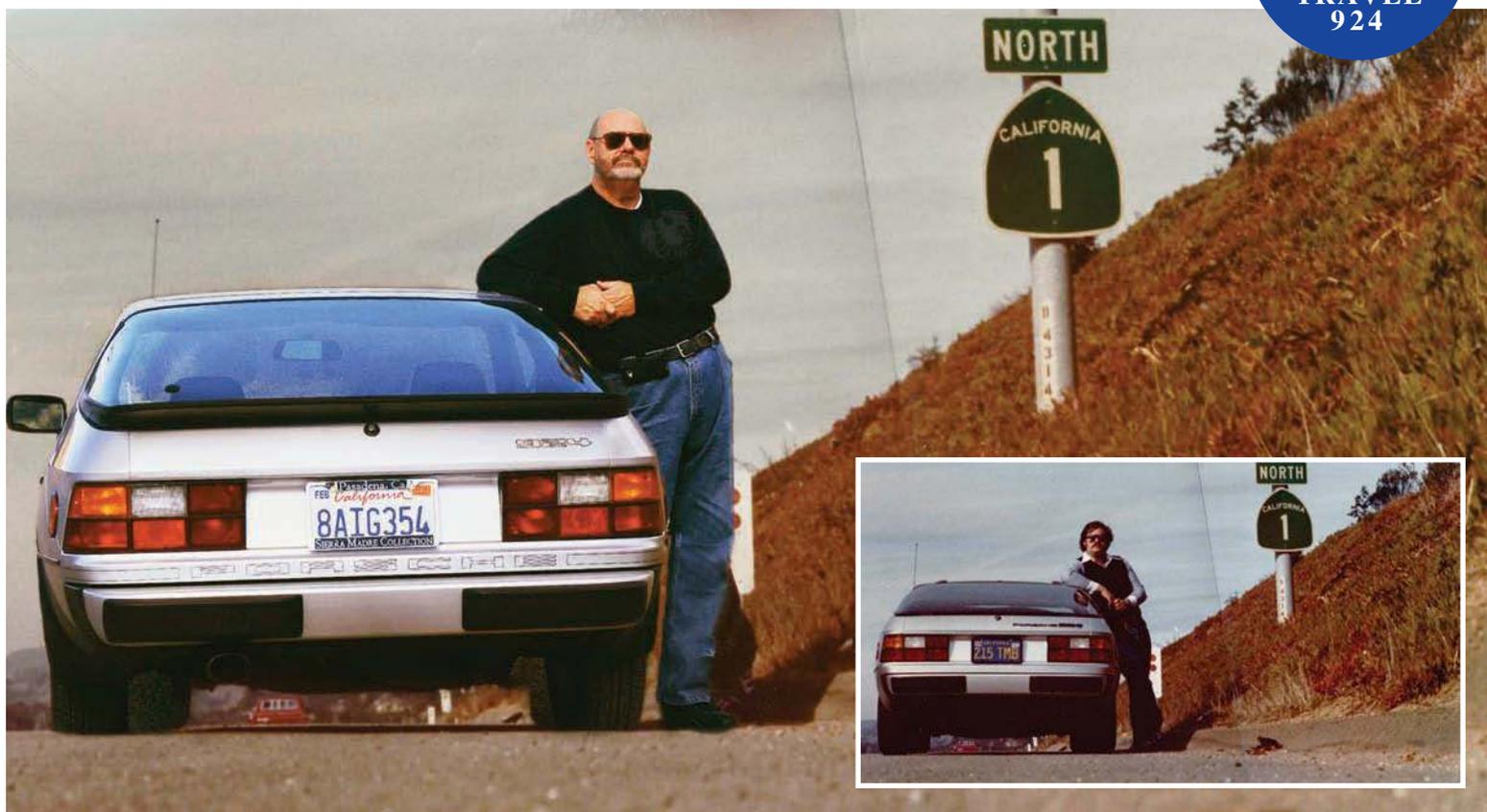
Above left: Matt's recollections are of a wheezy motor, that vibrated rather a lot! This slightly later version benefits from improved engine mounts and (above) a five-speed 'box. This California car has essential air con, too

Immaculate 924 still wears its original paint. No matter what you think about the 924, it was a pretty fresh design back in the mid '70s



CONTACT

Sierra Madre Collection
 1055 E Walnut Street
 Pasadena, CA 91106
 Phone: 888 986 4466 Toll Free
 +1 626 844 4616 Outside U.S.
 Fax: +1 844 831 1021
 Text: +1 213 792 2762
SierraMadreCollection.com
 Email: Sales@SierraMadreCollection.com, or
 Info@SierraMadreCollection.com



With a bit of photo trickery, it's the same place, largely the same car, and the same driver. There's something missing though and we can't quite put a finger on it...

left, I wrestled with the notion of the 924 as a good "first Porsche" or – dare I say – a "budget Porsche buy" and I immediately came to: Yes. I'm not yet prepared to trade my '89 Carrera 3.2 for one and a bag of change in return, but it's a car I'd still enjoy

there's no reason to settle for a rusty or previously bent one. I'd advise anyone to stay away from the early, slowpoke models, and that it's worth seeking out the best 1979 or later five-speed example you can find. You'll enjoy it. Fortunately the

mid-engined machine, or with a bit of luck, you might sneak into a clean first gen Boxster for the same sort of money as the best 924s. Lots of hot hatches come to mind as alternatives, but they're not Porsches and thus may or may not scratch that itch.

One obvious alternative, of different nationality and brand, is a second or third gen MX-5. Which is in many ways a better car, newer and more modern, a blast to drive, and a roadster to boot – but again not a Porsche. Those are issues only you can check and balance in your mind.

As of this writing, Sierra Madre Collection's '82 924 five-speeder is for sale at around \$12,000 and, given its condition and low original miles, is a screaming bargain at that. Am I in any way 40 years younger having spent a few days in this memory-inducing ride? No, but maybe I feel that way. Just a little, which can only be a good thing, and isn't that what running a classic car is all about? **PW**

“ For those looking to become Porsche owners, this car still works ”

Below: 924 logo shows patina. Right: Interior has worn well and has clearly not seen too much of the Californian sun, judging by the split free dash-top

owning, and for those looking to become Porsche owners, as I was nearly four decades ago, this car still works. Porsche built just more than 120,000 of them from 1976–85 (not to mention more special variants such as the 924 Turbo, the later 944-engined 924S, and the 924 Carrera GT) so standard models are plentiful and still affordable. And because they are,

aftermarket provides a ton of goodies that can really amp up the car's performance, and modernise it a bit, if that's your desire. It was eye opening to drive a sports car without an airbag, nav or a single Bluetooth in sight.

Alternatives? There are plenty. Staying within the Porschesphere, you can consider a 914 if you're really set on an air-cooled



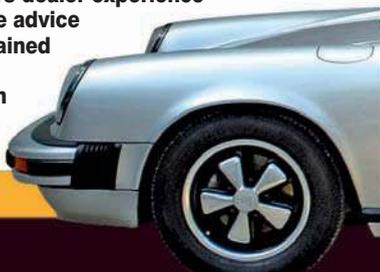


STEVE BULL

SPECIALIST CARS

SERVICING, REPAIRS & SALES

- Numerous Porsche models in stock for sale
- Buyers of all Porsche vehicles – please call
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Purpose built premises
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche



Tel 01380 725444

Mobile 07767 324542
Sales 07590 822868

www.stevebullspecialistcars.co.uk

PORSCHE SPECIALIST

An established service in Devizes Wilts



Porsche Service & Restoration



**Engine and Gearbox Repairs
Rebuilds ★ Machining ★ Detailing**

Your Lifestyle, Our Profession

01295 812002

www.greatworthclassics.com

PORSCHE PARTS



www.douglasvalley.co.uk

01257 472866

eBay shop [stevestrange007](#)

07801 456066



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



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



Retail & Trade enquiries welcome

5% OFF

use online code
DANSK9
at checkout

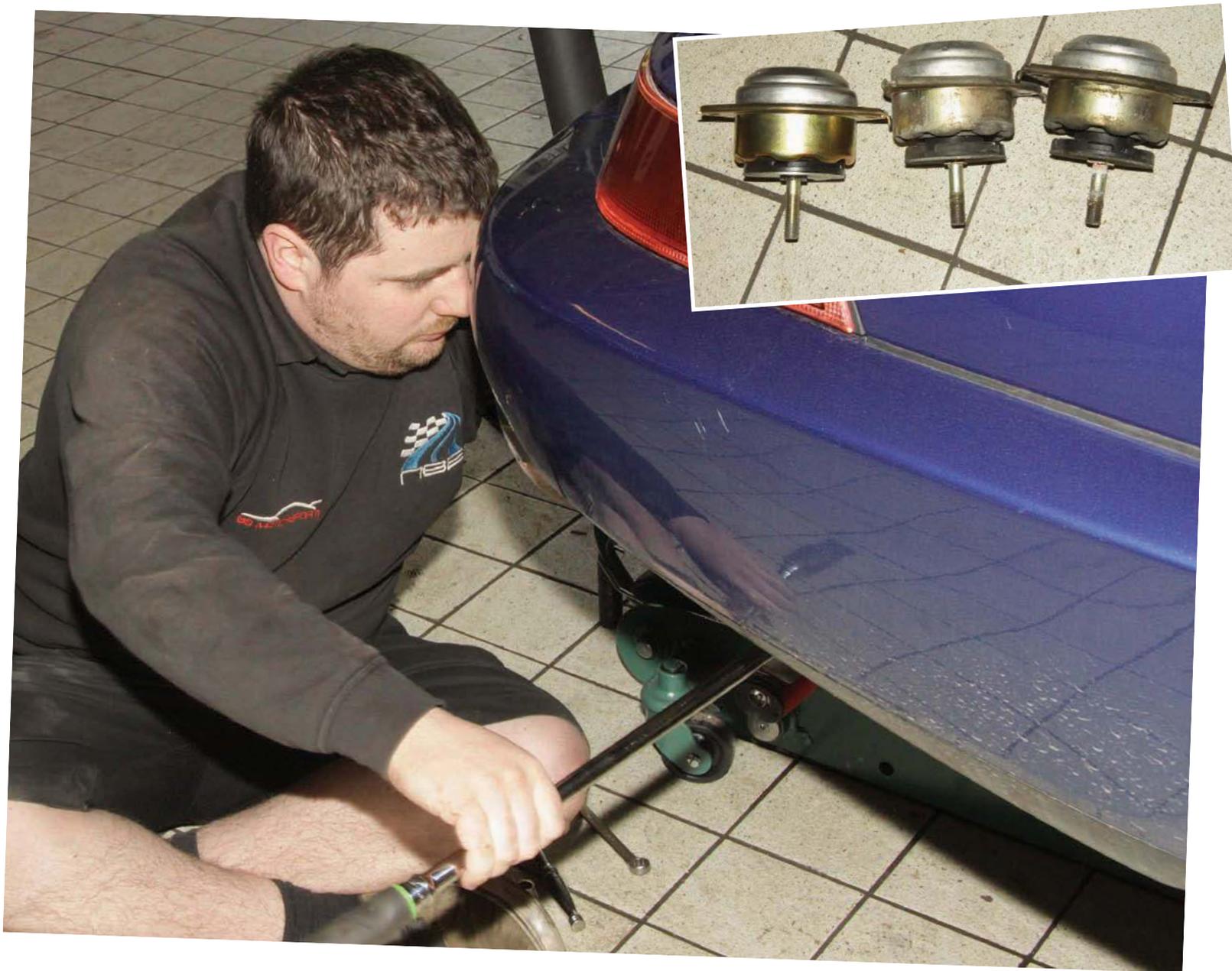
DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

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

FULL STRETCH

Unusually, the air-cooled 911, from the very first '901' all the way through to the last-of-the-line 993, has its engine suspended from the two rearmost mounting points on the chassis, rather than bearing down on them as in, say, the 944. This makes them prone to sagging, with obvious effects on the car's refinement and perhaps its on-the-limit handling, but the good news is that they are simplicity itself to remove and replace. Here we tackle a 964. Story and photographs by Chris Horton



It is famously difficult to discern the gradual changes in the behaviour of any car that you drive regularly, unless perhaps you have another against which to compare it. Which is a compelling argument for an annual roadworthiness test – no longer a requirement here in the UK for cars over 40 years old, although you can still have it carried out if you wish – or at the very least for occasionally having your prized Porsche carefully examined by an objective and dispassionate expert.

This 964 Carrera 2 – itself now approaching 30 years old – was a case in point. Even as he briefly drove the car before servicing it, BS Motorsport's

Rob Nugent could tell from the harshness through the chassis that its two rear powertrain mountings were past their best. If he had had the opportunity of a few circuit laps he would almost certainly have felt the dynamic effects of the slight but none the less unwanted movement of the engine's considerable mass through faster corners. And the service procedure itself clinched it.

'Unusually, the air-cooled 911s' rear engine mounts are in tension rather than compression,' he says. 'So effectively the weight of the motor is suspended from them, rather than bearing down on them. As soon as I put the car on the wheel-free lift and raised it clear of the ground I could see that the rubber centres of the two

mounts were extending too far. And then, when I took the weight of the car under the engine, so that I could swing the lift arm out of the way for access to the oil tank, the mounts simply compressed again, and the body failed to rise as quickly as it should have done.'

Where to source replacements, then? Predictably, a web search throws up dozens of possibly tempting and certainly confusing alternatives, from suspiciously cheap after-market parts to expensive solid jobs designed purely for competition use. It is also said to be possible to fit the equivalent standard 993 components for a small cost saving. No less predictably, Rob chose to fit the standard 964 items, specific to this

A garage lift is useful for raising the car for access to the mounts' main securing nuts, but the work is just as easily done 'on the floor'. You will still need to raise the car, though, and support it on stands – and then to support the engine with a jack. Inset photo shows how the two original mounts (middle and right) had 'stretched' compared to the new (left) – and this with no weight on them

Engine mounts that show this degree of extension under load might in theory lower the car's centre of gravity, but that will be more than offset by the movement of the entire power unit through fast corners.

Imagine driving a front-engined car with a large sack of sand flailing about in the boot space as you change direction.

First job was to loosen off the exhaust tailpipe, which had previously been adjusted within its aperture in order to compensate for the sagging mounts – and which would by definition end up too high. Next, remove the plastic plugs in the engine tinware for access to the mounts' main M12 securing nuts. They simply push upward from beneath the car. Plastic undertray has to come off, too – where fitted; it was missing from this car



vehicle, direct from Porsche in Reading. 'It's a standard road car,' he argued, 'and our customer wants to keep it that way. We could have used after-market mountings, and I can appreciate why a DIY owner might do so, but here that could be false economy. We need to do any job like this just the once, and to be sure there will be no comebacks.'

Removing and replacing the mountings could hardly be easier. (All you 944 owners, read it and weep...) With the car safely supported clear of the ground, remove the undertray – missing on this vehicle, and so not shown, but an easy enough task – and then take the weight of the engine with a

trolley jack beneath the centre of the crankcase, such that the mounts are more or less fully compressed again. A piece of thick cloth or an old towel, folded over several times, makes a good locating pad for the saddle of the jack.

Remove the plastic plug in the engine tinware, beneath the centre of each mount, for access to the M12 nut screwed on to the stud projecting down through the engine bearer. The plugs have to be pushed up from beneath, and retrieved from inside the engine compartment. Buy new ones from Porsche if they are missing or damaged. Unscrew the two M12 nuts and put them somewhere safe. Up top, undo and remove

the two M8 screws securing the body of each mounting to the structure of the car. On the left-hand side one of the screws is accessed through the hole in the engine-cover slam panel. Note the triangular 'washers' beneath each screw head. It's probably best to remove and replace just one mount at a time, though, to minimise any movement of the engine.

Unsurprisingly, the new mountings go on in a direct reversal of this sequence. They are handed, as denoted by their different part numbers, but here had also been scribed 'L' and 'R' for *Links* and *Recht*, ie Left and Right, with a marker pen. And the fact is that that they are – or should be,

Undo and remove the two M12 nuts – first supporting the engine on your trolley jack, of course – and then the two hex-head screws securing the body of each mount to the car's structure. Probably best to do just one side of the car at a time. Note the thick triangular washer beneath each screw head. After that, the mount simply lifts up and out of its aperture. Mounts in the 964 are handed left and right, as shown by their different part numbers (see text), but also by these crude but helpful factory-applied markings (far right)



TECH: HOW TO



The 964's mounts are handed, such that the square shoulder on the underside fits neatly into the matching recess in the transverse engine bearer, placing the small tab next to one of the holes for the M8 securing screws in the right position to locate in the hole in the structure (below, far left). Our understanding is that significantly cheaper 993 mounts can be used, but without that tab (and not being handed left and right) they do need to be positioned with care. Be aware, too, that various grades of stiffness are available for all these devices – green, as here, denotes a standard Carrera coupé – and also that, strictly speaking, there are different items for Cabrios and Targas. Note aluminium grease on newly cleaned M8 screws – just in case you ever have to do the job again in the future...

THE KNOWLEDGE

The two new engine mountings shown here were supplied by Porsche Centre Reading, the go-to source for most, if not all, of the independent specialists here in the UK. Part numbers are 964 375 **049** 01 and 964 375 **050** 01. (Universally, items for the **left side** of any Porsche are denoted by an **odd number** within the group of digits shown in **bold type**, and those for the **right side** by an **even number**.) They cost £267.46 and £249.97, respectively. (All prices

shown here exclude VAT.) The equivalent 993 parts – 993 375 049 09 for both left and right – cost just £229.54 per pair. (They appear not to be handed, and so for that reason there may be some minor issues in fitting them to a 964, although we believe the difference to be simply the absence of the small locating tab.)

There are various alternatives from Porsche itself – not least for the higher-performance RS models, which by virtue of their stiffness will not necessarily be suitable for long-term

road use; and Targa and Cabrio mounts are different from those for the coupé – so the safest policy is simply to order against the car's VIN. Reckon on about an hour's professional labour to have them fitted (£85 plus VAT at BS Motorsport: 01296 658422; bsmotorsport.co.uk), or do it yourself in no more than about 90 minutes. Tightening torque for the two M8 screws per mount is 25Nm, and for the M12 nut securing it to the engine bearer 85Nm.

anyway – impossible to transpose. Each mount has a small tab that locates in a matching hole in the body shell, and this will correctly orientate the device such that the square-section shoulder beneath it locates smoothly in the matching recess in the transverse engine bearer.

That said, you might need to 'wiggle' the mount slightly in order to align the two M8

screw holes, perhaps with the help of a tapered bar – or just a screwdriver – pushed down into the hole(s) in the body, but obviously taking great care not to damage the threads. And for the same reason don't tighten the M8 screws until you have fitted and almost fully tightened the M12 nut on the stud beneath the mount.

And that's about it. The last job on this

particular car – no undertray, remember – was to realign the exhaust tailpipe which, since it had previously been adjusted to compensate for the sagging engine mounts, was now too close to the rear apron. And then to take the vehicle for a quick and rather more satisfying test-drive, with the immediately obvious benefit of a dramatic reduction in NVH, or Noise, Vibration and Harshness. **PW**



Fit the M12 nut (upper row, far left) and the mount is secure. Same procedure on the left side of the car, here with one M8 screw accessible through the hole in the engine-cover slam panel. Here we also found it necessary to adjust the position of the mount very slightly, in order to line up one of the M8 screw holes with the threaded hole in the body. Take care not to damage the threads, of course, or you could be in big trouble. Job done, the new mounts show rather less extension with the weight of the engine on them again (lower row, far left). Last job of all, unsurprisingly, is to adjust the exhaust tailpipe again

Sportwagen

ECKERT



Porsche spare parts for all models since 1950

911 / 912 windscreen frame



Coupe, 69-73, 74-84

1553,00 EURO



Targa, 69-84

1553,00 EURO

911 / 912 lid front

356 lid front



65-73 Alu

1007,00 EURO

65-73 Steel

671,00 EURO



B-T6 / C Alu

995,00 EURO

B-T6 / C Steel

895,00 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

ZIMS
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
Oil-Filter
PERMA LUBE
BOSCH

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

VISA MasterCard DISCOVER AMERICAN EXPRESS

Fax: 001-817-545-2002
Phone: 001-817-267-4451

**Complete Performance Solution
for Ignition and Fuel Injection**

- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944
NEW Coil-on-Plug for 911

Clewett Engineering
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

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 Maestro 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)

EuroCupGT.com

PERFORMANCE & STYLING



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com





M&A
1971
COACHWORKS



London's only Porsche Recommended Repair Centre

Established in 1971, specialising in Prestige Body Repairs and restoration.

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

Officially approved, recommended and trusted by the leading motor manufacturers of the world.

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

Call 0203 823 1900

Email customerservice@macoachworks.co.uk



www.macoachworks.co.uk



RENO RENNSPORT

The Reno and Lake Tahoe areas of Nevada have long been associated with Porsche, what with Porsche's US operations being based there for many years. This has resulted in a number of Porsche specialists taking residence, with Reno Rennsport playing a prominent role in local Porsche expertise, as we find out when we drop in for a shop tour...

Words and photography: Matt Stone



There must be something special in the air round the Lake Tahoe and Reno areas of Nevada, as the place is rife with Porsches and Porsche people. Porsche Cars North America was once located there, prior to its move to the current HQ and Experience Centre properties in Atlanta, Georgia. Porsche mega collector Ranson Webster and his world beating, multi-hundreds deep car collection lives there, too. And Porsche specialist shops EBS Racing and Reno Rennsport are each within a few minutes' drive of the Reno Tahoe Airport.

Reno Rennsport opened doors in 2008. There are currently four owner/partners piloting the shop. They are Mat Lowrance (pronounced much more like "Lawrence" than "Low-Rance") began his career in the bay area servicing early air-cooled Porsches. Mat worked on and owned a number of 911 Ss, RSRs, RS and other now highly collectible models. He also helped develop and maintain professional race cars such as the 935s that were campaigned in the IMSA series. He also built and ran his own Porsches in several professional IMSA races throughout the late '80s and early '90s. After IMSA he moved to

SCCA regional racing in which he notched dozens of podium finishes. He is responsible for building a number of front running club racing Porsches in both Spec 911 and GT race classes. Once he relocated to Reno he became the lead Porsche specialist for Sport Haus for 28 years. Mat became a partner of Reno Rennsport in 2009. Mat will work on anything in the shop, but can be thought of as the "old school, air-cooled" partner. He remains an active 911 racer.

Jess Lattin is a certified Porsche Master Technician who began his career with the Porsche dealership in Reno over 15 years ago. He has logged over 1000 hours of Porsche factory training in Porsche's North American facilities. He earned its highest certification as a Porsche technician and was the head tech at the dealership for many years. Jess has exceptional expertise with water-cooled Porsches and newer models. He has significant training and experience working on 996s, 997s, 991s, Cayennes, Caymans, Panameras, 918s and Carrera GTs. He was one of the first few Technicians in the US to complete 996 and 997 engine displacement enlargements. Jess is the Technical Chairman on the board for Porsche Club of America's Sierra Nevada Region. The

"water-cooled Porsche guy."

Partner John Trautwein's day to day job is Head of Shop Operations and brings over 10 years of experience as Rennsport's head BMW Technician. He is also intimately involved with Rennsport's Porsche work and helps manage all large builds and projects at the shop. John became a partner in 2014. He is known for exotic BMW stroker engine projects, turbo and supercharger builds, but has also built Porsche spec 911 race cars and prepared several Mini Coopers for race competition in SCCA. John has extensive training and certifications for water-cooled Porsche engine management and mechanical systems. Think of him as the BMW guy and shop manager.

Brian Lowrance (yes, Mat's son) is Reno Rennsport's business operations manager, bringing over a decade of experience in finance and corporate operations. He holds a Bachelor's degree in Business Administration (driving a '75 911 through college in central California) and has earned numerous financial designations. Brian has spent nearly 20 years racing and developing Porsches with father Mat. He currently campaigns a 1969 Porsche 911 in the Porsche Racing Club's Spec 911 series – often running against his dad. Brian

Reno Rennsport can work on the full gamut of air-cooled and water-cooled Porsches, with the four partners/owners each specialising in their own Porsche area of expertise

Right: Wild, wide-arched racer rather catches the eye. Far right: Reno Rennsport's latest project is the 'HurriCayman', so named after the donor Cayman was written off in flooding in Texas, thanks to Hurricane Harvey



became a Rennsport partner in 2016.

Reno Rennsport currently employs 13, including the four partners, and occupies a 12,000sq ft industrial building space; including reception, offices, vehicle and parts stores, main workshop, fabrication shop, and an engine room. Brian advises that Reno Rennsport is primarily a services company, although has begun participating in more and more product and parts development. "We'll do anything from an oil change to a full concours restoration" on virtually any Porsche, from the oldest to the newest and most exotic (SUVs and Panameras also welcome). Plus all manner of race car builds. One of the more interesting projects in the shop is a Cayman which was written off by the owner's insurance company as a total in last year's Hurricane Harvey flood in Texas, which is being rebuilt as a big-engined track-only monster with a full in-house fabricated roll cage; its nickname is the HurriCayman. Cayman race builds are becoming more

and more popular given that early Caymans of relatively modest spec are common and not exceedingly expensive to acquire. Of course, many of the go-fast goodies developed for the 911 and even the Boxster fit the coupe and the Cayman's natural mid-engined weight balance and stiff chassis structure give it some natural talent on track, especially for novice or relatively inexperienced racers. One of the fascinating things the Reno Renn folks have learned during the HurriCayman build is how much certain factory installed components weigh, such as an air conditioning system, obviously stripped out and not needed in a track car. Another big weight adder is the factory wiring harness which, when you think of all the sensors placed around the car and the audio system and engine computers, and how many components connected by wire, adds up to a lot; in the case of this Cayman, about 150 pounds of wiring has been removed, and it will all be replaced by a much simpler,

lightweight racing harness.

So far Reno Renn's largest and most involved product development project has been a partnership with Brit company AT Power. AT Power's speciality is extremely precise high-performance throttle body systems. These butterfly valve throttle bodies are crafted of very high tech materials including aluminum and titanium alloys; and while they are particularly well suited to race cars, they are also proving quite popular when tuned for high performance street applications. Reno Rennsport is a primary AT Power development partner, and exclusive distributor of these systems in North America. Lowrance also advises that Reno Renn has other joint ventures, with a few others under evaluation.

Something else the company has developed a considerable reputation for is big inch engines. 3.5, 3.6 and 3.8 litres – both air- and water-cooled – are now everyday builds, with 4.0-litres and up



Reno Rennsport employs 13 people to keep the Reno district Porsches on the road, although we can only see 11 here, so they're either camera shy or have pulled a sickie!

TECH: SPECIALIST



becoming ever more common.

As you'd imagine given the company's geographical location, most of its business comes from in and around the western United States, primarily Nevada, California and Arizona. Although occasionally a car is shipped in long distance if that customer knows of Reno Renn, or wants their particular brand of service or build.

engines, engine parts, body panels, take-off brake systems and the rest. Look for this area of the business to expand.

Another aspect of the Porsche business that appears to be ever more common at Reno Rennsport is the recommissioning of 'garage find' cars that belonged to a parent, friend or relative of someone, and have spent the last five, ten or 30 years sitting,

and insulation, chewing and eating into it so dramatically that a car may need a new electrical harness to get back on the road. Often the entire interior of the car will need to be stripped out and thoroughly cleaned and deodorised – the little buggers tend to make quite the mess of an old leather interior. Sometimes it can all be cleaned up, treated and reused; other times it adds up to an interior retrim.

Another interesting problem that Brian and the Reno Renn team have had to deal with more as of late is when rats or mice lay their nests on the cylinder bore fins in between the cylinders. "If the rats have built large enough nests on the cooling fins, and enough of them died in there, it usually means we have to disassemble and then reassemble most of the engine to properly clean everything up."

Besides race builds, Reno Rennsport handles all manner of street performance upgrades: engines, wheels, tyres, brakes, suspension mods and full transmission services. And if you're in or around Northern Nevada, there's almost no job Reno Renn won't tackle on your Porsche, old or new, air- or water-cooled. **PW**

CONTACT:
 Reno Rennsport
 6-B Cal Lane
 Reno, Nevada
 89431
 775/331-4366
 Renorennsport.com

“ Ever more common at Reno Rennsport is restoring 'garage find' cars ”

Besides purveying the goods from AT Power, ESS Tuning, HalTech Engine Management and Braid Wheels, the Reno partners are also beginning to dabble in used parts, and particularly used race parts: After decades of wrenching on professional IMSA racers, Mat Lowrance has collected binloads of period racing spec pieces, primarily for 911s, and the shop is finding a ready market for some of the rare and racy bits. Plus all manner of used wheels,

and the original – or a new – owner wants to get the car freshened up and back on the road. Naturally a comprehensive all systems major service is the minimum starting point here, and may or may not evolve deeper restoration into paint and bodywork. Something that happens all too often in these cases, depending upon the location and security of the car's storage, is rodent and/or insect infestation. Rats and other such critters feast on a car's wiring



Reno Rennsport has formed a productive association with UK based AT Power, to use AT's super high-quality throttle bodies



Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

Founded in 1961, the Club operates for the benefit of its 20,000 members and warmly embraces every model of Porsche.

Join online at porscheclubgb.com or call 01608 652911



Porsche Club
Great Britain





READER OFFER READER OFFER READER OFFER READER OFFER

READER OFFER READER OFFER READER OFFER READER OFFER

TRIP TO THE **LE MANS 24 HOURS!**

15-17 June 2018

The 2018 Le Mans grid looks set to have the largest entry of LMP1 cars (the top class) since 2015, and with more privateer teams than for many years the race has all the potential to be an absolute classic. In the GTs, Porsche are going flat-out for a win with a four-car entry including a pair of mid-engined 911 RSRs, but with entries from Aston Martin, Ferrari, Ford, BMW and Chevrolet this is going to be tough. Add to the mix F1 legend Fernando Alonso behind the wheel of the top rated Toyota Hybrid and the world's oldest sport car race is going to be epic.

Once again *g11&PW* has 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/ *g11 & Porsche World* Le Mans 24 Hours Tour (Friday 15 June - Sunday 17 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, 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 'leisure marquees' at the base
- * Exclusive Wildside night coach transfers to the Arnage corner
- * All beer, wine, soft drinks, snacks and freshly-cooked food included for the whole weekend
- * Secure parking for *g11 & Porsche World* readers at the Wildside HQ base
 - * Optional general admission tickets
 - * Optional grandstand tickets
- * Trip is fully escorted by Wildside throughout

SPECIAL PRICES FOR *g11 & PORSCHE WORLD* READERS

The price based on 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: *g11&PW24*)

TO BOOK AND FOR FURTHER QUERIES

Please contact Wildside if you have any questions - they will be delighted to help.

And remember to say that you are a *g11 & Porsche World* reader and quote ref number: **g11&PW24**

Call: +44 (0) 118 947 5200

Or email: wildside@adren-a-line.com





**PASSION.
EXPERTISE.
QUALITY.**



www.jazweb.co.uk • St Albans • 01727 866075



INDEPENDENT SERVICING, REPAIR AND RESTORATION SPECIALISTS FOR CLASSIC & MODERN PORSCHE



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

40mm, 46mm and 50mm

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



**"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

PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT

996 C2



As you can see opposite, the 996 C2 has been on the receiving end of a thorough spring clean,



for which it looks a lot better. I'm particularly pleased with my interior efforts on the driver's seat.

KEITH SEUME

CAYMAN 981



It may be a 'modern', but the Cayman still needs an MOT and, guess what? It passed first



time. I'm more used to having to fiddle with a horn or arguing over the legalities of yellow headlights...

CHRIS HORTON

924S, 944



Another good - ie quiet - month for the two transaxle cars: shamefully, neither has turned a



wheel. But the 944 in particular needs a run, (and an MOT test) so back up to Auto Umbau soon. Watch this space!

PETER SIMPSON

356C



Nothing much to report this month: the cars are in bits with panels everywhere. I may have



to do some sort of inventory to keep up with what I've got. Let's hope the work can progress soon!

BRETT FRASER

BOXSTER 3.2S



An expensive month. For the full gory details skip a few pages, but briefly, my 100,000-mile



Boxster has received a new clutch at PIE Performance, plus attention to the balky gear change.

JOHNNY TIPLER

BOXSTER 3.2S



I'm still loving the Boxster, but still can't get the notion of a cheap 996 out of my head. Maybe a



change of colour will help. Seriously, it's on the cards, thanks to a revolutionary new protection coating...

JEREMY LAIRD

CAYMAN S



The Croc has been flip-flopping between 17in and 18in wheels of late. The 18s look great, but



the 17s undeniably make for a sweeter, more engaging drive, not to mention far lower tyre costs.

SPRING CLEANING

Bennett cleans up his 996 to rid it of winter grime and really goes to town, even removing the wheels. The interior comes in for some attention too, as the drivers' seat gets a leather refurb job courtesy of a Colourlock kit



Spring has sprung and with it a desire to get on top of things, which means getting on top of 996 things. For most of the winter it remained in hibernation and every time I did take it out, on what was supposed to be a guaranteed 'dry' day, it seemed to rain, generating a swirling mist of salty spray, which meant that I had to clean the bloomin' thing (again) and get the jet wash into all the nooks and crannies. In the end I just gave up and resolved not to drive it until winter had well and truly buggered off, which, as we know, took some time.

But eventually the time was right and out came the 996, looking not as clean as I though I'd left it and with a salty residue still clinging to the bodywork, which meant it could only be worse underneath. I knew that I

needed to do a proper job and put aside a day to do it. By 'proper' I mean getting the wheels off and getting it up on axle stands. And is there a frankly more back breaking job than that, for single-handed home mechanic? F1 teams, in the heat of action, manage the task in 2.5 secs, but I reckon it took me the best part of 45mins of stooping, kneeling and generally rolling around on my back, before the thing was safely perched minus its wheels, while I recovered.

But it was worth the effort and I was able to get to work under the arches with the jet wash. It also gave me the opportunity to clean up the brake calipers and the wheel arch liners, plus the very visible hubs, all of which came up extremely well. The wheels also came in for a good spring clean. It's easy to clean the wheel face, when it's on



STEVE BENNETT

996 C2

Occupation:

Editor, *911 & Porsche World*

Previous

Porsches: 911 Carrera 3.2, plus numerous 944s

Current

Porsches:

996 C2

Mods/options:

Ohlins R&T coilover suspension / RPM Eibach adjustable suspension arms, Dansk exhaust

Contact:

porsche.world@chp.ltd.com

This month:

Making my 996 look the part again, with some good old elbow grease

Top: Bennett's 996 makes a guest appearance in cover shoot for Johnny Tipler's new book on the modern water-cooled 911 Carrera generation. Left: Spring cleaning



Wheels off. Is there a more back breaking job for the home mechanic? Worth it though to really get under the arches, plus clean up the brake calipers, hubs and the wheels, too

Below: The full Colourlock kit includes everything required to repair and re-colour your leather, including correct shade of Porsche Space Grey leather dye

the car, but the inside rim is much harder to get to, and really lets the side down, so I spent as much time there as I did on the outer, with a good coat of Swissvax wax. And when you've got shiny wheels, you also need black tyres, rather than muddy, brown ones and so I attacked my new and expensive N-rated Michels with 303 Space Protectant, which cleans and protects rubber from UV fading and gives a very natural finish. Apparently it was developed for use on the Space Shuttle! Whatever, I've been using it for years on rubber and plastics, and it's never let me down and definitely does the job. And should my 996 ever go into space (well, you never know), then I know my plastics and rubber bits will be UV safe.

The wheels went back on with more pain and strain and I took the opportunity to replace the horrible rusty wheel studs with some smart black anodised jobs that I had

picked up on eBay some time ago, on the basis that they would work well with my anthracite wheels. And they do and they were very reasonably priced, too, for what can be very expensive. And so with some more scrambling around in the gravel and dust that is my driveway, I had the car back on its wheels. Job halfway done.

I'm ashamed to say that in the three years that I've had my 996, I haven't actually polished or waxed it. I know that shortly before I bought it, it had been professionally detailed and the paintwork had been worked on to remove any swirl marks etc, before being waxed, but really it was well overdue. I'm no detailing fetishist, but I do know that the secret to a good finish is in the prep and the previous work on the paint was still standing up to close scrutiny, so I elected to clean the bodywork the traditional bucket and sponge way and then remove any

remaining wax and other surface contamination with Klasse cleaner polish. I love this stuff. It's easy to use and is an all-in-one solution, but it can be enhanced with a layer of good quality wax too and to this end I applied a layer of Swissvax Carnauba wax. And then I stood back, clasped my poor back, and admired my efforts. Certainly my 996 had never looked better, with a deep shine, enhanced by the possibly above the call of duty wheel, tyre and caliper and wheel arch liner detailing. Good job, too, because it was due at Silverstone a couple of days later for a starring role on the cover of Johnny Tipler's latest tome: *911 Carrera: The water-cooled years*, where it would line-up with a current 991 to illustrate 20-years of the modern 911.

With the exterior gleaming, a few days later I tackled the interior, or to be absolutely specific, I tackled the driver's seat. Twenty



TECH: PROJECTS



years of jumping in and out induces wear and tear, particularly on the seat bolsters, which on Sports seats is even more pronounced, due to their enveloping nature. The Space Grey leather was dry and cracked in places, but I had a solution in the shape of a leather repair kit from German leather care outfit, Colourlock, which comes complete with the correct Porsche shade of Space Grey leather dye.

Now I dare say that you can do the job with the seat in situ, but it's always going to be easier with it out of the car, for maximum access. I mean it's not a difficult or back breaking job to man handle a heavy, awkwardly shaped, electrically adjustable seat through the small hole of the open door... But I'm getting ahead of myself.

With full confidence in my tool kit, which I've diligently built up over the years, I removed the plastic covers and the ends of each seat runner to reveal the fixings. Expecting a conventional 13mm head, or an Allen fixing of some sort, I was surprised to discover some sort of star-shaped bolt head. Great! I don't have anything even close, so it was into the car, into town (for the second time that day) and into my local motor factors, where (somewhat begrudgingly)

I purchased a set of suitable sockets. Then, returning to my 996, I spotted a distinctly saggy looking nearside rear tyre. Clearly punctured, I limped it to the nearest tyre centre, where they discovered a ruddy great nail in the centre of the tread. Fortunately for my wallet, they managed to fix it with a rubber bung. Phew...

So, two hours later and the seat is finally out and sitting on my Workmate, and I'm pondering a selection of lotions and potions. Colourlock obviously supply perfectly adequate instructions, and there's some very handy tutorials online to gen up with, too.

As ever it's all about the prep and getting the leather ready for the dye. Colour lock supply a mild foam leather cleaning solution, which is sponged on, followed by a leather cleaning spirit, which removes any grease, wax and silicone. With the leather squeaky clean, there is the slightly disconcerting step of taking a sanding pad to the seat to slightly roughen the surface, so that it absorbs the dye, which of course is the fun bit and certainly the most satisfying procedure.

Applied with a sponge, the dye is wiped and dabbed on to achieve a good covering and create a textured effect. I worked on a panel at a time and Colourlock recommend

drying each layer with a hairdryer on a low heat setting. I probably applied four layers to build a good solid colour base and I was absolutely delighted with the transformative result and the colour match is perfect, too. Final procedure, after leaving the seat for 12-hours, is to use Colourlock leather protector to protect from UV fading. Overall the seat has shrugged off 20-years of wear and tear, and the leather is back to its smooth and soft best, rather than dried out. And that, of course, is the beauty of leather. It is endlessly repairable and while I didn't need them, the kit also includes the necessary instructions and products for filling cracks and even holes and again it's worth looking at the online tutorials to see how this is done. Price for my kit was £80 and, while I've only done my driver's seat, there is enough product to easily do a whole interior at least twice over.

Needless to say, putting the seat back in was as awkward as removing it, but it was absolutely worth it. My 996 has never looked better and while there are still other issues to attend to, its spring clean has given me a certain pride in its appearance, plus a 'job well done' satisfaction, which should keep me going while I ponder my next move... PW

Left to right: For maximum seat access, it's best to fully remove the seat from the car. Wear and tear can be clearly seen on the bolsters. Procedure starts with mild foam cleaner

CONTACT

Colourlock
colourlock.com

For Klasse and 303 products go to motorgeek.co.uk and for Swissvax head to: swissvax.co.uk

Below left to right: Roughen the leather slightly with sanding pad. Correct shade of Space Grey leather dye is applied with a foam pad. Dry with a hair dryer between coats. Finished seat is transformed



YCP YORKSHIRE CLASSIC PORSCHE

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



Please call us on
01937 574052
YCP Service Centre
01347 878425



Yorkshire Classic Porsche are a used Porsche dealer in Leeds. Our well established family business has been built on passion and a wealth of experience in the Porsche brand. Whether you are an enthusiast looking for your next collectors item, or a first time Porsche buyer finally fulfilling your dream of owning a Porsche, we can give you what you are looking for, with a personal, caring service and a competitive price.

We now offer service, repair and diagnostics at our new Sales and Service Centre in York

www.yorkshireclassicporsche.co.uk

Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA
also at Unit 31, Alan Farnaby Way, Sheriff Hutton YO60 6PG



COLOURLOCK

Specialist leather cleaning, protecting and repair products - DIY & Professional Range.

Direct suppliers to Porsche

MADE IN GERMANY

www.colourlock.com

Use discount code CL911 for 5% OFF



Highly skilled coach trimming

SPECIALISING IN PORSCHE SINCE 1998

Interiors and more

BESPOKE AND AFTERMARKET HOODS, TONNEAU COVERS, CARPET SETS, FOOTWELL MATS, HEADLININGS, TORN OR WORN SEATS, TAILOR-MADE SIDE SCREENS AND HOOD BAGS, HAND-STITCHED STEERING WHEELS, RETROFIT HEATED SEATS, EMBROIDERY, BROKEN SEAT FRAMES, CIGARETTE BURNS, WORN SEAT PIPING, TORN OR WORN SEATS, DOOR PANELS

see even more

01908 585 039 | 07825 873 535
dave@davethetrimmer.com
davethetrimmer.com



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

STRASSE
SPECIALISING IN PORSCHE
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

TELEPHONE 0113 2340 911 STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG WWW.STRASSE.CO.UK

BRETT BITES THE BULLET

There comes a time when the job just has to be done and that time has arrived for Brett's Boxster. With gear selection issues and a heavy clutch, the writing was rather on the wall. A new clutch and an internal gearbox examination and now all is well



BRETT FRASER

BOXSTER 986 S

Occupation: Freelance writer, Dep Ed, 911&PW
Previous Porsches: None
Current Porsche: Boxster 986 S
Mods/options: Eibach springs and anti-roll bars, Pipercross air filter
Contact: brett@brettfraser.co.uk
This month: Sorting out the clutch...

We thought we'd open with a rather jollier pic! Group 4's new deep dish Fuchs replica wheel looks simply brilliant on Brett's Boxster. He's wondering how he can afford a set

We humans can be adaptable creatures when we need to be. Able to compensate for deficiencies in our surroundings without a conscious decision to do so. Especially when the deterioration in quality has been a gradual one; then we can be brilliant at making do without mending, changing our behaviour subtly and subliminally to make allowances for things not operating at their prime. At least, I'm really good at this, particularly when by adapting to a worsening situation I can avoid spending money...

Inevitably, though, there's no more adaptation to be done. It happened a while ago with the Boxster's deteriorating brakes: subconsciously I'd changed my braking behaviour to accommodate the brakes' decline, but eventually optimism became no real substitute for sufficient pad material and healthy discs. Now a similar situation has occurred with the transmission and I've taken no solace from Editor Bennett's words of comfort: "Isn't it impressive that its original clutch lasted 100,000 miles?"

Must confess that Mr Bennett's wisdom hasn't really informed my thinking on the matter, but at least he tried. I was actually a tad surprised that the Boxster needed a new clutch, as my gripe was with the quality – or lack thereof – of the gearchange. For the past couple of years, and perhaps longer, when the car was started up from cold the shift action could be stiff and the lever reluctant to make the journey from second to third. Generally after a few miles, with the lubricant

inside the gearbox warmer, the shift improved markedly and I thought little more about it.

In the beginning, even when cold, you could get the lever to park itself in all its pre-assigned slots provided you were patient enough. Then one day, suddenly, patience didn't suffice. Second to third was a no-go when cold, and instead of fighting it I short-shifted second to fourth. No biggie, because within a mile and a half third was once more accessible. I'd adapted. Started driving the car on its terms rather than mine. It didn't greatly concern me because within a few miles all was hunky dory. And when I had the gearbox oil changed there seemed to be a minor improvement in the shift quality.

Or maybe that was wishful thinking. Three or four months after the oil change the shift action worsened. The mileage required before you could use all the ratios without the lever baulking increased. The lever started 'snagging' when you commanded it to leave its current slot and move to another – each gearchange became a two-phase action where you had to push or pull hard to release it from its existing position, pause momentarily, then carefully and slowly guide it into the next position. Again, though, I'd adapted to this new shifting strategy without much realising that I'd done so.

In the end, though, even I had to concede that something probably needed to be done. So I took the Boxster to the friendly chaps down at PIE Performance, based just outside the historic Suffolk village of Lavenham. Ash Martin took my car for a quick blast down the road and confirmed that there was no 'probably' about it – something definitely

needed to be done, and needed to be done soon. As well as the crappy quality of the shift he also highlighted the heaviness of the clutch pedal – as other specialists in the past have done but I've just learned to live with – and how high in its travel it was biting.

Back at base, Ash hoiked the Boxster up into the air on the lift to inspect the gearbox casing up close and personal. He immediately spotted that the end of the gear selector lever that sticks out of the gearbox casing had too much free play in it, meaning that it was no longer guiding the internals with sufficient accuracy for a smooth shift. Plus it now had a slight twisting action, causing it to stick. Ash also noted that the seal where the lever entered the casing was leaking oil, and there was another oil leak on the back of the casing. I'm no mechanic, but even I could see where this was all heading...

Inspection complete, Ash hit me with the depressing – if inevitable – verdict. New clutch for definite. Internal examination of the gearbox also a certainty, with the focus on the selector fork and a check of the selector cables to see if they might have stretched, further hindering the shift action. Plus whatever else might arise when you start pulling mechanical things apart and they reveal their inner secrets. A slightly sick feeling in the pit of my stomach, and also a sense of resignation as this day was always coming, as it always does with older, high mileage cars. Bullet bitten, I booked the Boxster into PIE for a few weeks hence.

I wish I'd had the time to stay and watch the PIE guys pull the car apart: there's something curiously satisfying about seeing a



Above: Not only was the clutch done for after 100,000 miles, but the dual mass flywheel was shot, too, so a new one was installed. Right: Commencing the gearbox inspection

group of professionals going slickly and confidently about their work, instinctively dismantling big sections of car in minutes when it would have taken me hours. Frankly, though, there's no way in the world that I'd take a spanner to an important mechanical assembly such as the gearbox, and I'm always slightly in awe of those who can make the task seem comparatively easy.

A couple of days after dropping off the Boxster, I got a call from PIE's boss, Chris Lansbury, to run through a few bits and pieces. The exhaust system had to be removed and as the bolts on its brackets were so badly rusted that they resembled Cadbury Flakes, there was no alternative to cutting them off. I could have aftermarket replacements from eBay if I really wanted, but some of them can last less than a year, so Chris recommended genuine Porsche items which although are quick to rust, are much longer-lasting.

Then there was the dual-mass flywheel to discuss. Well, actually, there wasn't much to discuss. It was knackered. Chris revealed that there was one customer on a tight budget who insisted on putting the old flywheel back in during a clutch change – he was back within 12 months because the flywheel had failed completely, necessitating another new clutch... It's a tough call when you're running a Boxster on a shoestring and a new flywheel is typically £355 plus VAT, but Chris reckons it's a false economy not to get it done at the same time as the clutch. PIE now requests that customers who insist on keeping their old

flywheel sign a disclaimer, as an even more costly outcome is sadly inevitable.

Perhaps in a bid to bolster my wilting spirits, Chris explained that I'd eked out every last bit of life from the clutch – it was worn down to the rivets. Couldn't have gone on much further. I'd got my money's worth out of it, that was for sure. PIE's clutch kit, which includes a new rear main seal (RMS), costs £900 plus the VAT, and Chris confidently predicted that it should outlive the 100,000 miles that the original lasted. Which is another way of saying that it's likely to outlive me...

And there was more bright news, of a sort. With the gearbox stripped down the poorly condition of the selector arm was confirmed and the cost of a replacement with all its associated gubbins was modest by Porsche standards. However, the brass bush where the lever passes through the gearbox casing also needed replacing, and here was a potential stumbling block – Porsche's spares department doesn't list the bush on its own, you can only buy a complete casing with the bush in situ for about £1200.

And this is where dealing with a Porsche specialist with PIE's experience came into its own. Chris deals with a highly skilled, 'old school' machine shop nearby, and those guys were able to fabricate a new phosphor bronze alloy bush for a tenth of the cost of the Porsche alternative.

When the time came to collect my Boxster Chris offered a few words of caution to manage my expectations. 'You'll immediately notice the improvement with the gearchange,'

he said, 'but it may not be as brilliant as you'd hoped. That's because it takes a little while for the new components to bed in, especially where they're working in tandem with older parts. But with a few miles under the tyres you'll start to feel everything become more settled, more at home. Then it will feel great.'

And Chris was right. Pulling away from PIE to head home, the clutch pedal was the lightest it has ever been while I've owned the car, but while the gearshift was no longer baulking, it remained stiff and slow. Twenty-eight miles down the road, though, and the shift was getting noticeably slicker and swifter: another 50-mile trip and it was better still. A couple more longish journeys and I reckon it'll be in tip-top shape and shifting with the speed and accuracy that has for so long been missing from my Boxster's dynamic repertoire. I can't wait.

And finally, a bit of better news to counter the above tail of woe and expense. A few issues ago I reported enthusiastically on Group 4 Wheels, 18in deep dish Fuchs replicas, along with a pic of freshly forged wheel. Well now I've trialled a set on my Boxster, having taken it along to the photo shoot in this very issue (see p38 for the full lowdown, plus prices). I have to say, I wasn't quite prepared for the transformation, but it looks like a different car. The combination of black centre, silver rim, dish and overall stance, give the Boxster a whole new persona and it works so well with the yellow. Sadly I couldn't take them away with me there and then, but I'll be bolting a set on ASAP. **PW**

CONTACT

PIE
Performance
9 Hill Farm,
Lavenham Rd,
Sudbury CO10 9PB
Tel: 01787 249924
pieperformance.
co.uk

Gearbox strip down revealed worn selector arm, which was a relatively cheap fix parts wise. A brass bush in the gearbox casing also needed replacing, and was machined up by a local specialist



Porsche Torque

EX OPC MASTER TECHNICIANS



Mobil 1
SERVICE CENTRE

DISTRIBUTORS FOR
FABSPEED **KW** **POWERFLEX**

01895 814446

porsche-torque.com



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



PIE PERFORMANCE.

**PORSCHE QUALITY
THAT YOU EXPECT**

INDEPENDENT PORSCHE SPECIALIST

T 01787 249924 | 01787 247991
E INFO@PIEPERFORMANCE.CO.UK
WWW.PIEPERFORMANCE.CO.UK
UNIT 9, HILL FARM, BRENT ELEIGH, CO10 9PB



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



**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

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911E 1972 Coupe 2.4 "oil Klapper", Manual Gearbox, LHD Gold with new Brown leather interior.



Porsche 911T 1970 Coupe 2.2 Manual Gearbox, LHD, Signal Orange with Black leather interior.



Porsche 912 1967 Short Wheel Base, Manual Gearbox, RHD, Black Leather Interior



Porsche 911T 1971 Coupe 2.2L Manual Gearbox, LHD, Irish Green 1515 with Black leatherette interior.



Porsche 911T 1973 Coupe 2.4L MFI, Manual Gearbox, LHD, Sepia Brown with Dark Brown interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS



Sponsored by



GEN 2 BORE SCORING: THE SMOKING GUN?



The precise cause of this Gen II 997 failure is – inevitably – debatable, but ASNU's Phil Ellisdon is convinced it's down to something as small and seemingly insignificant as a fuel-injector stem seal

Everyone loves a 'whodunnit'. And in automotive terms they surely don't get much better than the cylinder-bore scoring that seems to have bedevilled so many of Porsche's flat-sixes these last 20-odd years, since they famously adopted liquid cooling in the mid-1990s. (With IMS-bearing failure a very close second, of course.) We present, then, the latest nerve-jangling, edge-of-your-seat episode: further graphic evidence that even the gen 2 997 is by no means immune to this distressingly expensive condition – albeit for probably rather different reasons than in earlier instances.

Previously – as they say in all the best TV dramas: two years ago, in the July 2016 edition of *911 & Porsche World*, I reported on what then appeared to be an isolated and certainly rather odd case of

cylinder-bore scoring in a 2009-model 997 Carrera 'S' at Porsche-Torque in Uxbridge, Middlesex. It was a gen 2 car, and thus equipped with the largely redesigned (and by inference significantly improved) type MA1 engine, with its so-called closed-deck cylinder design. (Which pretty massive change to the engine architecture tells its own story about the earlier iteration. Porsche would not have made such a radical and costly alteration without a very good reason.) Remarkably, the story elicited only a deafening silence from the wider Porsche community, although as I recorded almost a year later, in the May 2017 edition, I was soon having a long correspondence about it with Barry Hart at Harteck, who I still believe to be one of the most knowledgeable and

experienced specialists in the molecular-level metallurgy of these engines outside of the Porsche factory.

My own view of that Porsche-Torque case, based on empirical experience of other engines over many years, and the precise location and nature of the damage to the bore and piston – and cautiously endorsed by Barry Hart – was that this particular problem was caused not by the chronic but essentially very localised overheating that was (and I suspect remains) the most likely culprit in the earlier M96 and M97 units, but by good, old-fashioned partial seizure. Back in the 1970s I ran a 650cc BSA Lightning that suffered pretty much identical damage to both (air-cooled) cylinders, probably due to overheating caused by excessively retarded ignition

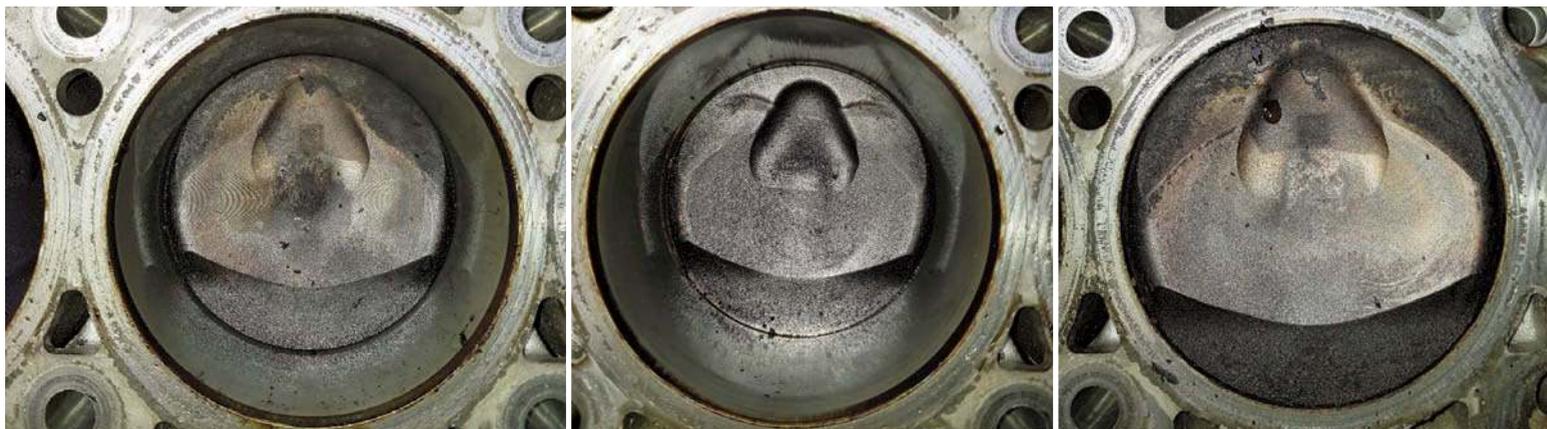
timing. (I got it running again and then sold it, in case you were wondering...)

Initially, Barry Hart believed that this seizure might have been the result of the owner driving his car too hard before the engine had reached full operating temperature, with piston profiles and necessarily minuscule piston-to-bore clearances as significant contributing factors. (And a management system that necessarily insulates the modern driver from the way an older, lower-tech engine would naturally behave during that warm-up process. Think 356, 911S, perhaps even 944. They all have an innate resistance to being 'woken up' first thing in the morning, such that it is almost impossible to drive them too hard, too soon.) The pistons were expanding faster than the cylinder bores, basically. Eventually, though, and having forensically examined several other similarly failed gen 2 engines, Barry concluded that it was probably due to stresses almost unavoidably formed within the cylinder-block castings during manufacture, and which eventually caused them microscopically to distort and shrink across the bores in the thrust direction.

Whatever, as they say. The jury is still very much out on that one, and with no further reports coming in from anguished gen 2 997 (and later Boxster and Cayman) owners, out there in the harsh testing ground of the real world, it seemed reasonable to suppose that any problems of this nature were relatively few and far between; just one of those things. No news is good news, and all that.

Meanwhile I was having conversations with both Steve McHale at JZM Porsche in Kings Langley and Phil Ellisdon at Watford-based ASNU about the different problems that were likely to arise in these later engines (and in the V8s, as well), thanks in part to the natural characteristics of their ultra-lean-burn direct fuel injection, or DFI, but also to the fact that – absurdly – so many high-performance cars now spend so much of their time in stop-start urban traffic, with their massively powerful engines running at little more than idle. And not least because there appears to be absolutely no provision for their necessarily hard-working fuel injectors ever to be serviced. (Perhaps unsurprisingly, this is a particular concern of Phil Ellisdon.) The result was my five-page *Danger in the city* story in the June 2017 edition of the magazine.

I am pretty sure that you will understand, then, my immediate interest in a batch of photos e-mailed to me by Phil Ellisdon in early May this year. They show the inside of the MA1 engine from a 2010 997 Turbo: one careful owner from new, 23,000 miles, full service history, and apparently used mostly for long journeys after being warmed up from cold with all due care and consideration. It ended up at JZM for investigation into a loud knocking sound from the engine, especially after a cold start, and at which point there were found to have been more than 60,000 misfires on cylinder number four. Inspection with a borescope showed the unmistakable signs of scoring inside that



Three piston crowns from the same 23,000-mile, 2010-model 997 Turbo show the washing (or in one case not) effect of markedly different injector spray patterns, argues Ellsdon. Combine this misdirected and possibly excessive flow with reduced lubricity and perhaps increased water content of ethanol fuels, and you have the perfect storm

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.

LATEST ISSUE ON SALE NOW!

FREE DOUBLE-SIDED CLASSIC POSTER

Classic PORSCHE
A SILVER DREAM
2.4 LITRES, 190BHP – WHAT MORE DO YOU NEED?

CELEBRATING 70 YEARS OF PORSCHE: 1948–2018
RARE RHD 356 CABRIO • THE STORY OF MOBY DICK

CONTENTS

FEATURES

- A SILVER DREAM** 08
- CARRIAGE WITH CLASS** 30
- RACE TRACK REVISIT** 38
- WENT FOR THE MONEY** 44
- ROAD TO BEATLES** 62
- WINTERING TIPS** 60
- CLASSIC PROJECT** 76
- CLASSIC HISTORY** 82
- CLASSIC PROJECT** 90

SUBSCRIBE TO Classic PORSCHE

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

REGULARS

- NEWS & PRODUCTS 16
- SECRET QUALITY 24
- SECRET MARKET 26
- CLASSIFIED 95

**NEXT ISSUE ON SALE
19 JULY (UK)**



Sponsored by



From right to left: new 997 injector, showing white Teflon stem seal; a used injector from the affected engine, showing discolouring, and staining of stem; BMW injector, with two grey graphite-based seals

same cylinder, and so the engine was removed and partially stripped for further examination. And, by the time you read this, for replacement with a new 'short' engine from Porsche. Curiously, there was no obvious sign of any oil smoke in the exhaust.

"The short block costs around £10,500 plus VAT," says JZ's Steve McHale. "But we priced up our usual alternative – completely stripping the old engine, sending it away to Capricorn for machining and pistons, and then rebuilding it with all the many other new parts that would be needed – and there was so little difference that it would have been a false economy not to use a brand-new one. And although Porsche Cars GB told us that it knows of no other failures of this nature, the fact is that the new block and pistons may well have been superseded by subtly improved components. You just never know with something like that."

Indeed. But precisely what caused the problem in the first place? And, no less crucially,

what is to stop it happening again, perhaps after just another 23,000 miles? For Phil Ellsdon the classic smoking gun has to be the injectors, combined with the relatively poor lubricity of modern ethanol-based petrol (which also contains a not insignificant amount of water, in part for its anti-detonation properties). "When we tested them, we found the flow rates and spray patterns were far from ideal – and you can clearly see that from the different witness marks on the piston crowns. And I believe this is due in no small measure to overheating that has affected their electrical resistance. There is a tiny Teflon seal at the lower end of each injector stem, where it enters the combustion chamber. All six from this engine were showing signs of blow-by, with two particularly bad examples, and I think it is inevitable that the very high temperatures will have travelled up the stems to the delicate electronics inside the body of each unit.

"That, together with a carbon build-up on the six nozzles

themselves – the natural product of the exhaust-gas recirculation system, and the engine stop-start function in traffic – will have adversely affected the spray pattern, and the management system, the so-called fuel trim, will have pushed more fuel through them to compensate for what the oxygen sensor tells it is too weak a mixture. That washes the necessarily thin film of oil off the cylinder walls, and there you have it. The perfect storm – metal-to-metal contact and, very soon after that, bore scoring. It can surely be no coincidence that replacement injectors now have dark-grey, graphite-based seals.

presumably better able to withstand combustion-chamber gases, instead of the original off-white Teflon jobs."

It's fair to say that Steve McHale is less certain about the bore-wash theory – the scoring is not in quite the right place for that, he argues – but he agrees that the injectors are probably the underlying source of the problem, and with the situation exacerbated by those supposedly high-tech modern fuels. "DFI injectors work in a completely different way to the older Motronic-style units," he says. "Fuel pressures in these later engines can be anything up to 150 bar, and so while the injectors need only five volts to pulse them on and off as rapidly as necessary at anything up to 7000rpm, they need 60 volts to open them in the first place. So their electrical resistance is, indeed, critical – and the one from cylinder four in this engine was in effect short-circuited."

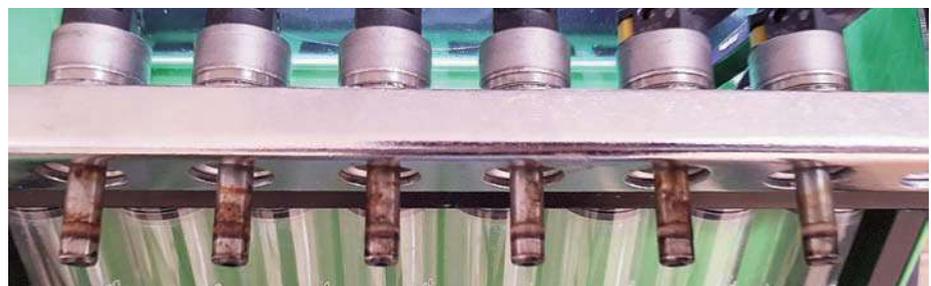
Quite what might be the longer-term answer to this seemingly new and disturbing scenario is difficult to say. Careful, more considered use of your car, perhaps – not using it for a two-mile trip to the shops or the station, for a start, despite its ability to cope with that in the short term – and certainly constant, eagle-eyed vigilance. Turning off the stop-start function – while you are still allowed to, anyway. Regular testing of the injectors' resistance (which can be done

by a specialist such as JZM without any mechanical interference), and possibly a full fuel-injector service (and stem-seal replacement) every 20,000 miles – although since that might by definition require the removal of the engine from the car, and then the removal of the induction system from the engine, it's hard to see that happening too often. Perhaps even – at the obvious risk of contaminating the catalytic converter – giving the engine an occasional dose of upper-cylinder lubricant, just like we used to way back in the 1960s. **Plus ça change.**

Either way, cylinder-bore scoring seems to have become an unfortunately random fact of 21st-century Porsche life, an unintended consequence of the industry's frankly misguided drive toward ever more 'performance' from ever smaller quantities of fuel (as a nation, perhaps even as a species, we should surely be looking at more sensible ways of using any of our cars than, say, the twice-daily, perhaps 100-mile commute), and I can't help feeling that we shall soon be hearing about 991s with the same issues, and in time even the still-to-be-launched 992. Perhaps the all-electric 911 won't be too heavy a cross to bear, after all. **PW**

CONTACTS

JZM: jzmporsche.com
ASNU: asnu.com
Hartech: hartech.org



Set of injectors from the affected engine, on test in ASNU's rig, graphically demonstrates the staining on the stems that comes from combustion-gas blow-by. Even the 'best' (1 and 6) have partially failed



Tested and Approved
by Porsche Specialists

Used by & available from **RPM**TECHNIK
To find your nearest stockist visit www.evanscoolants.co.uk



The Ultimate
Cooling Solution

Adding class to your journey

Well formed Classic Porsche Insurance



The All Inclusive Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



You could also save 33% with a Multi-Classic Vehicle policy*



Choose your own specialist repairer



Agreed Value

CALL NOW

0800 093 2953

carolenash.com/classic-car



UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. †Based on an average customer saving 33% compared to buying three separate Carole Nash policies. Average customer = 51 year old male driving a 1972 MG B; a 1971 MG B and a 1972 MG Midget. Savings accurate as of 18 September 2017. 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.

When it comes to car insurance, Adrian Flux have got it covered.

Our car insurance policy benefits can include:

Agreed value, owners club discounts, limited mileage discounts and much more.

ADRIAN FLUX

Authorised and regulated by the Financial Conduct Authority

**SIT BACK
& ENJOY
THE RIDE**



Call us today for a free personalised quote
0800 085 5000 or visit adrianflux.co.uk

BUYERS' GUIDE: 911 CARRERA CLUB SPORT

IN THE CLUB SPORT

It took Porsche many years to build a successor to the original '73 2.7 RS, but in 1987 it came close with the 911 Carrera Club Sport, based heavily on the Carrera 3.2. This purists' machine was the cheapest in the range and flew under the radar for many years. Now, though, in keeping with its lightweight status, it's flying

Probably one of the first things those new to classic Porsches will learn is that in Autumn 1972 the carmaker unveiled the 911 Carrera 2.7 RS, featuring a 210bhp, 2.7-litre engine and weight-saving measures unprecedented for a road car, including thinner glass and body panels, nominal carpets and the removal of the rear seat. A run of 500 for race homologation was planned – until the avalanche of orders burst in, resulting in production more than trebling that.

What may be less widely appreciated is that it took Porsche 14 years to build a successor to the show-stopping original RS, and when it came it adopted a new title, "CS" (Club Sport), however the (usually) white paintwork, red script along the side and the red wheels were a tribute to the original. Porsche didn't say much

about the badging at the time, but the logic seems to have been that it was a car made for track use (trackdays as we now know them didn't exist back then), rather than one homologating a race car.

At the time the 911 Carrera Club Sport slipped under the radar, Porsche mounting little fanfare for its arrival in September 1987, indeed more or less blending the announcement in with that of 1988 model year tweaks to the 924S, 944, and targa and cabriolet versions of the 911 Turbo. For some years it did not have a value appreciably higher than a regular Carrera 3.2, some even writing it down for its lack of creature comforts; it was priced at £36,000 when it appeared on Porsche's UK price list in August 1987, actually the cheapest 911 available.

But in the last decade it has come to be regarded as very special, and if not in the

same league as the hallowed RS, it commands £150,000, values also spurred on by the general rise in air-cooled 911 prices. In fact it's little different to a regular Carrera 3.2, which has its known mechanical and bodily weak points, so if you are going to spend all that cash on one, here is what you need to be aware of.

DESIGN, ENGINEERING

The exterior of the 911 Carrera Club Sport – white with red script on the doors – was certainly in the RS tradition. So was the interior, which lacked a rear seat, central locking, electric front seats and windows, sound insulation, and radio (all of which saved around 50kg).

But the only specification changes to the 911's 3.2-litre flat-six were revised engine management and induction: hollow intake

They weren't all white, you know. This factory black machine has the Club Sport script in silver on the driver's wing and is something of a rarity. We photographed it originally back in 2006. It's fair to say that any owner now would probably want to return it to standard



The 3.2 flat-six was only lightly modified, with hollow intake valves and revised engine management, which allowed the engine to be revved to 6840rpm, over normal 6500rpm. Power remained at 228bhp



valves were fitted, and a modified engine management control allowed the air-cooled, flat-six 3.2-litre engine to be revved to 6840rpm rather than to the normal 6500rpm limit. All components were 'blueprinted', and a CS engine can be identified by the 'SP' stamped into the crankcase.

The engine changes didn't increase output, which remained at 228bhp and 210lb ft, although Porsche said the Club Sport accelerated more quickly, 0-62mph down from the regular Carrera 3.2's 6.1sec to 5.9sec. Top speed remained the same, at 152mph.

It ran stiffened suspension, 16-inch rather than 15-inch wheels (six-inch wide at the front and with 205/55 tyres, and seven-inch rears, with 225/50s), while the feeling of added tautness was enhanced by a

shortened gearshift and also solid engine mounts, as on the 911 Cabriolet. In the original specification, weight-saving measures included leaving off the PVC rust-proofing from the underside, hence the anti-corrosion warranty was cut from 10 to two years. However Alan Cordery, of the Club Sport Register at Porsche Club Great Britain says Porsche had a change of heart: 'We think the first five or six into Britain were not undersealed, but chassis six onwards were undersealed,' he said.

Peel away the hype surrounding the Club Sport, and the truth is that it feels very like any other Carrera 3.2 of the late 1980s. A little bit tauter all round, slightly noisier and more basic feeling due to the lack of central locking and electric windows. But being an air-cooled 911, it's an addictive experience.

With the screaming engine, communicative steering, and gearshift and floor pivoting pedals that require full concentration for harmonious operation, in this form it is perhaps the ultimate air-cooled 911 experience.

AVAILABILITY AND PRICES

Production was during two model seasons, from August 1987 until September 1989, and is believed to have totalled 340, with 53 of these right-hand-drive for the UK. The survival rate has been remarkable, in the mid 2000s 52 cars were on the Club Sport Register, and the whereabouts of the other one known: 'There are less than 52 cars on the register now, but we assume they still exist somewhere,' says Alan, a Club Sport owner. 'Many cars have been bought by collectors and tucked away, so rarely come out to play. I'm aware that two cars were exported to Australia, and one to Hong Kong.'

Although Grand Prix White is the colour associated with Club Sports, other colours were available. According to Alan, one UK car came in Guards Red with white graphics, and colours for European and US cars were Dark Blue, Diamond Blue metallic, Black, Silver, Gulf Blue, Yellow and Irish Green. The Fuchs alloys were painted red, black or white, and interiors were black, blue or burgundy cloth or black leatherette; leather wasn't an option.

Determining the exact value of Club Sports is tricky because so few come up for sale, and some sellers' asking prices are clearly overambitious. 'In the last few years I've never seen one sell for more than £200,000 and I've never seen one sell for less than £150,000,' Alan comments. However it's only in the last five years that

SPECIFICATIONS

911 Carrera 3.2 Club Sport

Engine:	3164cc air-cooled flat-six
Max power:	228bhp at 5900rpm
Max torque:	210lb ft at 4800rpm
Transmission:	5-speed manual
Brakes:	Vented discs front and rear
Wheels:	(front, rear): 6Jx16, 7Jx16
Tyres:	(front, rear): 205/55 VR16, 225/50 VR16
Weight:	1160kg
0-62mph:	5.9sec*
Max speed:	152mph*
Production years:	1987-1988
Number built:	340**
Number sold in UK:	53**

*Porsche figures; ** Porsche Club Great Britain estimate

Maintenance costs (guide price, including fitting and VAT)
 Oil/major service £216/£576
 Engine top end overhaul £4500
 Renew clutch £1384
 Replace exhaust (OE item) £4500
 Replace both heat exchangers £4077
 Four premium brand tyres (205/55 VR16, 225/50 VR16) £420
 Servicing and parts prices from Precision Porsche

WHAT YOU'LL PAY

£130,000–£150,000: The least good examples, with rust, high mileage and track use
£150,000–£180,000: Sub-50,000 miles, no rust or mechanical issues, no track history
£180,000–£200,000: Tends to be the top selling price, despite higher asking prices. Expect under 20,000 miles

values have been so hot, a trend revealed by Alan's price tracking since 2010.

His file of advertisement cuttings show that in 2010 the typical asking price was around £50,000. The next year it was closer to £60,000 and in 2012 he noted a £66,000 price. Prices went through the roof in 2013 when a 19,800-mile car was reported sold by a Porsche Centre for £105,000, while in 2015 London-based premium classic dealer Hexagon advertised a 40,900-mile example for £179,995. In that year supercar specialist Top 555 in Leicestershire asked £249,950 for a 6521-mile car.

However, the highest price Alan has spotted since then has been £199,000 for a car on eBay last September. And sellers' expectations can be shown to be too high: in December 2016 auctioneer Bonhams offered a 48,342-mile car expecting between £180,000 and £220,000 but did not find a buyer.

WHAT TO LOOK FOR: IS IT THE REAL THING?

The first step is to check that the Carrera Club Sport you are looking at is actually what it's claimed to be, and not a "tribute". 'The VIN and engine number will prove this,' advises Mark Peters of specialist Precision Porsche in Uckfield in East Sussex, which looks after a number of Club Sports. For the 1988 model year the chassis numbers are WP0ZZZ91HS105001 to 05300, and for the 1989 model year

WP0ZZZ91JS105001 to 05300, he tells us.

'Check the VIN and engine numbers are the same as on the V5C, the service and maintenance book and the identification sticker on the vehicle, as well as on any service invoices,' Mark adds. 'Call your local Porsche dealer or specialist and get them to check that the paperwork ties up with the car.'

ENGINE AND TRANSMISSION

Identical to the normal Carrera 3.2 engine apart from its tuning, the dry-sumped unit suffers that model's well known problems. At anything over 100,000 miles it is likely to need a partial rebuild, at which point it will be smoking, particularly on the overrun. Some Porsche specialists offer a rebuild package, for example removing the cylinder barrels, renewing the seals at the base of the cylinder liners, fitting new piston rings and checking the valve guides and oil seals.

'Before buying, have a "leak down" compression test carried out, and check for broken cylinder studs, particularly where the car has been stored in humid climate,' Mark advises. It's also likely that nuts securing the exhaust heat exchangers to the engine will be corroded on, which can substantially increase the labour charge for fitting a new exhaust.

It's important to establish in how many places this famously leak-prone engine is oozing black liquid. 'Check carefully for oil

WHAT THE PRESS SAID

There is only one way to describe the way the CS rockets off the line: sensational. Drop the clutch at just under 5000rpm, the rear squats, the front lifts, the rear wheels howl as they leave 10ft of rubber on the Tarmac and you reach 30mph in 1.9sec, with 60mph coming up in 5.2sec in second. Under full throttle, it bellows like a competition car. Magnificent.' *Autocar, 911 Carrera Club Sport 3.2 vs 944 Turbo SE road test, 11th May, 1988*

'Undamped by any absorbing material, a unique and characteristic medley of sounds echoes around the cockpit. Underlying it all is the flat chugging of the air-cooled six, spiced with whirring gears, swishing bearings, and the "clunk-clunk" of the gearchange mechanism, but often drowning all else out is the reverberant thumping of the tyres. Road joints crack like rifle shots, cats eyes echo like machine gun fire as the hard dampers punch every move of the alloy rims into the shell.' *Motor Sport, 911 Carrera Club Sport road test, April 1988*

What Porsche said

'A Club Sport version of the Carrera Coupe is now offered for the true enthusiast driver which is fitted with stiffer sport suspension and is some 50kg lighter. The weight saving has been gained by eliminating the PVC undercoating, the integral front fog lamps, many creature comforts including the rear seats, in-car entertainment, sound insulation and the electric adjustment on the front seats and windows.'

leaks,' Mark recommends, 'particularly looking at the valve covers, the timing cover, the timing chain housing, the engine crankcase breather cover, the cylinder bolt O-rings, and the rear main flywheel crank pulley seal.'

Leaks aside, the engine breather hoses may have cracked with age, and the oil tank to cooler 'S' hose age hardened, while

Body wise the Carrera Club Sport was standard Carrera 3.2, but fitted with stiffer Bilstein dampers and lacking in some sound deadening



Right: Distinctive pinstriped, deep bolstered Sports seats are a Club Sport trademark, as is lack of rear seats



the fuel hose across the engine could have deteriorated. The engine mounts settle, causing the large washers to rub on the metal outer part of the mount.

TRANSMISSION

All Club Sports have the later, G50 five-speed gearbox with an hydraulic rather than cable clutch, and this is generally reliable, though watch out for synchromesh wear. 'If the limited slip differential clutches wear, this can affect handling,' Mark points out.

SUSPENSION

Shock absorbers lose effectiveness, fluid and/or gas leaks causing a noticeable drop off in handling. Mark suggests a particular check: 'It's unlikely for such a rare car, but it's as well to ensure that the Bilstein gas shock absorbers have not been replaced with standard items.' The rubbers in the anti-roll bar links to the chassis are prone to wearing out.

Suspension top mounts can wear, allowing play between the strut and body; this can usually be felt when driving. Worn

steering parts can cause unequal tyre wear, and steering and handling problems.

BRAKES, WHEELS AND TYRES

Most Club Sports spend a lot of time in storage, resulting in seized brake calipers, causing the brakes to stick. If you can't push the car, at least one caliper is affected. Tyres may be past their sell by date: 'Always check the dates of the tyres, using the code on the sidewall,' Mark says. If they're more than five or six years old, it's time to change them.'

BODYWORK

Most Club Sports have covered lower mileages than regular Carrera 3.2s, but the lack of underseal means corrosion is a distinct possibility, particularly in the "kidney bowls" either side of the underside that provide chassis strengthening. 'Underbody cleaning and treatment with a wax chemical such as Tectyl ML, Wurth or Dinitrol is a good idea,' Mark says. Other rust spots are the wings under the headlamps, the fuel

filler on the front wing, which rusts on the surface where the filler mouth is located, the fuel tank itself, the metal just below the windscreen, the B-posts around the door latch striker plate, and the metal around the rear lamps.

Door fittings can be bothersome: 'You may find worn door hinges, which are meant to be lubricated during service work,' Mark explains. 'Door locks can be stiff, lack of use or lubrication being the usual cause. Depending on mileage, door window regulator and guides can wear, and the door window felt seal can split.'

VERDICT

The 911 Carrera Club Sport is a legend, but at the same time little different from a normal 911 from the late 1980s. You would have to be a 911 connoisseur to tell it apart, and can more noise and a harder ride be virtues? But that's probably irrelevant, because it's no longer a car to enjoy, but one to lock up as an investment. And as an investment, it's probably one of the best air-cooled 911s to buy, even with prices now well into six figures. **PW**

SPOTTED FOR SALE

Sports car specialist
1988 911 Carrera Club Sport, UK spec model, brake overhaul, full service history, 42,700 miles, £159,990, Lincoln
www.monarchenterprises.co.uk

Advertised in 2018
1989 911 Carrera Club Sport, left-hand-drive, black, €194,600 (about £172,500), Austria

Advertised in 2016
1988 911 Carrera Club Sport, 41,059 miles, £175,000, Australia

USEFUL CONTACTS

Precision Porsche
precisionporsche.co.uk
A specialist based in East Sussex specialising in air-cooled and water-cooled 911s and our technical consultant for this Buyers' Guide

Auto Umbau Porsche
classicporsche.repairs.co.uk
A Bedfordshire classic Porsche specialist for a number of years, and steeped in earlier 911s. Offers sales and servicing/repairs

BUYERS' CHECKLIST

Check VIN to ensure it is a genuine 911 Carrera Club Sport
Engines often need a top end overhaul at 100,000-120,000 miles, check for smoke
Look out for a multitude of oil leaks from the engine
Exhaust is expensive to fit, taking 4-5 hours
If little or no heating, heat exchangers may have rusted badly
Worn gearbox synchromesh causes crunching when changing gear
If handling is vague, the anti-roll bar bushes may be worn
Push car to see if one or more brake caliper has seized
Rust traps include the underside "kidney bowls", front wings, fuel filler, panel below front screen, B-posts and fuel tank
Ensure that all electrical functions, such as the sunroof, work properly

**Specialist vehicle
insurance from
people who share
your passion.**



rhspecialistinsurance.co.uk
0333 043 3911



From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.

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

ROGER BRAY RESTORATION
Milestone Business Park, London Road
Whimpe, Exeter, Devon EX5 2QB

SHOP
ONLINE
AND GET
15% OFF
SELECTED
PARTS ON
THE
WEBSITE



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

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

911

9 - Apart

Parts specialists for 911
01706 824 053



"OLD SCHOOL" PORSCHE
MECHANICS FOR THE 21ST CENTURY
Hutton, Essex

www.dsdmotorworks.co.uk
CALL US ON
01376 583075
OR
07774 854418

CURRENTLY OFFERED AT
**PATRICK
MOTORSPORTS**

1968 911S



916 Tribute



2015 PCA WERKS
REUNION WINNER

1992 America Roadster



1969 911 S



914-6 GT Vintage Racer



See these and other cars for sale at
PatrickMotorsports.com/listings

602.244.0911
sales@patrickmotorsports.com

911



911 993 Carrera 4 convertible
Stunning Arena Red 1996 911, MOT, full service history, 83,000 miles, major overhaul by Daniel James Performance in 2016 so this is a proper sorted example of this rare car. Tel: Frank, 07860 253290. Email: frank.nash@btconnect.com (Essex).
£47,995

P0718/014

911



993 Carrera 4S

Registered Nov '96, 46,100 miles, FSH, MOT'd 07/05/2018, owned by POC last 8 years. Metallic black, tan interior with black dash, immaculate condition, mollycoddled and pampered, as good as they come. Current number plate is not included with the car, phone for a chat. Tel: 07786 291904. Email: dave@penna.me.uk (Aberdeen).
Oiro £78,000 P0718/028

Porsche 964

964 Carrera 2 race car, 1990, left-hand drive, call for specification, far too much modification to list. Tel: 07850 012366. Email: geoffwhite1@icloud.com (Crawley).
£68,000 P0718/031

911



1970 911E 2.2 for sale

A rare opportunity to acquire a matching numbers 911E 2.2 MFI Sportomatic restored to its original specification. This beautiful car was originally delivered to the USA in January 1970, where it spent the first 40 years driving in California and Las Vegas, it was then brought to the UK nearly 10 years ago where it sat half restored. It is a matching numbers car and is in a stunning Ivory White with a black basketweave interior, the car has just completed a full Porsche specialist nut and bolt restoration back to original specification (as shown on the Porsche COA), and has just completed 100 miles of road testing, throughout which it drove beautifully. The restoration process involved stripping all the components off the car and a full bare metal respray, whilst as many original parts were refurbished, any parts that were not fit for purpose have been replaced with Porsche genuine parts. The car currently shows just over 22K miles on the odometer, there are only a handful of Sportomatics in Europe making this car a very rare 911. Tel: 07939 064289. Email: spindesign.ahawley@gmail.com (Oxon).
£109,950 P0718/039

911virgin.com



Porsche wanted
Payment
Call
Speak to

urgently
immediate
today
Terry or Tom

Porsches bought & sold

01895 255222

info@911virgin.com

DEALER TALK: STEVE BULL SPECIALIST CARS

In 2006 Daniel Bull left the Porsche specialist garage his father Steve established in Devizes in Wiltshire 25 years ago, but eventually returned, bringing with him the benefit of a decade of Audi dealership sales experience



How long have you been in the Porsche business?

I've been back at the family business for about 18 months now, having starting out as an apprentice technician here back in 2006 before deciding I preferred not getting my hands dirty, and pursuing a career in sales with Audi for 10 years, progressing to general sales manager of a large dealership. The plan was always to come back, hopefully with a broader understanding of the industry, and that happened last year. My real passion being Porsche, I always kept a close eye on the business, which celebrates 25 years in 2019.

What Porsches do you specialise in?

We were very much known for our air-cooled models and still retain that backbone, however we now cater for all Porsches from the 356 right up to newer 991s, and the Macan etc. But we predominantly sit between late air-cooled 993s, and gen 2 997s, Boxsters and Caymans.

What's your cheapest, and most expensive, Porsche presently in stock?

The cheapest is up for £12,490, a 2005 Boxster S in metallic grey with black leather, and with 62,846 miles and a full service history. The most expensive is a stunning 2014 991 Carrera Targa 4 with a tremendous factory specification at £74,900.

What would you recommend as the best "first Porsche" to buy?

Budget is hugely relevant: if we were talking sub £20,000, then a well maintained 987 gen 1 or 2 Boxster or Boxster S offer superb motoring in both performance and reliability, and

reasonable ongoing maintenance costs. If £20,000 plus, it would be an early 997, which presently seem exceptional value for money, although an eyes wide open approach is necessary from a bore scoring point of view. Remember, there is nothing more expensive than a cheap Porsche.

Where do you get your stock from?

About 75 per cent of our stock is generated through our own customer base, either in direct purchase, or back in part-exchange. This was always our business model because we know the car, we can make sure the preparation is correct. It will potentially restrict the number of cars we offer for sale, but with a constantly growing clientele base we don't see it being a problem. We try to avoid auctions or buying from the "unknown".

What warranty do you give, or sell?

This was a hot topic for us when we decided to expand sales. We had all too often been on the wrong side of the customer with a "fully inclusive" 12-month warranty which didn't cover the issues required, so we decided on self-warranty, for a minimum of three months. But in reality we want to look after our customers so deal with issues on a case-by-case basis.

What's 'hot' at the moment?

To be honest, anything priced well, in good condition with a proven history doesn't tend to hang around long.

What's best value at the moment?

Early 996 coupes - 3.4 manuals

that have been loved offer such a lot of car for the money, and with air-cooled models going up significantly in value, we feel the 996 is a great opportunity to enjoy an affordable, usable Porsche.

Name a car that you recently sold, that you would happily have kept for yourself

Without a doubt last month we were lucky enough to acquire and sell a 30th Anniversary, wide body Porsche 964. With only 40,000 miles it really was a beautiful example, and extremely rare with circa 250 UK right-hand-drive cars existing. The level of interest we received was staggering.

What car do you drive everyday?

Mostly a VW Golf diesel. Being lucky enough to be in and out of all these lovely cars day in day out, sometimes a quiet, boring drive home is required.

What are your plans for the future?

Continuing doing what we are doing now, not to get so big that we can't keep a close control on what happens every day, and to sell some nice cars to some nice people.

Contact
Steve Bull Specialist Cars Limited
Beechfield Road
Hopton Industrial Estate
Devizes
Wiltshire SN10 2DX
01380 725444
www.stevebullspecialistcars.co.uk

HELPING YOU RUN YOUR PORSCHE

RUN A NEW CAR IN CAREFULLY

There are those who say that thanks to advances in engineering, modern cars and engines no longer need running in from new. But others don't want to drive their new car like they've stolen it, so here, courtesy of IAM RoadSmart (better known as the Institute of Advanced Motorists), is how you should treat a new car.

Allow the brakes to bed in, avoiding harsh braking. An added benefit is that tyres treated gently for the first few hundred miles will wear less quickly later on, IAM says. Check water and oil frequently, expecting higher than normal oil consumption for the first 5000 miles, and also heavier fuel consumption during this period, after which both will improve. Avoid long runs at constant revs - instead vary the revs, advises IAM. Will all this really help? Added care for your Porsche can surely do no harm.

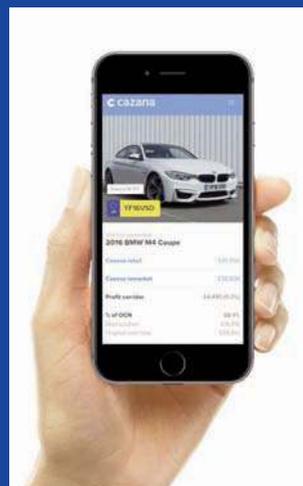


VALUING YOUR PORSCHE

NEW "REAL TIME" VALUATION SERVICE

The days of the "trade" value of a car (i.e. the low price the dealers pays to buy it from you or take it as a part-exchange) and "retail" (the top dollar price he'll resell it for) may be numbered, according to fast growing car search and indexing service Cazana, which started up last year. Its new app service, Cazana Companion, allows car dealers to value a car based on real life selling prices rather than starting from the trade figure.

It also includes a claimed accurate "days to sale" figure showing how long it should take to sell. 'The industry has been asking for an accurate, current view of retail and wholesale values for a long time, said Cazana's director of valuations, Rupert Pontin. 'Cazana Companion is a great asset to anyone who needs to value vehicles giving them an edge when pricing their vehicles for maximum profit, the best return on investment and the fastest sale.' If this new product helps dealers, it may ultimately result in car buyers getting a good deal too, we say. Visit cazana.com



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM



Independent Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: info@octanegarage.co.uk
www: octanegarage.co.uk

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

Porsche 911 Specialist

nr Falmouth, Cornwall

£37.50 + VAT / hr

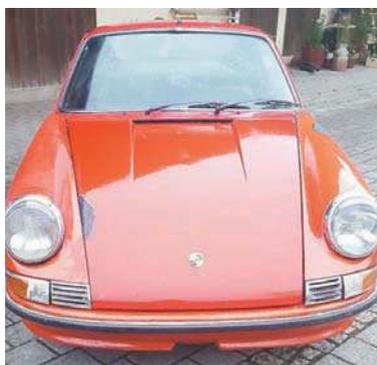
911 930 964 993 996 997



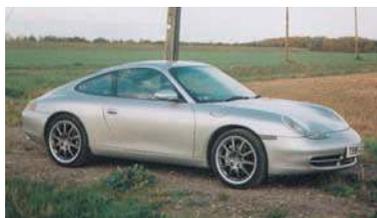
01326 617110

www.aclassics.co.uk

911



1971 911T 2.2, LHD, sitting >32 years
German car with German registration, original colour orange, not used since 1986. S-options incl five Fuchs 6 x 15 of 1971 etc, car will be supplied with lot of additional new and used spares, sound basis, additional pictures available, please feel free for any other questions, car is located close to Munich airport, interested in trade with Ultima GTR or similar. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).
£44,440 P0718/019



911 (996) Carrera 4
T-reg, silver with blue leather trim, Tiptronic S gearbox, 38,000 miles, large history file, IMS Guardian, MOT July '18, 2 keys. Tel: 07541 310419 (Lincs).
£22,500 ono P0718/045

911

2005 911 Turbo S Cabriolet
450bhp, 52K miles, Cobalt Blue, Metropole leather seats with Porsche crest, full interior alloy pack and telephone module for PCM. Porsche factory warranty and European Assistance until June 2019, 4 w-drive and ceramic brakes, factory hard top, this car is totally unmarked inside and out, find another like this!! Serious enquiries only. Tel: 01924 254024. Email: a.briggs756@btinternet.com (Wakefield).
Offers over £60K P0718/040

968



968 Convertible 6 spd man
1993 RHD, 95,300 mls, original UK spec 6 speed man, black/violet leather, airbag, 17" etc, invoices from 2005 up (about £10,000), full service history with all stamps, timing belt/rollers/radiator 6000 mls ago. New tyres Dunlop Sport, starter, brake front, service etc, power door lock, mirrors, seats, roof, windows, 4 seats, hood, compressor, toolkit. Trade with TVR/Ultima GTR. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).
£14,200 P0718/020

BOXSTER



2008 Porsche Boxster 3.4S Sport Edition
6-speed manual, genuine 38K with full service history, metallic silver with contrasting black leather, sports suspension, Sports Chrono, absolutely stunning car at only £18,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade).
£18,995 P0718/029

BOXSTER



Boxster S 2003
75K, Midnight Blue metallic, Metropole Blue hood, black leather, Bose/wind deflector, Litronic, aluminium pack, heated seats, PSM, computer, CD autochanger. MOT Dec, lady owned and Northway maintained last 5 yrs. Tel: 07702 819395. Email: greencj50@gmail.com (Berks).
£6500 P0718/047



Boxster S Type 987
Model 2006, 3.2, 6 speed manual gearbox, Cobalt Blue metallic with Metropole Blue roof and Ocean Blue full leather interior. Very high spec car with low mileage, climate control air con, PCM Porsche sat nav, rear Park Assist, Sport heated seats, 19" Sport Design alloys with colour crested centres, Bi-Xenon headlamps, multi-function 3 spoke steering wheel, PASM, CDC-4 CD autochanger (6 disc), Bose surround sound system with wind deflector, cruise control, top tinted windscreen. Full Porsche service history, first registered in September 2005 on a 55 plate, new tyres have covered 1500 miles, wheels unmarked, current mileage 27,295. Two owners, MOT until September 2018, next service due August 2019, road tax per year £305, I have been the owner for the last 10 years. Please contact Mandy on: downsloidge@tiscali.co.uk.
£18,500 P0718/034



Boxster 2005
Very low mileage, immaculate condition, red, 21,000 miles only, soft top, 19" wheels, tracker fitted, ceramic coating on paintwork, private registration and in immaculate condition, a must see car for any Porsche enthusiast. Tel: 07805 492355. Email: craig.t.loftus@gmail.com (Fife).
£15,000 P0718/046

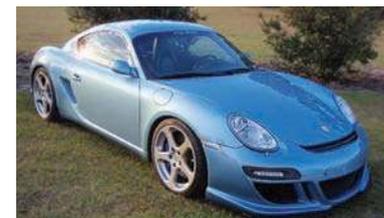
BOXSTER

2006 Boxster 987 2.7
2.7 manual, 42,000 miles, full service history, MOT April 2019, Arctic Silver/black leather, park assist, cruise control, Sport option steering wheel, all invoices including original sales invoice. Recent rear Michelin tyres, air con condensers, purchased from PCT Porsche. Tel: 07922 471710. Email: wood.keithr@gmail.com (West Midlands).
£13,500 P0718/025

CAYMAN



2006 Porsche Cayman 3.4 S
6-speed manual, 40K with FSH, metallic Seal Grey with contrasting full leather heated Sports interior, PCM2 NAV, sports exhaust, air conditioning, 19" Carrera alloys, stunning condition throughout, only £17,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade).
£17,995 P0718/030



2006 Ruf 3400K Prototype # 2/2
Only full production spec prototype made, delivered in Zuffenhausen as a factory delivery Special Order (Carrera White/Cocoa Brown special leather) 12 June 2006 in the morning and dropped off at Pfaffenhausen in the afternoon. Disassembled and repainted in Azurro Santa Barbara, after re-creation as a 3400K (supercharged 400hp engine, Ruf brakes, Ruf suspension), was driven to Barcelona as a test drive, signed by Herr Ruf. Following further tuning (ECU completely rewritten) and refinement, delivered to Port of Long Beach, CA, USA. One owner, obsessively maintained at Schneider Autohaus in Santa Barbara, CA and European Road and Racing in Charleston, SC. Extremely reliable, numerous awards including 'Best Porsche Contemporary' at the 2018 Amelia Island Festival of Speed, featured in *Excellence* magazine (11/2007) and *Autoweek* (7 April 2008), 69,000 mi, more photos available, looking for a good home. Can assist with shipping from Port of Charleston, SC. Tel: 843 212 5560. Email: drjoeso@gmail.com (S. Carolina, USA).
£90,000 P0718/048

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Top, premium classic Porsches often achieve spectacular prices at high profile international auctions. But recently their catalogues have begun to include more ordinary Porsches, and David Sutherland ponders if it's really a good idea for owners to enter such auctions



911 Turbo, Porsche Centre Swindon, big bucks at £134,850

Those who closely observe classic car auctions say there's an emerging trend of mediocre or even scrappy machinery being entered in top level international auctions, in the hope that the glamour of the pristine Carrera 2.7s and 959s in the same sale will haul prices up by their boot straps. It's an interesting alternative to placing such a car in a perhaps more appropriate sales medium, like Auto Trader in the UK, Craigslist in the US or Mobile.de in Germany. But it can be a risky choice, too, because it'll cost around 10 per cent in auction fees, and on the day there might not be the saleroom chemistry you need: two bidders who want the car and throw caution to the wind when responding to the auctioneer's goads and taunts.

And will the auction house actually enter a lesser value classic in its auction? That depends on circumstances, says Peter Haynes,

spokesman for RM Sotheby's, an international player whose sales each typically generate £20m in revenue. 'If they're struggling to fill the catalogue RM Sotheby's will take a sub £60,000 car, but because auction costs are high they won't make much money out of it,' he tells us. 'What they won't do is take a bad car and put the pre-sale estimate of a good car on it. And they will not put a reserve on it.'

If you do spot an average looking car with paint peeling off in among the gleaming Ferraris and Porsches at an RM sale, it may well be there for contractual reasons. Peter reveals: 'Cars can get packaged up in a deal where the seller says "if you take these two cars, you have to have the others as well."

So let's assume you've persuaded the auction house to take your marginal condition Porsche and place it in the classic car display where the champagne and canapes are dispensed to the world's richest car fanatics at the pre-sale reception. Is this

going to result in a higher sale price (high enough to clear commission and transport costs) than would be achieved in the classifieds? Haynes reckons it can work. 'If you put a 10 grand estimate car in a room next to a 100 grand car it looks cheap and someone might buy it on a whim,' he reasons.

RM's April sale in Fort Lauderdale in Florida was one of its less high profile events, the highest sale price a "mere" \$1.54m for a Mercedes 300SL rather than a \$10m to \$20m Ferrari. And here we saw a few very ordinary Porsches go under the hammer.

The cheapest was a 2003 996-model 911 Cabriolet nestling in the abbreviated part of the catalogue where cars are crowded in four to a page and with no description. Our own view is that the soft top 996 with Tiptronic transmission is not a hotly desired car, but the fresh looking silver paintwork and nicely contrasting red leather lifted it. The pre-sale

estimate was \$15,000-\$20,900 (about £11,100-£14,800), the hammer price including buyer's premium \$20,000 and the seller receiving \$17,860 (£13,200) before any transport costs that had been incurred. Craigslist might have been a better proposition...

A 1988 911 Carrera Cabriolet with a \$35,000-\$45,000 (£25,900-£33,250) estimate sold for \$34,100 (£25,200), the owner taking home probably slightly under £21,000, so neither was this a result to celebrate. Classic auctions can be good places to sell racing cars, with the auction house able to publicise their motorsport pedigree, but RM clearly did not rate the 1988 944 Turbo Rothmans Cup racer as a big earner. It was one of 36 built for the North American market and came with a logbook detailing its races; it went into the sale with a \$50,000-\$60,000 (£36,900-£44,300) estimate and sold for \$49,500

(£36,600).

The seller of a 1989 911 Turbo Cabriolet with air-conditioning and Speedline wheels, but no other distinguishing features other than being a tidy looking car, had a better day. The estimate was \$70,000-\$90,000 (£51,700-£66,500) but it made \$94,600 (£69,900); the seller's net take would likely be a little over £55,000. The same model except in coupe form, and from 1987, had an \$80,000-\$100,000 (£59,100-£73,900) estimate but made \$1750 (£1300) over that upper figure, at around £60,000.

As can be seen here, you pay much more to sell a car at an auction than if advertising on a classic website. But you may get a higher price at auction, and a big advantage is that it avoids something some owners do not like: showing the car to a string of callers, and being asked for test drives, which are always problematic in terms of insurance.

You need to weigh up the pros and cons of going the auction route, but on the basis of these results, we'd have to say that disposing of a Porsche at the lower end of the price range is unlikely to produce the price some might hope for. But it needn't just be the sellers of the cheapies who are disappointed: the highest expectation at Fort Lauderdale was for a highly optioned 2011 911 GT2 RS with under 7600 miles which carried a \$425,000-\$475,000 (£314,000-£351,000) but did not make its reserve. In one sense, auctions are great levellers. **PW**



911 Carrera Cabriolet, £15,400



Maybe the interior put folk off!



911 Carrera Cabriolet, £25,200



944 Turbo Rothmans Cup, £36,600



911 Turbo Cabriolet, £69,900

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

CAYMAN



Cayman 3.4 S Design Ltd Edition
(No. 99 of 700), Tiptronic, black, black hide, only 2 owners, 55K, PASM, Bose, 19" alloys, FSH with recent service, www.hassop.net. Tel: 07785 574088.
£20,000 P0718/012

REGISTRATIONS

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

300 RS	964 MC
P911 SCH	964 GC
POR 911Y	RSR 911K
WAG 944S	RSR 911T
9318 POR	RUF 911T
A911 DPG	WBZ 911
RS15 ACE	RED 911H
P993 POR	911 WVS
VOP 911S	911 SCR
CAB 911X	911 FEG
911 ADS	911 MSD
REG 911E	CAR232A
S911 LER	930 FF
TON 997X	XXX 911C
POR 997T	991 PD
POR 911K	911 RWS
993 POR	B911 RSR
993 RUF	A993 XXX
X993 POR	D911 POR
VNZ 911	E944 POR

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694
EMAIL: erha300@aol.com

KT 911

'KT 911'
For sale on retention. Tel: 01792 366667.
£12,000 P0718/049

REGISTRATIONS

VGS 911S

Number plate 'VGS 911S' offers invited Nice Porsche number plate, 'VGS 911S', offers over £1000? Tel: 07768 938967.
Email: thejdjrobinson@icloud.com.
£1400 P0718/027

JCZ 4911

Registration 'JCZ 4911' for sale
Number is on retention certificate and ready for immediate transfer, price includes all transfer costs. Tel: 07889 359184. Email: eddie.fry@talk21.com.
£1150 P0718/016

NLG 991T

Registration 'NLG 991T' for sale
An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees. Tel: 07764 229155. Email: peter.bull@horizonaerospace.com.
£1500 P0718/032

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P0718/038



'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 P0718/052

REGISTRATIONS



A 964 RUF

'A964 RUF'
A perfect plate for a Porsche 964 RUF, as a price comparison, at the last DVLA live auction, '964 RUF' sold for a bid of £8010 resulting in a total cost of over £10,460. This number is currently on my Abarth, oiro £4950 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com.
£4950 P0718/053

JU57 HOT

'JUST HOT'
Fantastic head turning number plate for your Porsche and a terrific investment, no need for a long description, the plate says it all. Can be put on your car immediately or you can keep it for later as it is currently held on a long running retention certificate, cannot be used on a vehicle older than 2007. Tel: 07858 580557. Email: bigfan@gmx.com.
£9999 P0718/054

LES 190

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.
£3500 P0718/007



Number plate
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.
Offers P0718/050

REGISTRATIONS



Boxster 987 owners!!!
The finishing touch for your first or second generation Boxster 987! A dateless registration number that can only increase in value, on retention. Tel: 07763 719646. Email: pbeb@freeuk.com.
£1750 P0718/010

P911 RHK

'P911 RHK' number plate
Ideal number plate for those Porsche 911 owners! Plate is currently on a retention document. Tel: 07867 754739. Email: a_rudge@hotmail.co.uk.
£1000 P0718/055



'BOX 533R' number plate for sale
Ideal Porsche Boxster registration number for sale, plate is currently on retention. Tel: 07736 773776. Email: nicholahutson@btinternet.com.
Offers above £2500 P0718/023

JJI 9115

Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P0718/051

L911 BAD

Porsche cherished number
'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com.
£3850 P0718/022

PORSCHESHOP.CO.UK

NEW MOBILE-FRIENDLY WEBSITE

SHOP BY MODEL

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



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS



Reg number for twin turbo
Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day.
£499 P0718/001

IRZ 996

'IRZ 996' car registration on retention
I have available on a retention certificate so available immediately to transfer onto your 996, 'IRZ 996', an ideal number plate at a great price for your Porsche 996, please feel free to contact me if you have any questions. Tel: 07856 687137. Email: colin.fettes@azamour-solutions.co.uk.
£1200 P0718/011

N26 POR

Great plate for any Porsche
For sale is my Porsche registration 'N26 POR', on retention certificate, great plate on any Porsche after 1994, price to include new plates and fixings, DVLA fee payable. Tel: 07491 666163. Email: sbeazer911@gmail.com.
£495 P0718/026



Cherished number plate 'R911 TUR'
Plate is currently on a car but can be reassigned very easily, looks awesome on the car. Tel: 07790 469507. Email: a5h911@aol.com.
£7500 P0718/037



Porsche 959 cherished number
Cherished number for your Porsche 959, 'IIL 959'. Tel: 07988 657326. Email: leigh.weaver@btinternet.com.
£1500 P0718/056

REGISTRATIONS



Your initials on your 911?
911 registration number available for immediate transfer. Tel: 07813 343013. Email: markwhite1403@gmail.com.
£499 P0718/061

PARTS

Cayenne spare wheel
Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£65 P0718/009



Door dent protection, pair
New pair of car dent protectors, fitted easily as they are held by extra strong rubber coated magnets, ideal for car parks and narrow garages, can be rolled up for storage. £29.99 by PayPal includes carry bag, UK p&p. Text: 07799 064911.
£29.99 P0718/004

964 RS America door cards
Elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£250 P0718/008



Pirelli P6000 tyres x4
4 brand new tyres, size 185/70 R15 89V N2, never been fitted to rims, suit 924 Turbo or similar, retail price over £200 each. Tel: 01225 863050 or 07899 925827. Email: allanwindmill911@btinternet.com (near Bath).
£350 + carriage or collect P0718/005



cmsporsche.co.uk EST: 1997
INDEPENDENT PORSCHE SPECIALISTS
IN TELFORD, WEST MIDLANDS - 01952 608-911



Over 20 years experience
Fixed Price Porsche Servicing (Please see our website for details), mechanical & bodywork repairs & factory P.I.W.I.S diagnostics
Labour rates from only £58.99/hour
Specialists in the supply of New & Used Parts that we have in stock for Porsches from: 1984 onwards
Porsches bought & sold in any condition: the GOOD, the BAD or the UGLY!!

01952 608-911 | www.cmsporsche.co.uk | cmsporsche@aol.com | 07831 711609

PARTS



Brand new Porsche battery
Part no 999.611.051.20, 12V 50Ah 300A, suit 924 Turbo or similar. Tel: 01225 863050 or 07899 925827. Email: allanwindmill911@btinternet.com (buyer collects from near Bath).
£50 P0718/006

Porsche 964 alloys replica Speedline 17" with tyres
Replica Speedline 17" split rim alloys with brand new Toyo tyres, never been fitted to a car, fronts 235-45-17, rears 274-40-17, rear tyres have not even been fitted to rims yet. Please call or email for more info and collection/delivery details. Tel: 07825 610480. Email: george.seb@live.co.uk (London).
£1250 P0718/002



MFI Bosch fuel injection 010 rebuilt
Original Bosch MFI mechanical fuel pump for Porsche 911, not used for >30 years, freshly checked and adjusted to actual fuel, deviation <1cm³ for each cylinder. You receive with the pump also full set of documents: test report, copy of owner's manual with description etc, worldwide shipping possible, other parts of private collection clearance available 911-for-sale.de. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).
£3600 P0718/018

PARTS



Door dent protection, pair
Pair of rubber door dent protector mouldings, easy fit as held by 2 magnets, pop on and off as you need them! Roll up for glove box or door pockets, complete with carry bag, PayPal £29.99 for UK posted. Tel: 07799 064911. Email: calder911@yahoo.co.uk (Merseyside).
£29.99 P0718/036

Original Porsche steering wheel for Tiptronic
Original 3-spoke Porsche steering wheel in black leather for Tiptronic 996, 986 and 993(?). Professionally fitted with paddle-changers, Porsche connectors, true plug-and-play. Condition as new, contact for detailed images. Tel: +31 651 622105. Email: yimex@hotmail.com (Netherlands).
£750 P0718/041



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 P0718/033

TRIED & TESTED

With 911 & Porsche World's resident tyre-kicker, Kieron Fennelly

PANAMERA S V8 (MANUAL) 2010 '10' 42,500 MILES £28,880



The controversy which greeted the Panamera in 2009 has long died down and we have grown used to its slightly bulbous looks, especially now the Mk2 has been launched to aesthetic acclaim. However, the Panamera's party trick, the way this two-tonne, 4.8 metre leviathan could be driven round corners like Porsche's other sports cars was apparent from the outset. So if the Mercedes S Class said more about your personal wealth, cosseted you in even deeper leather (and outsold the big Porsche at the rate of five to one), few would argue it was better to drive. The best performing Panameras were the turbocharged V8s, but sensibly (given their potency) these were all 4x4s; if you opted for the £30,000 cheaper S, you could have the 400bhp V8 and rear drive – the specification later selected for the much admired GTS. Panameras all came with PDK transmission, and to a minority of diehards it seemed a shame that on such an unexpectedly rewarding driver's car a manual gearbox was never apparently offered.

It appears though that in the early years, a manual shift could be ordered: in January 2014 a Pistonheads feature highlighted a one-owner 2010 V8S with the six-speed in its classified section. Four years on that same metallic blue car is again for sale, still in its native Wiltshire at Steve Bull Specialist Cars, after a second owner, a further 13,000 miles and with an asking price £18,000 lower. And a fine example it is: the paintwork is quite unblemished, the

unfashionable but practical 19 inch alloy wheels unmarked and the splendid cabin pristine, its black leather offset by tasteful burr walnut inlays. There is not a scuff to be seen and this Panamera seems only ever to have transported its two owners, the boot seemingly never used. The engine, which visually is completely dry, was serviced by supplying dealer Porsche Centre Swindon at 14,600, 22,800 and 40,078 miles, the latter intervention in October 2016. Specification includes PASM and adaptive air suspension allowing ride height adjustment, and that manual gearbox. The question is whether this will translate successfully, or as happened with Jaguar's F-Type (where a manual 'six' could be ordered for the 4x4 version) feel heavy and clumsy.

The Panamera fires and idles with a refined rumble. The hydraulically assisted clutch is surprisingly light by 911 standards, visibility is good and as you set off the Panamera's dimensions seem to shrink around you. The real revelation of this car though is the sense of involvement endowed by the transmission: the gearshift is beautifully weighted and precise (perhaps because the linkage to the gearbox is minimal) and the throttle response combined with Porsche's high standards in the steering and braking department means that very quickly the Panamera feels as familiar as the 911. Refinement though is the name of the game and the cultured V8, happy burbling along at low revs, does not urge you on as a flat-six would, but when solicited, those 400 horses are keen enough and Porsche's claimed 0-100kph in

CHECKLIST

BACKGROUND

A four door Porsche saloon was first mooted in 1952, though not until 1988 did a project get under way. The 989 of which about 15 prototypes were built looked promising, but the potential market evaporated and Porsche, already in trouble, abandoned it (painfully writing off DM 150m). When the four door idea was refired in 2005, it was underpinned by the run-away success of the Cayenne; the economies of component and platform sharing with the 4x4 also ensured a sounder start. The Panamera has been crucial in markets like China and has sold 4-6000 annually in the U.S. In 2017 global sales were 27,900 against 32,000 for the 911.

WHERE IS IT?

Devises-based Steve Bull began in 1996, largely as a service operation. In 2016, Steve's older son Daniel joined him and built up retail sales as well: "We always seemed to be doing 'post-purchase' inspections and corrective work for customers who had bought elsewhere so we thought we might as well sell them decent cars in the first place!"

Steve Bull Specialist Cars Ltd: Hopton Industrial Estate, Devises, SN10 2DX, 01380 725444.

FOR

Like a new car, superb interior with almost no sign of use; new Michelin Sport Pilots on front.

AGAINST

Rare manual gearbox will excite enthusiasts, but probably not majority of buyers.

VERDICT

exceptional Porsche for well under 30K.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●○
Overall	●●●●●●●●

5.6 seconds is surely no exaggeration. Even at normal traffic speeds, though, the Panamera serves up an enjoyable driving experience, enhanced here by interaction with the manual gearbox.

The Panamera is not, however, a 911, and whether this extremely rare version would ever achieve collector or classic status is a moot point. But by any standards, this attractively equipped and little used seven-year-old represents a great deal of modern Porsche for the money. **PW**



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

PARTS



18" Porsche Speedline split rims
4 Speedline 18" 3 piece alloys for sale to suit a Porsche, PCD 130mm, fronts 8.5J x 18" with an et 18mm, rears 10J x 18" with an et 25mm. Wheels are 100% straight with no buckles and no cracks or welds, wheels are clean with an odd scuff here and there, nothing major, the tyres on them are old and cracked, the car was parked for years, were fitted on a Porsche 944. Tel: 0035 3876 119098. Email: adriandoolan@eircom.net (Dublin, Ireland).

Euro 1950/£1700 P0718/057



Genuine 17" Cup 2 wheels for sale
Removed from my 993 Coupe, genuine set of 17" Cup 2 wheels in excellent condition, no kerbing or pitting, just a couple of very small marks on two wheels. 7J x17 ET55 and 9J x17 ET70, part no's 993 362 124.00 and 993 362 128.01, tyres are premium Hankook with 6mm tread on front and 5mm on rear, size 205x50x17 and 255x40x17, contact for more detailed photos. Tel: 07491 666163. Email: sbeazer911@gmail.com (Surrey).

£895 P0718/021

Porsche parts

RS steering wheel, black, genuine Porsche 944 911, non air bag, £275 plus carr; 911 4 speed gearbox, no 457261477, believed to be Turbo due to high ratios, £1500 ono; 944 2.5 2.7 complete clutch, used but very good condition, £150 plus carr. Tel: 01242 676323. Email: hrhsilverfox@icloud.com (Cheltenham area). P0718/013

1977 Porsche 911 parts for sale, inc 2.4

911 parts, bonnet, boot lid, bumpers, various instruments/sundries; 2.4T R7 engine and gearbox, instruments, ancillaries. Tel: 07879 466740. Email: keith@seatown.co.uk.

P0718/024

Gold BBS RS 16", rare and immaculate

Rare gold BBS RS 16" for classic 911, fronts - 7J ET24, rears - 8J ET11, all four centre waffles and removal tool included. In excellent original condition with no damage to them at all and currently the only set available in the UK, contact for high resolution photos. Tel: 07769 163548. Email: matthewsmichael@hotmail.com (London).

£1500 P0718/042

MISCELLANEOUS



911 & Porsche World magazines
911 & Porsche World magazines, issues August 2002 - January 2004, issues September 2004 + November 2005. All in good condition, buyer collects preferred. Tel: 0043 6802 148324. Email: carmania77@gmail.com (Austria).

£45 P0718/059



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 P0718/035



911 & Porsche World magazines 1991-2018

911 & Porsche World magazines from issue 4 (Spring 1991) to current issue (2018), missing 1993 and 1994 years. Total 911 magazines from issue 1 (June 2005) to current issue (2018), missing only issue 53. GT Porsche magazines full set from issue 1 (Nov 2003) to current issue (2018), missing only 2 issues. Classic Porsche magazines full set, only missing issue 1, all in boxes, buyer collect. Tel: 07791 865302. Email: markjordan964@gmail.com (Leics).

£400 P0718/058

MISCELLANEOUS



911 & Porsche World magazines
Special collector's edition: issues March 2007 - February 2011 (156 - 203), in good condition, buyer collects preferred. Tel: 0043 6802 148324. Email: carmania77@gmail.com (Austria).

£100 P0718/060

Genuine original Porsche design 'Exclusive' sunglasses (5621)

I have only worn these a few times back when I initially purchased them from an official Porsche Centre back in 1985 and they have been stored since. They are in close to mint condition, they come with: bronze graduated tint lenses, dark solid lenses, ID card, case and cardboard box. Tel: 07392 372297. Email: thomashumber1867@gmail.com (Norfolk).

£195 P0718/043

911 model car collection

This official Porsche 911 series model collection is in excellent condition and comes in the original boxes/packaging, these models are no longer available from Porsche. Tel: 07879 630079. Email: symonsfamily987@tiscali.co.uk (Berkshire).

£250 P0718/003

MISCELLANEOUS

Outdoor cover for 997 Carrera 2S
Weathershield outdoor cover, two tone - grey and black, bought from The Cover Company, never been taken out of the bag, so as new! Tel: 07795 094184. Email: laurie.hockley@btopenworld.com (West Sussex).
£150 ono P0718/044

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.
P0718/017



Wanted all Porsche models pre 2005!
All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. Please contact me if you are interested in selling your Porsche and are looking for a prompt hassle free cash buyer! I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Tel: 07787 528131. Email: sales@torosportscars.com. P0718/015

NO MORE CAR DRYING - EVER!
Filter out all dissolved minerals for NO water spots

- ★ watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

RACEGLAZE

Race Glaze Ltd / +44(0)1780 65 40 65 / www.raceglaze.co.uk

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, Brewer Street, Surrey 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 14th June (September issue deadline 12th July).

All advertising is accepted in good faith and the publisher accepts no responsibility from any effects arising therefrom. Potential buyers are advised to verify the validity of the advertiser and not to pay for goods until confirmation of such.

Advertisers: Be aware of offers higher than the advertised price. This is likely to be fraudulent activity and we strongly advise you not to proceed with the transaction.

TRIED & TESTED

With 911 & Porsche World's resident tyre kicker, Kieron Fennelly

PORSCHE 997S GEN 2 2009 '09-PLATE' MANUAL 44,830 MILES £42,995



The applause which greeted the 997 in 2004 was a relief to Porsche after the criticism of the 996. However, this much admired restyle slightly obscured the fact that the engine was still a carryover of the less than perfect 996 unit. Porsche addressed this, rather late in the day, with the second generation 997. The S tested here proved twice as popular as the base Carrera, but most of the 911s of the second generation were sold with the new PDK transmission, so six speed cars like this example seldom appear. Indeed, this early gen 2 has the pared-back specification of the sort that an enthusiast might look for – a full leather interior, parking sensors, Xenon headlights and the all important PASM.

Although the 991's cabin moved the game on considerably, the 997's cockpit is a reminder of how much narrower and more intimate the previous 911 was: the driver feels closer to the sides, the windscreen and even the road though the ride height is much the same. The cabin on the 997 generally wears well and this one is no exception: driver's seat in particular has none of the fatigued look worn leather and indeed the whole car appears to have been correctly if not fastidiously maintained by its three owners. Vendor Ashgood does not over-prepare its stock which makes assessment more straightforward. Externally the 997 is finished in a striking metallic blue which is unblemished and the 19 inch alloys, which suit it perfectly, are similarly unmarked. The Piratelli P Zeros on the front look fairly

new: the backs were replaced 10,000 miles ago and are half worn. Behind them the brake discs are all relatively new.

First registered in July 2009 by Porsche Centre Exeter, the supplying dealer carried out the first service at two years and 7600 miles: the second owner lived in Southampton and PC Portsmouth did the honours with scheduled maintenance in July 2013 and June 2015 at 24,500 and 35,600 miles, respectively. Montgomery-based third owner Adrian Boyes used his 911 relatively little: PC Wolverhampton carried out the most recent service in May 2017 at 43,400 miles. The invoice file is largely complete and includes a June 2016 bill from Center Gravity for geometry adjustments.

On the road this 997S feels very good for a car approaching its ninth birthday, the driving experience every bit as gratifying as its appearance. With the original factory pipe, the exhaust note is nicely judged – assertive, but discretely so. The 911 burbles along comfortably at 30-40 mph in third and fourth, the 3.8 proving remarkably flexible. The gearshift moves easily yet without feeling loose, the clutch, relatively light by Porsche standards, bites authoritatively at mid-travel. Cabin and chassis feel impressively taut with no rattles discernible either within the car or from underneath. The engine looks a little dusty though dry under its cover, but solicit the accelerator in second gear and the 3.8 shows itself in fine fettle as the 911, nose lifting perceptibly, takes off like a proverbial missile within

CHECKLIST

BACKGROUND

As well as being a comprehensive re-panelling of the 996 chassis, particularly noticeable in the frontal treatment, the 997 model also turned the 'S' into a more powerful engine version. Introduced in 2008, the second generation 997 had minor changes to front and rear, but under the hood were two entirely new direct fuel injection engines: the base gen 2 Carrera had a 3614cc flat-six rated at 345bhp and the 3800cc S delivered 385bhp. These engines were significantly lighter and stiffer than the M97 they replaced and, among advances such as electronic rather than crankshaft-driven oil pumps, dispensed with the troublesome intermediate shaft. Porsche used the occasion to launch its double clutch PDK transmission: at a stroke this £2500 option would become the preferred gearbox of most 911 buyers.

WHERE IS IT?

Ashgood Classic & Sports Cars just off M25 J15 near Heathrow specialises in post 2008 911s, Boxsters and Caymans.
ashgood.co.uk 01753 680558

FOR

Gen 2 997, full service record, manual gearbox, low mileage, attractive colour.

AGAINST

Some buyers might expect more optional extras at this price.

VERDICT

Fine example of the last analogue six-speed 911.

VALUE AT A GLANCE

Condition	●●●●●●●●○○
Price	●●●●●●●●○○
Performance	●●●●●●●●●●
Overall	●●●●●●●●○○

six seconds you are ready for third, but now so deep in licence-losing territory a halt to such indulgence has to be called.

Your correspondent's manual 993 was a nine-year-old when he acquired it: then, it was just a used 911. Later it became a desirable classic. This 997S, too, is a nine-year-old, and though there were rather more gen 2 997s than 993s, this unspoiled coupé, last of the analogue 911s and fitted with the all-important PASM and manual shift, has the makings of a classic. Ashgood will sell with a new MOT and pm light even be persuaded to include an oil service. **PW**



TIME MACHINE

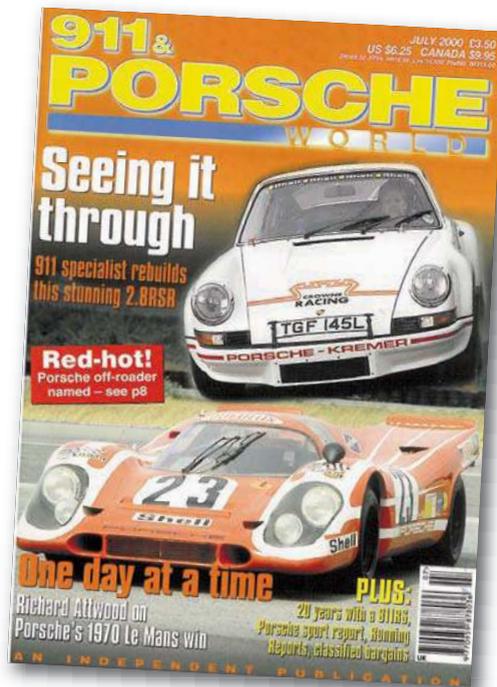
Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...



ISSUE 76 JULY 2000

What's in a name? Quite a lot when it's prefaced by Porsche, and so it was that we were able to reveal the name of Porsche's forthcoming, and controversial SUV. Of course we're perfectly used to the peppery Cayenne badge now, but back in 2000 it did cause some furrowed brows and general "what sort of a name is that?" reaction. Cue a marketing speak explanation from Porsche's head honcho, Dr Wendelin Wiedeking: 'With the words Carrera, Turbo, Targa and Boxster, we have given our sports cars names, which today are not only linked inextricably with the Porsche brand, but which also make a decisive contribution to the strong image and commercial success of these products. So the name of our new sports utility vehicle must not only be of substance, but must also reflect the Porsche product philosophy - in this case both on and off the road. We are convinced that the combination of Porsche and Cayenne radiates true strength, dynamism, fascination and emotion.' Sorry, that was all a bit wordy, but at least now you know!

In other news we reported that Porsche had slashed its prices. Yes, you read that correctly. In fact at around this time it wasn't just Porsche that was 'slashing' its prices, a lot of car companies were doing much the same for the UK market after prolonged media and consumer pressure, highlighting just how ripped-off home car buyers were compared to those in other European countries, not to mention the US, with canny UK buyers exploiting various loopholes to buy or import their cars from Holland or Belgium.



As a result the price of a Boxster, for example, plunged by £4000. Result. Not everyone was happy, however, as the *911&PW* letters pages would confirm, with some being caught out by the price drop and others complaining of a potential drop in residuals. However, it's pretty safe to say that it was a win-win for most buyers and a wake up call for greedy manufacturers.

JULY 2007 (ISSUE 160)

The world's most valuable 911. That's what the orange 911R on the front cover of the July 2007 issue purported to be, and at £650,000 it probably was, too, with unquestionable provenance. But that was before the market went a bit bonkers, so whoever bought it 11 years ago (and it did take a while to sell, so we suspect the buyer didn't pay the asking price), made a sound investment.

Elsewhere in the issue we joined members of the 'Impact Bumper' forum for a bit of a rolling road shootout, and good fun it was, too. Cars present were largely of the SC and Carrera 3.2 variety and either standard or in various states of tune. It was certainly an interesting exercise, with most of the standard cars being largely spot-on - so around 204bhp for an SC and 230bhp for a 3.2. Many of the modded cars present had been remapped by Steve Wong (a popular name in the world of custom maps), with consistently impressive results of up to 250bhp, usually with a decent exhaust, too. Not bad from a normally aspirated motor.

Sometime *911&PW* contributor, Chris Chilton, debuted his new Carrera 3.2 and gamely tried to explain what it is about a Porsche that makes notoriously tight-listed motoring journos part with their cash. So preaching to the converted, really.

JULY 2016 (ISSUE 268)

All Ours! we crowed on the front cover, referring to the collection of Porsches that belong to the various contributors of *911&PW*. A bit showy offy? Not a bit of it. Ninety nine point nine per cent of those that scribble in these pages own a Porsche (and those that currently don't are simply between Porsches) and it's crucial to the DNA of the mag. How, in all honesty, could we write with any authority if we didn't? Predictably the gathering was typically hardcore motoring journo spec stuff, with not an auto in sight, but then again, we practice what we preach. Two years down the line, some of the cars have been moved on, others have been replaced, and we've lost a few souls, too, but the hardcore remain, although it must be said that we do now have a PDK on the fleet, in the shape of Keith Seume's Cayman!

The last time we had a gathering of this type was way back in 2006, and it was interesting to see how our Porsche landscape had changed. Back then, we all, pretty much a man, owned air-cooled 911s. Now, however, we have cut our cloth accordingly and most of us are of the water-cooled persuasion.



SUBSCRIBE



FATHER'S DAY GIFT SUBSCRIPTIONS

Father's Day isn't far away (17th 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 731150

**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 7th June (UK) or 31st May (Overseas)*



 Find us on
Facebook

SMOKING!

AMAZING SUPER-SLAMMED ROTHMANS LIVERIED SLANT-NOSE 997



PLUS: OUR CARS, YOU AND YOURS, HOW TO, TECH TOPICS, TRIED AND TESTED, MARKET WATCH AND CLASSIFIEDS

AUGUST 2018 ISSUE OUT: JULY 5

OVERSEAS (APPROXIMATELY): EUROPE JULY 12 USA/CAN AUGUST 9 AUS/NZ SEPTEMBER 6
FOR YOUR NEAREST STOCKIST WORLDWIDE SEE PAGE 3

ADVERT INDEX

Addspeed Performance	30	Dura	24	Paragon	47	Tarett Engineering	36
Adrian Flux	113	Early 911S	63	Parr/Cargraphic	131	Tech9	132
Ashgood Classic & Sportscar	30	Eibach UK	43	Patrick Motorsports	68	The Porscheshop	15
Auto Umbau	70	Elephant Racing	69	Pie Performance	109	The Wheel Restorer	101
Beverly Hills Car Club	71	Elite Garages	23	PMO	101	TJS Sportscars	59
Bilstein UK	13	Elite Motor Tune	30	Porsche Club GB	99	Twinspark Racing & Engineering	80
Braunton Garage	70	EPS/Vertex	79	Porsche Torque	109	Van Zweeden	31
Brey Krause	4	Euro Cup GT (Porscheshop)	94	Portiacraft	109	Westwood Cylinder Liners	24
Car Bone	36	Evans Cooling Systems	112	Precision Porsche	8	Yorkshire Classic Porsche	105
Carole Nash Insurance	113	FVD GmbH	2	Ramus Porscha	42	Zims Autotechnik	94
Cavendish Porscha	68	Greatworth Classics	88	Renaissance Classics	17		
Classicline Insurance	111	Hartech Automotive	78	Rennline	19		
Classic Retrofit	80	Hendon Way Motors	81	RGA	52		
Clewett Engineering	94	Heritage Parts Centre	53	RH Specialist Insurance	118		
Colourlock	105	Hillcrest Specialist Cars	105	Roger Bray Restoration	51	CLASSIFIEDS	
CSF Inc	25	HP Porsche	42	Rotiform Wheels	41	Aircooled Classics	37
D9 Autotech	94	Jasmine Porschalink	36	RSJ Sportscars	35	CMS Porsche	85
Dansk	5	Jaz Porsche	101	RSR Nurburg	67	DSD Motorwerks	67
Dansk (Design 911)	89	K&N Filters (Europe)	70	Sierra Madre Collection	93	Eric Hall	93
Dave The Trimmer	105	Le Mans Reader Offer	100	Specialist Cars of Malton	88	Karmann Konnection	88
Delius-Klasing Verlag	52	LN Engineering	78	Sportwagen Eckert	27	Octane Garage	27
Demon Tweaks	80	M&A Coachworks	95	Steve Bull Sportscars	8	Patrick Motorsports	8
Design 911	54, 109	Nine Excellence	42	Stoddard Parts	8, 105	Prestige & Performance Cars	8, 105
Design 911 Service Centre	55	Ninemeister	4	Stomski Racing	68	Raceglaze	68
Douglas Valley Breakers	88	Northway	24	Strasse		Roger Bray Restoration	
Dove House Motor Co	75	Ohlins (Design 911)	21	STR of Norwich			



THE PARTS SPECIALISTS

Parr have an extensive catalogue of parts for all models of Porsche. Parr can help with **spare parts, accessories, wheels & tyres, exhausts, performance upgrades** and much more from our specialist suppliers. We use our extensive knowledge of the industry to ensure all our Porsche parts are a perfect match for your vehicle.

For all your Porsche requirements, whether you're maintaining, repairing, restoring or upgrading - talk to PARR. Specialists in Porsche.



 **+44 (0)1293 537 911**

 parts@parr-uk.co.uk

PARR, 5 Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX

www.parr-uk.co.uk

Operating from a modern facility near Gatwick in West Sussex, Parr is one of the UK's largest independent Porsche specialists. With over 30 years of sole Porsche experience we offer customers unrivalled Porsche knowledge - from simple tuning and upgrades to bespoke modifications, performance engineering to custom styling options, we have the solution to suit you.

cargraphic® CARGRAPHICTS.COM

Official importer of CARGRAPHIC Tuning Products to the UK.

The value of uniqueness can be seen
from different points of view.



This is the rear view.

Genuine TECHART.

 Premium Refinement for your Porsche. Closer to you.
TECHART is available in the UK through our authorised partners:



Tech 9

Hale Garage, Hale Road, Hale, Liverpool L24 5RB.
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>



Parr

5 The Faraday Centre, Faraday Road, Crawley RH10 9PX.
Tel: +44 (0)1293 537 911, Email: performance@parr-uk.co.uk
<http://www.parr-uk.co.uk>



TECHART Global Brand HQ

Roentgenstr. 47, 71229 Leonberg, Germany.
Tel: +49 (0)7152 9339 0, Email: info@techart.de
<http://www.techart.de>