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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
porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone
mattstonerama@gmail.com

Contributors
Kieron Fennelly, Kyle Fortune, Andrew Frankel, Antony Fraser, Paul Harmer, Paul Knight, Jeremy Laird, David Sutherland, Johnny Tipler,

Studio Manager
Peter Simpson

Group Advertisement Manager
James Stainer
01883 731152; james.stainer@chpltd.com

Production
Liz Smith
01883 731158; ads@chpltd.com

CH Publications Ltd
PO Box 75,
Tadworth, Surrey KT20 7XF
Tel: 01883 731150
e-mail: chp@chpltd.com

Accounts
Bev Brown

Administration
Sandra Househam

Subscriptions
Tel: 01778 392026
subscriptions@warnersgroup.co.uk

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

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UP FRONT

The Taycan deserves our attention for now, as does any Porsche, future, past or present in a Porsche centric title

Another month, another Taycan drive. You may be forgiven for thinking that 911 & Porsche World is fast becoming 911 & Electric Porsche World. It's not, obviously. In fact this year just a tiny percentage of the monthly content has been given over to Porsche's electric future. And it's not just Porsche's future, it's the future of the motor industry as a whole.

For some the Taycan is about as welcome as the Cayenne was nearly 20-years ago, when that was first mooted and then went into production. We covered that in 911&PW in some detail too because, after all, we are a magazine that's about Porsches in all forms and formats, future, past and present. I don't doubt that Editor at the time, Chris Horton, questioned whether the Cayenne was really a 911&PW machine. But like Porsche, he knew it was going to be taking the

“ For some the Taycan is as welcome as the Cayenne was nearly 20-years ago ”

company into a different market, and was a significant and bold move for its future that deserved our coverage, just as the Taycan does now.

We don't do much with the Cayenne these days, largely because the reader demand isn't there. The same may apply to the Taycan in the future. Indeed, enthusiast title that we are, we may turn our back on the whole electric car thing altogether, deeming it as incompatible with the real definition of a sports car and seek refuge in Porsche's cosy back catalogue, content to drive our combustible Porsches to the pub on a Sunday lunchtime, or the early morning car and coffee meet for owners of semi-illicit fuel burners. In time we will become like those folk who sit alongside their static engines at country fairs, chugging away. That's the engines, not them...

But I hope not. 911&PW is a broad church and there's room for all Porsches, past and present. We're celebrating our 30th anniversary in just a few issues' time. There's plenty to look back on, but more, I hope, to look forward to.

STEVE BENNETT
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PORSCHE

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NEWS

New Cayman GT4 RS spotted testing * No atmo engine for non-GT 911s * Tesla v Taycan for 'Ring lap time bragging rights * Electric Macan will co-exist with petrol model * Export 56 goes into storage



PORSCHE PREPS HARDCORE 718 GT4 RS

The most powerful Cayman ever and just possibly a swansong for Porsche's mid-engine model

It's a car many thought would never happen. But Porsche is very likely preparing to launch a 718 Cayman GT4 RS and thus release the most hardcore variant ever of its modern mid-engine sports car family.

The case for the prosecution involves 718 GT4-based mules with obvious RS-style cues seen testing both on the open road and at the Nürburgring. Telltale signs that the car in question is an RS rather than a regular GT4 are numerous. First up, a pair of NACA

ducts are fitted to the front bonnet, just like the 911 GT3 RS and GT2 RS models, and likely providing additional cooling for the RS model's uprated front brakes.

Moving rearward, the Cayman's small quarter-light windows have been replaced by a pair of louvred covers which obscure air intakes for the engine compartment. Right at the back, meanwhile, an even larger and more aggressive rear wing is attached courtesy of so-called swan-neck supports

similar to those on the 718 GT4 Clubsport racer, all in the name of improved aerodynamic performance.

Of course, the images shown here depict a development car rather than the final retail product. So some features may be missing and indeed many elements may be subject to change. Details such as a plastic rear screen and further aero features may appear when the car is finally revealed.

For now, the two most pressing unknowns

Is it an RS? The clues are all there. That outrageous rear wing and louvred rear quarter lights would indicate something beyond mere GT4 status



Caught playing at the Nürburgring. Bonnet profile and NACA ducts also point to RS specification

involve the car's engine and gearbox. If Porsche's recent form holds, the RS will be available exclusively with a PDK gearbox. In recent years, Porsche's argument is that RS models are for track rats seeking ultimate circuit performance. For that remit, PDK is simply faster than manual.

As for the engine, some rather hopeful speculation points to the adoption of the GT3's outrageous 9000rpm motor. However, we think that is unlikely. For starters, Porsche spent heavily to create a substantially new 4.0-litre engine for the latest GT4 and Spyder pairing. Porsche has since indicated its intention to make the most of that investment by virtue of fitting that new unit to further 718 models in future. Moreover, Porsche's model hierarchy tends to militate against a 718 model with true

GT3 power and the cost of the GT3 engine would make for a very expensive Cayman indeed.

With all that in mind, the most likely engine solution will be a slightly higher revving iteration of the 4.0-litre GT4 engine knocking out around 450hp. Assume a little weight saving, a dollop of additional downforce, perhaps larger and stickier tyres, not to mention an aggressively mapped PDK gearbox, just possibly wearing an 'S' suffix, and you have a recipe for significantly superior lap times to a standard GT4 and a model worthy of the RS moniker.

As for why the GT4 RS is happening now given Porsche's reticence to create such a model previously, there are several plausible reasons. Experimentation over recent years

starting with the Cayman R and progressing through two iterations of GT4 has convinced Porsche that it can offer upmarket Caymans without threatening the golden egg laying goose that is the 911.

What's more, with the 718 lingering on in product cycle terms beyond the point at which it would normally have been replaced, Porsche is under some pressure to keep the model line looking fresh and exciting. A GT4 RS would certainly help with that. Finally, given the 718 is due to be replaced by an all-electric model in the early to mid 2020s, Porsche may view an RS model as a fitting swansong as it waves goodbye to its combustion powered entry-level sports car. Whatever Porsche's precise thinking, what we can say with confidence is that that 718 GT4 RS will almost certainly be a corker.



PORSCHE RULES OUT ATMOSPHERIC FLAT SIX FOR NON-GT 911S

The new 4.0 from the GT4 isn't heading for the 911

Bad news for fans of naturally aspirated engines in 911s. Porsche has confirmed that the 4.0-litre atmospheric flat six in the new 718 GT4 and Spyder models will not be making its way into the 911. Meanwhile, expectations of a hybrid model in the next revision of the 911 have been lowered.

Following the launch of the GT4 and Spyder, the new 4.0-litre naturally aspirated engine looked like a prime candidate to augment the latest 911 range. It was thought the engine would be a good fit for a new 911 T model based on the Type-992, partly because its natural aspiration suits the 911 T's purist market positioning and also because none other than 'Mr GT3', Andreas Preuninger, indicated Porsche had further plans for the engine beyond the new 718 twins.

However, head of the 911 and 718

product lines Frank Walliser has comprehensively imploded the idea. Speaking to US magazine *Road & Track*, Walliser said that the engine, which is actually a derivation of the 3.0-litre turbo unit in the 911 Carrera models, is nevertheless expressly engineered for mid-engine installation.

Walliser says the 4.0 technically could go into the 911 with a lot of engineering effort, but it would be difficult and expensive. "It's a lot of changes. The throttle is in the wrong direction, the water connection is in the wrong direction," Walliser says.

If this news will disappoint the last few naturally aspirated diehards, it also implies that the 718 could become the non-GT tool of choice for purists. Walliser confirmed that the 4.0 engine is being considered for further 718 variants, with both the GT4 RS

and a sub-GT model being the most likely candidates. If the latter model materialises, it will mean that the only non-GT Porsche with a naturally aspirated engine is a 718 and not a 911. Fans of atmospheric engines in 911s will thus have no option but to choose from among the upcoming GT car variants of the 992.

In other news, *Road & Track* says Walliser tempered expectations of a hybrid 911 joining the range when the current Type-992 model is facelifted in a few years' time, despite the fact that the 992's eight-speed PDK gearbox is specifically designed to incorporate an electric motor. The problem reportedly involves both weight and packaging. However, Walliser did not explicitly rule out a hybrid 992, so it's unclear whether a final decision has yet been made.

Boo-hoo. Looks like there's no chance of a non-GT, normally aspirated 911 any time soon. And even the much rumoured hybrid 911 has a question mark hanging over it

OUR TAKE

TESLA VERSUS TAYCAN: THE BATTLE INTENSIFIES

Porsche's radical shift towards electric mobility isn't just changing the character of its cars. It's also redefining the identity of its main opposition. Take the Panamera. Main opposition? Audi, BMW, Mercedes, maybe Bentley at a stretch. But for its all-electric four-door sibling, the Taycan? It's all about Tesla.

So far, there's no clear winner. In all candour, some of the Taycan's core specs disappoint compared to the Tesla Model S. That the relatively elderly if oft-updated Model S has superior range and acceleration to the brand new Porsche makes for poor optics. But then the Taycan charges faster, looks and feels much higher quality and offers much more sophistication both in terms of the driving environment and the driving experience.

Of course, that's a pretty nuanced argument. In marketing terms, numbers comparisons tend to have more impact. So it is that Porsche has set what it claims is a new record lap time for a four door car at ye olde Nürburgring-Nordschleife. As we reported last issue, test driver Lars Kern conquered the legendary track, famously known as the Green Hell, in seven minutes and 42 seconds.

Superiority at the 'Ring plays nicely into Porsche's narrative of usable performance when it comes to the Taycan, which also includes claimed repeatability in terms of standing start acceleration. The implication is that the Tesla's, er, ludicrous performance is really the stuff of spec sheet theory. Out in the real world, so the argument goes, the Tesla doesn't deliver. Its battery overheats and the performance claims become moot. Indeed, some claim that the highest performing Model S can't survive a full maximum attack lap at the 'Ring without performance degradation.

We can't comment on that. But what we can say is that Tesla has been out pounding the 'Ring in a hotbed-up Model S. The test cars sport a visibly wider track with huge wheels, wheel arch extensions and trackday rubber. Allegedly,

the car also packs three electric motors. If so, it'll be an absolute monster in performance terms, though that in turn raises even more questions about the car's battery cooling.

Some observers claim this uber Tesla has already beaten the Taycan's 'Ring time. But that almost doesn't matter, especially given this particular Tesla isn't a model you can buy. Not right now, at least. Whether it has or hasn't beaten Porsche's lap time, however, it's clearly game on between Tesla and the Taycan.

Intriguingly, the contest already resembles more traditional battles from Porsche's past. Over the years, Porsches have often looked outgunned on paper in terms of metrics like pure power, only to make the difference up courtesy of quality of execution in areas like chassis dynamics. For Tesla, chucking a bigger battery or more motors at the problem of performance probably seems obvious. For Porsche, dare we say the approach is more holistic.



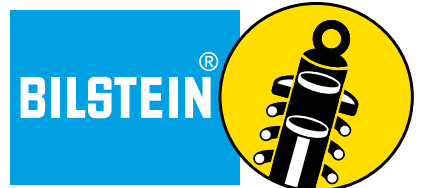
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PORSCHE ADDS 4S TO TAYCAN RANGE

Smaller battery option means lower price tag

As expected, Porsche is filling out the Taycan all-electric four-door sports coupé range. The new addition is the Taycan 4S which offers both reduced performance and a smaller standard battery than the Turbo and Turbo S models which Porsche used as launch models. However, a larger battery is available for the 4S as an optional extra.

As standard, the new Taycan 4S packs 79.2kWh of available battery capacity and a basic list price in the UK of £83,367. The Performance Battery Plus, as fitted to the Turbo and Turbo S and with an increased available capacity of 93.4 kWh, adds a further £4613 and puts the basic price for the big battery 4S at £87,980. That compares with £115,858 and £138,826 respectively for the Turbo and Turbo S.

Of course, those more expensive models aren't just about battery capacity. There's also performance to bear in mind. The 4S offers 530 metric horsepower from two motors in overboost mode. The Turbo and Turbo S are rated at 680hp and 761hp. However, with the Performance Battery Plus option also comes an increase in output to 571hp for the 4S.

With the bigger battery likewise comes more weight, so both 4S

variants are rated at four seconds dead for the sprint to 62mph and can achieve a maximum speed of 155mph. The difference, inevitably, takes the form of range. The standard 4S is good for 252 miles on the WLTP cycle, with the bigger battery bumping that to 287 miles and thus making it the longest lasting of the current Taycan range. For context, the figures for the Turbo and Turbo S include sprints to 62mph of 3.2 and 2.8 seconds, while their range is rated at 279 and 256 miles.

Finally, in the spec department, the basic 4S is also the lightest Taycan, clocking in at 2140kg. Not exactly Lotus-like, admittedly, but some 155kg lighter than the Taycan Turbo S. Elsewhere, the 4S offers much the same proposition as existing Taycan models, including a touchscreen-infested interior and ultra-fast 800-volt charging, the latter admittedly dependent upon the availability of compatible charging stations, which are pretty thin on the ground for now.

Overall, and given that the 4S is still a very quick car, we suspect the big battery 4S will be the pick of the range. It's not far off £30,000 cheaper than the Turbo and over £50,000 less than the Turbo S.

With the right spec, base Taycan 4S has longest range yet at 287-miles. Performance is still blistering enough, with up to 530bhp on demand

PORSCHE CONFIRMS PLANS FOR PARALLEL COMBUSTION AND EV MACANS

Mid-sized all-electric SUV will use Taycan tech but won't immediately replace existing model

Porsche's programme director for SUVs models, Julian Baumann, has confirmed that the upcoming all-electric Macan model will not immediately replace the existing combustion powered model when it appears in 2021. Instead, both models will be sold in parallel.

Speaking to *Autocar* magazine, Baumann explained the reasoning behind the move and indicated it ultimately comes down to market readiness for all-electric vehicles. "Some customers are not ready for EVs, so there will be two different cars," he said. That reflects the fact that infrastructure, including charging stations, varies dramatically across the world. Using an EV as primary transport is thus much more practical in some territories than others.

In fact, branding and positioning aside, the two Macans will be entirely unrelated. The combustion version will essentially carry on, albeit with a further facelift along the way. However, the electric Macan will be based on the new Taycan's platform and technology. Despite not sharing a common body structure, Baumann says the electric model will still be immediately recognisable as a Macan. It will have a practical and spacious SUV cabin rather than a more style-orientated 'coupé' design ethic.

Initially, at least, the EV option will be pitched as the premium performance option, complete with Turbo and Turbo S branding. The most powerful electric Macans could offer as much as 700hp or more and deliver stupendous raw performance numbers.

Porsche expects that battery performance for the Macan will be in the region of 20 to 25 per cent better than the first Taycan cells. But a major leap in battery performance will come in around five to seven years with the introduction of solid-state batteries, which could double power density compared with the best lithium batteries now available.

As for how long the two variants will be sold in parallel, expect a minimum of two years and perhaps up to four years. The latter end of that range would mean the combustion Macan was by then 12 years old and thus pretty ancient by any measure.

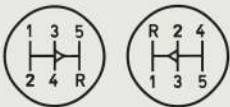
It's hard to see how Porsche could sell the car any longer and it's equally unlikely that it would want to invest in creating an all-new combustion option at that point. That reflects a broader expectation at Porsche that around 30 to 40 per cent of models sold within five years will be pure electric.

The new all-electric Macan will be based on the Taycan platform and will not automatically replace the combustion powered Macan



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CARRERA 4 FINALISES MAINSTREAM 992 RANGE

All-wheel drive non-S Coupé and Cab arrive

Porsche has unveiled the final members of the new 911 Carrera range in the shape of the Carrera Coupé and Cabriolet models. Previously, all-wheel drive has been exclusive to the Carrera S.

As with the rear-drive base Carrera, the Carrera 4 is powered by a 385hp variant of the familiar 3.0-litre turbo flat six. Fitted as standard with an eight-speed PDK gearbox, the Carrera 4 hits 62mph in 4.2 seconds or four seconds flat with the optional Chrono Sport package. The Cabriolet, meanwhile, is rated at 4.4 and 4.2 seconds, respectively.

The combined fuel consumption range (WLTP) of the Carrera 4 Coupé is 26.2–28.2mpg, while the Cabriolet records 25.9–27.7mpg. NEDC equivalent CO2 emissions Combined are 210–211g/km.

As with the 911 Carrera 4S models, the front axle drive of the 911 Carrera 4 has undergone further development. The clutch and differential unit is now water-cooled and features reinforced clutches to raise durability and load capacity. The increased actuating torque at the clutches improves the adjustment accuracy of the differential and thus the capability of the driven front axle. The enhanced front axle drive in combination with Porsche Traction Management (PTM) notably improves traction on snow, as well as in wet and dry conditions.

The new 911 Carrera 4 and 911 Carrera 4 Cabriolet are equipped, like all 911 models, with PASM (Porsche Active Suspension Management) as standard. The electronically variable damping system offers two selectable modes, 'Normal' and 'Sport', emphasising ride quality and handling. A fully variable, electronically-

controlled limited slip rear differential with Porsche Torque Vectoring (PTV), is an option.

The wheels on the 911 Carrera 4 and 911 Carrera 4 Cabriolet feature a staggered diameter, measuring 19 inches at the front and 20 inches at the rear. They are fitted with 235/40 ZR 19 and 295/35 ZR 20 tyres, respectively. Larger wheels of 20/21 inch diameter (standard on 911 Carrera 4S models) are available as an option.

Otherwise, the only visual distinction between the 911 Carrera 4 and the 911 Carrera 4S derivatives is the rear exhaust designs. To differentiate between the engine variants, the standard 911 Carrera 4 models feature one rectangular, single-tube tailpipe on each side, while the 4S models are fitted with a set of round twin-tailpipes on each side. The optional sports exhaust system, distinguished by two oval tailpipes, is also available.

Inside, the new 911 Carrera 4 shares its interior with the current 911 Carrera and S models, familiar highlights including new seats, the traditional centrally-positioned tachometer, and the new Porsche Communication Management (PCM) system with a 10.9 inch touchscreen and improved connectivity. A control panel of five buttons with the look of classic toggle switches creates the transition to the centre console controls.

The 911 Carrera 4 and 911 Carrera 4 Cabriolet are available to order now from Porsche Centres in the UK and Ireland and were expected to reach customers from late October 2019.

NEW BEDFORDSHIRE-BASED PORSCHE-ONLY STORAGE FACILITY OPENS

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A new car storage facility service created specifically and exclusively for Porsches and with capacity for over 30 cars has opened in Bedfordshire. Export 56's new Porsche storage facility is located near Cranfield on the Bedfordshire and Buckinghamshire border and is said to be secure, fully insured and dehumidified. Export 56 says it's ideal for London-based Porsche owners and complements its existing restoration, service centre and race preparation services.

Overseen by Export 56's technicians and storage professionals, the service starts with a weekly visual check without removing the car cover unless necessary and including all four tyres and the battery conditioner. Every 30 days, the cover is removed, battery conditioner disconnected and the engine run up to full temperature either on or off road. Export 56 recommends the car is run on their local 15 mile loop, weather permitting.

At minimum, the 30 day check involves brake and clutch operation checks, gear engagement, electric motors and switches checked, fluid level check and rotation of tyres. Any notable changes in condition are fed back to the owner in a report via email.

In terms of access, Export 56 says it requests 72 hours notice from clients before collection and that the cars are picked up and dropped off during office hours. Exceptions will be made where possible. All cars must be clean and dry before the car's cover can be applied, so those returned in need of cleaning before storage will receive a maintenance wash at a cost of £50 plus VAT.

Export 56 says it welcomes the use of clients' own suitable car covers and battery conditioners, so long as the latter meets its insurance company criteria (UK PAT tested in the last 3 months). CTEK battery conditioner and soft stretchy

car covers can also be bought or hired. Air chamber rental is also offered. The facility is protected with CCTV and all keys are kept off site. For more information, head for export56.com.





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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

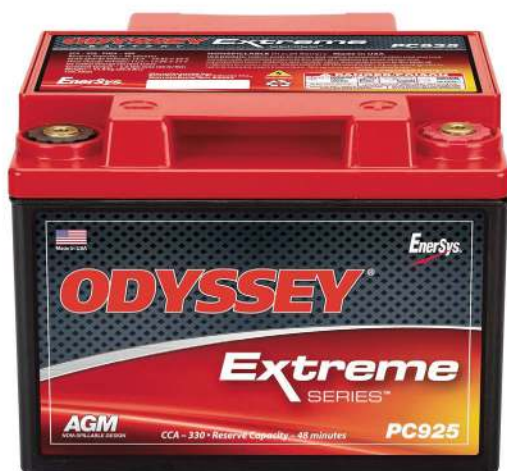
COOL IT

A race-spec intercooler for the cooking Macan? Porsche's entry-level SUV may not seem like an obvious candidate for such track-orientated accoutrements, but that hasn't stopped tuning specialist Forge Motorsport from having a crack. Forge recons its computer-designed intercooler for the 2.0T engine is far superior to the OEM item thanks to its industry leading tube and fin layout, not to mention curved end tanks which aid airflow. The latter are designed to accept the standard hoses. The intercooler also offers a substantial increase in volume and surface area compared to the standard item. Forge recommends an ECU retune to make the most of the performance enhancements enabled by the intercooler, which is priced at £689.99 from foragemotorsport.co.uk.



A BETTER BATTERY

Car batteries are very heavy. This isn't exactly breaking news. The most obvious modern alternative is a lithium ion battery. They're incredibly power dense, but also very expensive. Happily there's a cheaper alternative in AGM or absorbent glass mat batteries. It's a type of dry-cell lead acid battery with both better endurance and weight characteristics than a conventional wet lead acid car battery. Granted, they don't deliver as much weight saving as a lithium battery, but they're far more affordable. Patrick Motorsports in the US offers full conversion kits for various air-cooled Porsche classics. The kit for early 911s is \$552 plus shipping and taxes or around £450 from patrickmotorsports.com and includes a mount and terminal adapters.



WHEELY GOOD

Pristine or a bit of patina? If you fall into the former camp when it comes to restoring old Porsches, you might want to head for www.sportwagen-eckert.com. Among a wide range of tasty replacement parts and upgrades, Sportwagen Eckert can supply new steering wheels for air-cooled Porsches. To be clear, these aren't generic wheels with mounting kits, they're new wheels that are said to be identical to the original OEM item and require no exchange parts. Painted matte black and covered in leather, just like the original, the steering wheel fairing and attachments are optionally available as separate parts. The three-spoke wheel for 911s from 1974 through 1989 is priced at 587.40 euros excluding VAT or roughly £520 in old money. Find out more and order from sportwagen-eckert.com.





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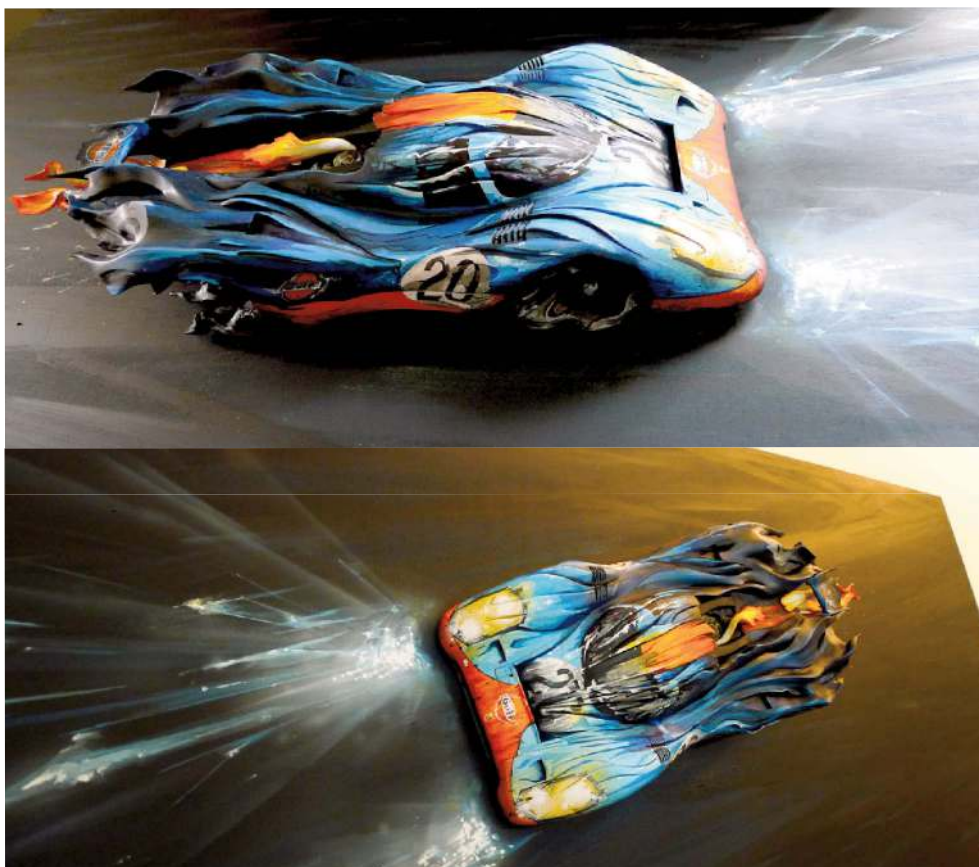
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BEAUTIFUL DESTRUCTION

Get an eyeful of automotive artist Terence Ross's latest creation. His muse is the number 20 Porsche 917 racer driven by Brian Redman and Jo Siffert at Le Mans in 1970. As the story goes, it was two in the morning, number 20 had a huge 10-lap lead and the Ferraris had all retired. Then disaster struck. Siffert missed a shift at 225mph on the Mulsanne straight, blowing his engine to smithereens. It's that combination of insane speed and acute mechanical obliteration that the new sculpture captures so vividly. Intended for wall mounting, the work measures 178 by 69 cm. Just six will be made and two are already sold. The price? £3950 a pop. You can find out more about the work, learn more about Ross and browse his past, present and future works at speed-still.com.



THE ADVENT OF AIR-COOLED

Thought advent calendars were all about surreptitiously pinching chocolates before the due date? Au contraire, Porsche fans. This little beauty includes 24 individual boxes, each containing a component. The idea is that you open a box per day over the festive period, slowly assembling a 1:43 scale model of a classic air-cooled 911. The kit is said to be very easy to build and requires no glue. A screwdriver is included along with all the screws and fixings required for full assembly. An official product from the Porsche Museum which comes complete with a high-quality instruction manual, you can snag the calendar for £60 from meandmycar.co.uk. As it happens, you can also pick up a wide range of motoring gifts and accessories from Me and My Car.



SPOILER ALERT

Heads up owners of 964 and 993 911s. Specialists in all things electronic, BergvillFX has a new spoiler control unit. A direct replacement for the factory controller, the new unit operates in the same way as the original module by default. However, additional functionality includes the ability to edit the raise and lower trigger speeds, along with a convenient one-touch feature for manual operation. It also has a fault code LED for diagnosing failure when the spoiler warning light is triggered. Further frills include a solid-state MOSFET motor driver, spoiler motor current monitor, fall-back raising of spoiler at 93mph for safety and more. Priced at \$459 including worldwide shipping plus taxes or circa £375 from bergvillfx.com.





DASH BACKDATE

Now announcing the new Dash Backdate kit from Rennline. This gorgeous fascia incorporates a polished extrusion similar to the early 911's, and can be optioned with carbon fiber, basketweave, stainless steel or walnut.

www.rennline.com

STODDARD SALE

Our chums at Stoddard, a veritable emporium of air-cooled clobber, has a sale on. First up are stainless steel heat exchangers. All three versions – for early carb-fed motors, MFI injected and later CIS injected cars – are available for \$1749.95 plus taxes and shipping or circa £1500. Next, how about a fresh set of spark leads? Available for everything from early 356s to 911s and 912 models, these made-in-USA sets have the proper lengths, terminals and spark plug ends to get the job done right. Yours for \$69.95 or around £55, Stoddard reckons these sets are far superior to what they call 'German branded' but made in the Far East alternatives. Another item going cheap is a control knob set for 356 models, including every interior knob, for \$499 or about £410. All available now from stoddard.com.



A DASH OF STYLE

Have a '74 to '89 911, 912 or 930? Then chances are the lower dashboard is looking rough. Typically, the foam padding is peeling away at the corners, the radio/HVAC openings are sagging, the plastic bits and pieces are fading and the glovebox door is misaligned. Air cooled specialist Rennline has seen countless restorations that seem flawless until you step aboard and find yourself faced with a sagging, sad looking factory dash. An area that really bothered Rennline in their own restorations, it has developed a solution. Give it up for the Rennline Dash Backdate Kit that installs in place of all that OEM ugliness. It does away with the original foam padding replacing it with a polished extrusion similar to that of early 911s. Priced at \$1250 or roughly £1000 from www.rennline.com.



DEFINITELY YOUR BAG

Why not elevate your luggage from the mundane and functional to something slightly slicker with this official Porsche sports bag. Yours for 140 euros or around £120 (that's £20 off the list price), it includes a spacious main compartment, plus a ventilated laundry compartment and is just one of a wide range of Porsche Design items available from www.selectionrs.com. Other highlights include a new range of Taycan-themed kit to celebrate the arrival of Porsche's first pure-electric car, Martini-branded clothing and Porsche Hugo Boss apparel. Selection RS also stocks a truly dizzying array of further Porsche-themed product, including countless scale models, watches, books, art, gifts, car care, furniture and more. Head for selectionrs.com to browse the full collection.



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THE USUAL SUSPECTS



BRETT FRASER
911&PW Deputy Editor

Dep Ed, Brett Fraser, recalls dropping in on Emory Motorsports and meeting the main man, Rod Emory, a man who deserves as much recognition as fellow 'outlaw' Magnus Walker. The new Taycan? 'Emperor's new clothes' says Fraser. As for an electric Boxster...

HANGIN' WITH AN OUTLAW

It was interesting to read about Rod Emory's latest project in the last issue of this august publication. His company's 356 RSR with its wildly modified bodywork and slightly bonkers twin-turbo flat-four motor pushes the envelope of the 356 'Outlaw' to the point where it's busting out at the edges of its gum-sealed seams. I do like the insanity of it, though, and while I've not seen the thing in the tin, the quality of the workmanship appears to be top-notch.

What's intriguing is that the RSR seems a bit extreme to be the product of Emory Motorsports' works in North Hollywood. Although the company has been crafting modified 356s and 911s for the past three decades and is often cited as the creator of the concept of Outlaw Porsches as we now know them, the so-called hot rods that have rolled out the workshop doors and into the bright Californian sunshine, have all had a certain subtlety about them. But then again, if you're known for one thing there's a danger of becoming slightly invisible and a risk that people won't realise the true scope of your capabilities: doing something crazy puts you back on the radar.

I met Rod and visited the Emory works four years ago when I went to California to cover the Rennsport Reunion V for 911&PW. My friend Catherine Sutton, who lives in LA with her 1964 356 C, suggested that I should find the time to at least stick my head through the door at Emory's: I'd be impressed, she insisted. She was right. It was a hive of artisanal awesomeness, with grime-covered craftsmen grinding and bending and welding and shaping aluminium panels and sheets. I guess because it was Los Angeles – and Hollywood, to boot – a city I associate with all things high-tech and shiny, that I was mildly surprised to see old school trades being practiced using old school tools. But when you're fabricating parts for ancient Porsches, there really isn't any other way of doing it.

In amongst all this metal fettling was the plywood jig used to replicate the 'aero' bodywork of the 356/2 063 Gmund SL Le Mans racer that Porsche had entrusted to Emory for restoration: it too is in the workshop, having been on display at Rennsport. The Hollywood hot rodders have restored other race cars for the factory, too, even though straight restoration isn't really their game.

During my visit Rod himself spared me as much time as he could given the team

had been away at the Rennsport Reunion for a few days and had plenty of catch-up to do: he posed for a couple of portrait pictures, showed me the more interesting parts of the workshop, related an anecdote or two. But then, with a smile and a handshake he was energetically striding away, an affable bloke but with a business to run.

Afterwards I realised that I had seen him a few days before at Rennsport. On his own, appreciating Porsches. Just a car guy, checking out cars. Nothing 'celebrity' about him. Unlike his British-born, LA-based fellow Outlaw, Magnus Walker. People followed him everywhere, asking for signatures and selfies. On the Momo stand there were special edition Prototipo steering wheels engraved with his signature. It was

as though Magnus Walker was some sort of Porsche royalty.

It may just be me, but I don't get it. What has Walker actually done to attract such adulation? Yes he's got some nice Porsches. Yes he's clearly passionate about them. But I'd argue that Rod Emory deserves equal or greater fame, because what he and his company do requires a far broader skill set than Mr Walker possesses. And yet genuine talent seems to have little currency these days. Or certainly not enough of it. Magnus Walker, however, knows where success lives in the 21st century, and that's on the screen of your smartphone or tablet. He's played the social media game and done so with aplomb. Which probably means I'm moaning about him simply because I'm a Luddite...



Rod Emory takes the artisanal approach to Porsche restoration, which is really the only way when restoring or creating bespoke early 356s

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



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TAYCAN OR LEAVE IT

Wise types are adamant that the all-electric Taycan represents the future of motoring. And as importantly, the future of Porsche. It's a remarkable technical achievement. Wonderful to drive. Fast. Virtuously non-polluting. We should all love it.

If only I could share their enthusiasm. To me the Taycan has a touch of the emperor's new clothes: the clamour of praises being sung is drowning out the voices querying what a Taycan is actually for. It has the same dismal range as most electric cars and yet masquerades as some sort of long-distance grand tourer. It has zero tailpipe emissions, but if it truly was meant to be green then it wouldn't need to be so big nor have so much potential performance. And have you seen what one costs? It's fair to say that it won't be a global fleet of Taycans that saves the planet.

The Taycan is a gesture, of course. To make Porsche seem socially responsible and to allow rich city folk to assuage their guilt over

driving an unnecessarily large, expensive and powerful car in an urban environment. Frankly, though, in the grand scheme of things the Taycan will sell in such piddly

volumes as to have no impact on climate change: you may as well rag around in a Panamera Turbo and enjoy the V8 soundtrack while you still can...



Porsche Taycan gives the illusion of being a high-speed grand tourer

BOXSTER BOLLOXED?

In the wake of the great hoo-ha surrounding the Taycan's launch, a senior Porsche executive hinted that the replacement for the Boxster/Cayman might also be all-electric with no internal combustion engine alternative. That'd be sad. It's bad enough that the 718 Boxster sounds so weedy, but a sports car that makes no noise at all – apart from the din of the tyres and wind, that is – starts to feel like it's not a sports car at all.

And a Volkswagen Boxster would spoil the fun in other ways, too. If you lived in London, say, and fancied a day out on the glorious roads of north Wales, well, it wouldn't be an option. You might get there but you'd never get back again. Not without a lengthy stop at a charging point. If you could find one out there on rural roads. And as for a trackday... You'd probably get in a couple of blinding electric laps before heading off in search of a three-pin power socket.

On the plus side, though, just think what those limitations might do to the values of 'proper' Boxsters, propelled by flat-six engines, which you can drive all day if you keep on sticking juice in them, and which make stirring, mechanical music. A true sports car is defined by the

overall experience it gives the driver, not just by how speedily it performs against the stopwatch (before the batteries go flat...), and to date I've read no compelling evidence to suggest an electric car – even an electric Porsche sports car – will satisfy all your senses.

Then again, if enough people buy an electric Boxster or Cayman not because they really desire a sports car but because they want a Porsche, it could take the heat off those of us for whom the bellow of a flat-six at max revs is an addiction for which there is no cure.



The definition of a sports car? One that stirs the senses. Four cylinder Boxsters and Caymans are bad enough, but an electric sports car? No noise equals no soul, says Fraser

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This very rare and collectible 1968 Porsche 911L Soft Window Targa is available in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 1968 period correct 2.0 liter with a manual transmission and Fuchs wheels. An extremely clean and presentable vehicle which had the same owner for many years. The Targa is a limited production and is also mechanically sound.

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This 1972 Porsche 914 is available in color code#21E red orange with a black interior. It comes equipped with a 5-speed manual transmission, dual EMPI carburetors, solid wheels and includes the spare tire. It has just come out of the dry desert state of Arizona and is mechanically sound.

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1973 Porsche 914 Stock #11129

This 1973 Porsche 914 is available in a beautiful and vibrant original code#L64K Zambezi green with a black interior. It comes equipped with a manual transmission and alloy wheels. This is a very presentable car which only needs some light cosmetics. This Porsche has a lot of potential and is mechanically sound.

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1978 Porsche 911SC Slant Nose Conversion Targa Stock #11282

This 1978 Porsche 911SC Slant Nose Conversion Targa is available in white with a tan interior. It comes equipped with a 5-speed manual transmission, air conditioning, wide-body slant nose kit, Fuchs wheels and includes the spare tire and jack. This car is mechanically sound.

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This 1981 Porsche 911SC Targa with matching numbers and 66,730 miles on the odometer is available in a beautiful color combination of platinum metallic with a black interior. It comes with a salvage title and is equipped with a manual transmission, air conditioning, power windows and Fuchs wheels. This is a very clean and presentable car which is mechanically sound.

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1983 Porsche 911SC Stock #10911

The 1983 Porsche 911SC with matching numbers is available in red with a black interior. It comes with a clean Carfax and is equipped with a manual transmission, wide body slant nose kit, power windows, MOMO steering wheel, soft top with boot, ROH wheel and includes the spare tire and tool kit. This vehicle is mechanically sound.

For \$26,500



1982 911SC Targa Stock #11332

This 1982 Porsche 911SC Targa with matching numbers is available in blue metallic with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, MOMO steering wheel, power windows, Fuchs wheels and includes the spare tire and a file of service records. This is a very clean and presentable car which is mechanically sound.

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1983 Porsche 911SC Sunroof Coupe Stock #10897

This very presentable 1983 Porsche 911SC Sunroof Coupe shown here with matching numbers is available for sale in red with a grey interior. It comes equipped with a manual transmission, air conditioning, power windows, and Fuchs wheels. This is an excellent weekend driver which is also mechanically sound.

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1968 Porsche 912 Coupe Stock #11065

This 1968 Porsche 912 Coupe with matching numbers is available in its original color code#6806 Irish green with a black interior. It comes equipped with a 4-speed manual transmission solid wheels and includes the spare tire. This is an excellent original car which is mechanically sound.

For \$29,950



1980 Porsche 911SC Coupe Stock #11298

This 1980 Porsche 911SC Coupe with matching numbers is available in its original color code#867 racing red with a tan interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof, Fuchs wheels and includes the workshop manual. Very presentable. This is an excellent original California car which is very presentable and mechanically sound.

For \$34,750



1966 Porsche 912 3 Gage Sunroof Coupe Stock #11355

This 1966 Porsche 912 3 Gage Sunroof Coupe is available in red with a black interior. It comes with a salvage title and is equipped with a manual transmission, electric sunroof, dual carburetors, Fuchs wheels and includes the spare tire. This is a very desirable car for light restoration. The Porsche is also mechanically sound.

For \$29,950



1993 Porsche Carrera 2 Cabriolet Stock #11310

This very presentable 1993 Porsche 964 Carrera 2 Cabriolet is available in its original color code#L39A Amazon green with a tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, cruise control, power windows, power steering, power seats, power mirrors, power soft top, rear seat delete, solid wheels and includes the spare tire, jack and tool kit. The original owner's manual is included alongside receipts totaling over \$20,000 for miscellaneous mechanical work as well as a receipt for over \$2,000 for transmission work done as recently as 09/11/2019. This is a lot of car for the money. The Porsche is also mechanically sound.

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1973.5 Porsche 911T Targa Stock #11318

This highly collectible 1973.5 Porsche 911T Targa with matching numbers is available in its original color code#114 signal yellow with a black interior. It comes equipped with a 5-speed manual transmission, CIS injection, Recaro seats, Fuchs wheels and includes the jack, spare tire and tool kit. This is a very presentable car which is also mechanically sound.

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Andrew Frankel reviews Karl Ludvigsen's 'Excellence Was Expected' which, at four volumes, sets new standards in documenting the history and development of a single marque. Also under the spotlight is Porsche's first and only F1 win, with the 804 Grand Prix car at Rouen in 1962. Oh, and there's an encounter with a Merc and a 968...



ANDREW FRANKEL
The Porscheophile

EXCELLENCE DELIVERED

Apologies for reviewing the fourth and final edition of Karl Ludvigsen's 'Excellence Was Expected' a month later than originally suggested in this space, but such are the hazards of publishing deadlines and the amount of time it takes to get the book across the Atlantic from where it is published.

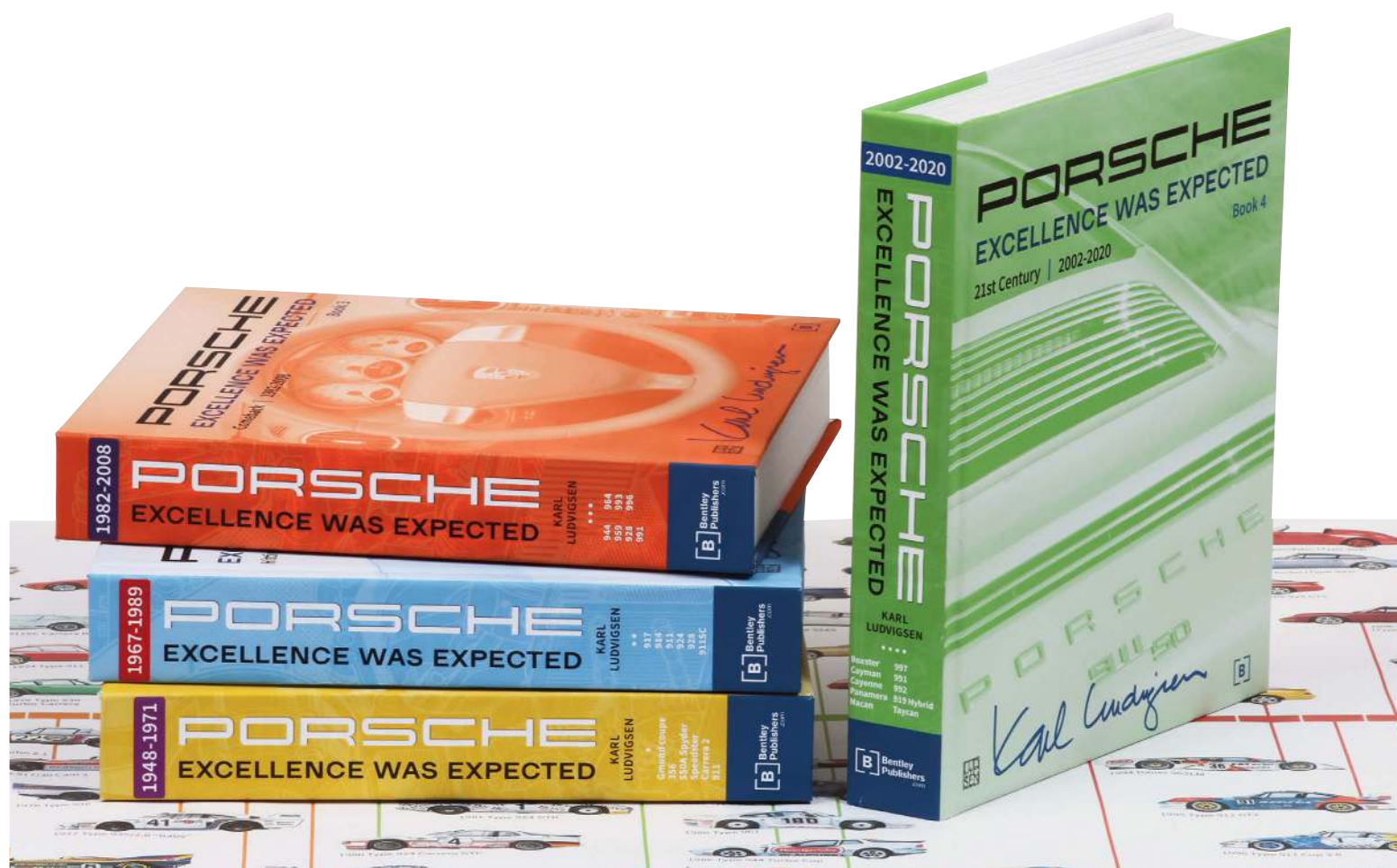
Frankly, it's so heavy it should have come on a freighter of its own. I thought my three volume, 2003 second edition was a fairly mighty tome, but it is absolutely dwarfed by the fourth, which raises the page count from the fairly impressive 1582 of my trusty book, to a frankly staggering 2984 pages, requiring four volumes, each one far fatter than the last.

It's true there are more photographs and illustrations in the new book, which brings the story right up to 2019 and the Taycan introduction, but so too is there even greater attention to detail, even more interviews, even more insightful writing. The fourth volume covers not just the entire 991 series of 911s, but the 918 Spyder, the Macan, the flat four engines built for Boxster and Cayman, the 919 Le Mans programme, the Taycan design and the boardroom battle that led to Porsche being subsumed into the Volkswagen Group.

But Ludvigsen has not just tacked on a new section to what was already there, he's gone through the entire book, adding information, anecdotes and quotes throughout, revisiting stories from the distant past. He tells us why the legendary 'Mezger' flat six motor should really be called the 'Jänschke' engine, how the 928 very nearly came with a V10 under its bonnet (which would have been quite something), how Butzi Porsche – designer of the original 911 and 904 – also submitted the first designs for the Cayenne and a completely new insight into the birth of the 911.

Criticisms? Just one really: the book no longer carries an index, presumably because if it had, it would extend to over 3000 pages. In most reference works, this would be a sizeable omission but in fact the subheads that go with each chapter in the contents are so comprehensive that finding the right subject is rarely an issue. Oh, and then there's the price: You can buy it from the Chater's website for £450 or direct from Bentley Publishing in the US for \$524. I've spent far less than that on entire cars, but Karl Ludvigsen is no normal author and this is no normal book. Indeed in all my years of doing this job, I've never seen a single marque book that comes close to the standard of knowledge, the quantity of information or the quality of scholarship seen here.

Four volumes and nearly 3000 pages, Karl Ludvigsen's updated and comprehensively revised, 'Excellence Was Expected' is the ultimate Porsche history/book



PORSCHE'S F1 FIRST AND LAST WIN

As Porsche sits at the gateway to its new competition career in Formula E, I thought I'd tell the story of its hitherto one and only victory in front-line, single-seat racing. Personally, and as I said last month, I struggle to get excited about Formula E and I know there are those inside the factory who feel the same way. But with a Taycan to launch and an increasingly electric future to face, I guess it is understandable.

What will be very interesting to see is what Porsche does the day the ACO comes up with a set of rules that allows the possibility of an electric car winning Le Mans. I don't know how it would be done, but given the precedent set by Formula E it would not be inconceivable to have two cars running in relays, one racing while the other charges its battery, but each car would then only have to survive 12 hours so we might all feel cheated. But if there was a way, I expect Porsche – and many others – would soon find the will, which may condemn Formula E to the history books, an event I would back myself to get over in the fullness of time.

But I digress. Follow me back now some 57 years, to a hellishly dangerous and difficult race track in northern France on the outskirts of the city of Rouen at a place called Les Essarts. It is July 1962.

To say the Porsche 804 Grand Prix car had proven a disappointment is putting it mildly. A brand new design from the tyres up, this was Porsche's bid for the top of the motor-racing tree. And it had good reason to be hopeful. In the previous year it had raced the 718/2, which was an old F2 car, itself derived from the RSK sports car. Ancient and unsuited though it was, in the last five races of the year Dan Gurney had placed second on no fewer than three occasions, missing victory in the French Grand Prix (that year held at Reims) by just one tenth of a second in the closest finish to an F1 race recorded up until that time. If an old bus like the 718 with a flat four motor could do that, what might an all new car with a similarly new flat eight achieve?

If the early results of 1962 were anything to go by, not much. Quite uncharacteristically, it seems Porsche had completely underestimated the Lotus, Cooper and BRM opposition, which had also ditched its four pot motors, but for V8s. At the first round at

Zandvoort Gurney retired while team-mate Jo Bonnier was humiliatingly beaten by a privateer in an old 718. At Monaco Gurney was taken out before the end of the first lap, while Bonnier blew his engine with eight laps to go. Porsche didn't even go to Spa but instead ordered a total re-evaluation of the car. It returned for the French Grand Prix with a revised structure, suspension, engine and even driving position.

But the brilliant Gurney could only qualify sixth, a whopping 1.7sec slower than Jim Clark's pole time, while Bonnier languished down in ninth place. It looked like being another long afternoon. That said, I can remember Dan telling me 'I don't know why, but I always seemed to go well in France', so perhaps there'd be something to fight for after all.

For 10 laps nothing happened, Dan trailing around in sixth place. Then Bruce McLaren pitted with gear selection problems, and Jack Brabham's rear suspension broke. Next into the pits came John Surtees' Lola with fuel starvation. Gurney had gone from sixth to third in two laps without overtaking a car. But Clark and Graham Hill were uncatchable, over half a minute further up the road.

The two Brits traded the lead despite Hill hitting a back-marker and Clark being most unhappy with his car's handling. So unhappy in fact that he pitted where broken front suspension was diagnosed. And when the fuel injection on Hill's BRM failed with a dozen laps to go, that was that. Gurney took a lead he'd not lose again. On paper it seemed like an easy win – by the flag he'd lapped every survivor. But the truth is over half the field retired and, for once, it was largely the quick guys who were breaking down.

It wasn't a fluke, but it was a very lucky win and I expect that hoary old adage about to finish first, first you must finish was ringing out the length of the Rouen pit-lane. But it did nothing to disguise the 804's inherent uncompetitiveness, and while Gurney would take third at the Nürburgring, no other podiums came Porsche's way for the remainder of the year. When the maths was done at the end of the season, Porsche scored fewer points in the Constructors Championship with 804 than it had the year before with the antediluvian 718, despite the season having nine rather than eight rounds. Porsche quit F1 as a constructor and, to this day, is yet to return.



Dan Gurney took Porsche's only Grand Prix win at Rouen in 1962 in the unloved and uncompetitive 804 F1 car

MEMORIES OF A BLOWN BENZ

I have no idea why I should recall this now, but in 1994 I drove a 968 Club Sport to the Nürburgring because, well, I could. And on the way home I was sitting on the autobahn at a quiet and comfortable 100mph when there was a flash of light in the mirror. Looking up I saw an elderly 'Bobby Ewing' R107 Mercedes-Benz 500SL urging me out of the way.

Slightly surprised I nevertheless obliged and then tucked in behind it just to see what would happen next. And it streaked off into the distance. So I followed, mildly entertained by this unexpected turn of events. We passed 130, 140 and then 150mph, which I was sure was far faster than it was meant to go, so goodness knows what he'd put under its bonnet.

But then the Benz started to smoke. Badly. I flashed but he either didn't see or chose to ignore me. So I held back, largely because I

could no longer see where I was going, and followed at a distance the plume of vaporised oil he was towing. Then, suddenly, all was clear and I could see the Benz hurtling down the motorway once more. Which is when it occurred to me that the most likely explanation for his engine no longer burning oil was that it no longer had any oil to burn. As the thought crossed my mind I saw brake lights and the Benz swerve across the lanes and onto the hard shoulder. I feared there might be bits of crankshaft strewn over the carriageway but it was clear.

I slowed right down and should probably have stopped. But I didn't. My last memory was of seeing an enormous bloke sitting inconsolable behind the wheel of his now thoroughly ruined Bobby Ewing, having blown up trying to fend off a brand new Porsche. I accelerated gently back up to 100mph, and went home.

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ENGINEERED FIT

Porsches are made to be driven, which is why Stuart Dorrington-Hore loves to drive his immaculate 996 as often as possible. Paul Knight checks out this spotless 3.4-litre Carrera 2 daily driver...

Words and Photography: Paul Knight

Like so many of us, Stuart Dorrington-Hore's first Porsche was a model car, which was part of his childhood toy collection. He explained, 'Ever since I can remember I've been crazy about cars and my childhood passion is still very much alive'. Growing up, Stuart recalls visiting his uncle's car repair garage where he would check out the various models and study the styling and details on the more unusual models, which was quite a treat for a car-crazy schoolboy.

And then, when he left school, Stuart joined an apprenticeship scheme, which eventually led to a full-time job at Ford Motor Company. These days Stuart works as a prototype mechanic at the Dunton research and development centre and, while the car park is largely filled with Fords, Stuart loves the fact that his 996 stands out from the crowd.

RACING LINE

Stuart told us, 'I grew up racing karts and became addicted to the adrenaline rush gained from the intense, high-speed action.' However, motorsport of any kind is an expensive hobby and trying to remain competitive while working on a budget

eventually led Stuart to hang up his crash helmet and moving on. As a teenager, Stuart helped some friends who were drag racing an air-cooled VW Type 3. He smiled, 'I was helping to crew for the team and we had some excellent times and met a lot of really great people along the way', which further instilled a passion for all things fast. This led to the purchase of a Beetle project that Stuart was planning to turn into a weekend warrior. However, after six months of tinkering, the reality set in and it dawned on Stuart that the car he wanted to build was beyond his financial means at that point in his life hence he had no real option other than to sell it on.

From here, Stuart turned to Fords. XR2s and XR3s were cheap and cheerful at the time and were an affordable solution for our Essex-based petrol head and, as he worked his way up through the ranks at Ford Motor Co, he went on to work through a good collection of company products, too.

Now aged 43, Stuart is a respectable family man who has managed to combine his automotive passion with a successful career – in short, he is very happy with his lot, and then some. He explained, 'I was chatting with my wife, Nicola, and the topic of childhood dreams and my love of cars came up'. He continued, 'to cut a long story

short, we concluded that, as long as I was happy to stick to a budget and run a sporty, used car as my daily driver, now might be a good time to make the dream a reality'. At this point in time, Stuart could have opted for any number of fast road cars, however, fate stepped in to convince him that a 911 was the car he really needed. 'A workmate offered me the keys to his 996 and, following a spirited drive, my mind was made up – I needed a Porsche', said Stuart.

THE RIGHT STUFF

What followed was a great deal of research via magazines, websites and many online forums and social-media groups. In fact, he had been grazing through the various resources and pages for some time hence it was perhaps more a case of confirming that he was searching for the right model before diving in at the deep end. The checklist was pretty straightforward in the end, i.e. a 996 Carrera 2 coupe with good history, reasonable mileage and no rust or nasty issues...oh, and within budget, of course.

Having passed on a few private and trade advertised vehicles, Stuart eventually spotted a fresh listing on the Ashgood Classic and Sports Cars website, which

Silver 996s may be ubiquitous, but Meridian Silver is one of the rarer shades and there's no arguing that Stuart Dorrington-Hore's Carrera 2 is a truly lovely example



sounded to be right up his strasse, so to speak. He commented, 'The ad was for a 2001 Carrera 2 in Meridian Silver with a black leather interior and it looked great so I rang them to find out more about it'. It all sounded spot on, hence Stuart jumped into his car and set off for Horton (not far from Heathrow airport) to take a closer look.

He explained, 'it had a few stone chips on the front and the exhaust was perhaps a little beyond its sell-by date but, on the whole, it was in great shape and was exactly what I was looking for'. And so, a deal was struck that involved fixing a few niggles (i.e. fitting a fresh pair of rear dampers and sorting the aforementioned ageing exhaust etc) before Stuart collected the car in February 2019.

Ford engineer, Stuart, knows a good car when he sees one. That's why he bought a Porsche! Black leather interior is a desirable option



KEEPING THE LEGEND ALIVE

Some people would have been quite happy to just drive this car exactly as it was, however, I'm sure Stuart would be the first to admit that he is 'a bit of a perfectionist', hence he was keen to turn this very good car into a truly great car.

All too often we meet enthusiasts that have picked up a cheap car, which they plan to 'fix up' over a period. However, cheap cars are typically cheap for a very good reason: they need a lot of expensive work to bring them up to scratch. Nothing

“ When you start out with a good car, the journey towards perfection is shorter and far more enjoyable ”

destroys the soul (or bank balance) faster than having to tackle horrible jobs such as rust repair, engine and gearbox work or rectification of previous bodes etc. Those that make it through to the end of a painful resto sometimes find that the long-term cost of a major overhaul results in a total investment that far exceeds the market value of even the very best examples. A cheap car might end up costing you way more than a top-notch stunner in the long run.

But, when you start out with a good car, the journey towards perfection is typically shorter and, in most cases, a far more enjoyable experience all round. Sure, there's outlay involved but, when you remove the horror stories and heartache from the resto equation, you're faced with mods and jobs that are actually a whole lot of fun, hence splashing a little cash suddenly seems far less painful. This is exactly the situation Stuart was faced with when he embarked on a mission to bring his 996 C2 up to scratch.

Stuart has had no reason to tinker with the engine. So far it's just been treated to a good service and the exhaust has been replaced with a Dansk sports system





KEEP IT STOCK-ISH

Stuart commented, 'My plan was just to tidy up a few areas and keep the spec mostly stock or at least not make any mods that couldn't be changed back to factory spec at a later date'. And so, one of the first jobs was to have the front end paintwork freshened up, which was handled by Sean and Dennis at Boss Paint Finishers. Inside the car there wasn't a lot to do as the black leather interior was in great shape. Best of all, the wingback seats had been special ordered with the embossed Porsche logo – just one of a handful of nice options on the car.

Mechanically, Stuart opted for Brembo sports pads with Brembo discs all round before treating the 3.4-litre motor to a thorough service. The air resonator/box has been deleted which, coupled with the Dansk stainless steel exhaust boxes, has really given this car a deep, throaty exhaust note.

However, it's the wheels that have become Stuart's favourite part of this project. He said, 'I had the Sport Design rims fully overhauled by Chris Weaver at

Exel Wheels and couldn't be happier with the outcome'. Rather than have them refinished in the standard silver, Stuart opted for a darker hue known as Titanium OC6, which looks great alongside the diamond-polished rims (which are not lacquered). With a fresh set of Continental

undertaken is a full detail session, including a 2-stage machine polish and ceramic coating by AWC Detailing in Southend. Just for the record, this is far from a regular 'detailing' job, we're talking about a wheels-off, interior and exterior overhaul that results in a truly showroom-fresh level of

The slim lines of the 996 Carrera 2 are ageing well. Hard to believe that Stuart's car is getting on for 20-years old

“ The wheels have become Stuart's favourite part of the project ”

Sport Contact 2s (225/40ZR18 front and 265/35ZR18 rear), there's no denying that the wheels certainly go a long way to making this car one of the slickest 996s around. Incidentally, Stuart also has a tidy set of factory 996 17in Carrera 2 rims with Vredestein Wintrac Xtreme S winter tyres because, as we've mentioned, this car is a year round daily driver.

The only other job that has been

cleanliness throughout – it really is the cleanest daily driver we've ever seen!

Looking to the future, Stuart doesn't plan to make any major alterations. He commented, 'I'd like to get the suspension set up at Center Gravity as I've heard good things about them but otherwise I'm just enjoying the car, as is my six-year-old son, Frankie, who is the next generation of car enthusiast, I'm sure!' **PW**

Left: Porsche logo embossed Sports seats are a desirable option. Middle: Sport Design rims have been fully restored and look terrific. Below: A spare wheel! Remember those?





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TAYCAN TURBO S

Model tested:	Porsche Taycan Turbo S
Engine:	Twin electric motors
Transmission:	Single-stage transmission (front), dual-speed (rear)
Range:	256 miles
Top speed:	161mph (limited)
0-62mph:	2.6secs
Power:	617bhp (761bhp on overboost)
Torque:	793lb ft (overboost)
Weight:	2305kg



If you can find a 270kW charger, then the Taycan will charge very rapidly indeed, with 62-miles of range available in just five minutes

As seismic events in Porsche's history go, the Taycan will, inevitably, be recorded as one of them. After what seems like an eternity since Porsche unveiled the Mission E as a statement of intent at the Frankfurt motor show, you can now specify a Taycan on the Porsche configurator, Porsche now having a BEV (Battery Electric Vehicle) in its showrooms. The reality is that only five years have passed since the Mission E rolled out onto a revolving motor show plinth, and in the time since Porsche's engineers have been working tirelessly to deliver on the not insignificant promises the company made back then.

It's done that, but if there's an elephant in the room in the BEV world then it's Tesla, Porsche's biggest hurdle being the Silicon Valley upstart. On paper Tesla can better the Taycan on performance and range, but Porsche doesn't seem to care. With the Taycan it's focused on the repeatability of its performance, 'repeatability' being the buzzword among the engineers.

Porsche has decreed that its new electric machine will work like its combustion cars, being able to run 0–62mph until it breaks the driver rather than the car, and achieving that in an electric car isn't so simple. The Tesla can, then, after a lengthy pre-amble, better the Taycan Turbo S's 2.8 second 0–62mph time, and the Californian's got a better overall range from its batteries, too, but it's a close run thing. What's significant is that the Taycan takes legacy manufacturing and testing standards and

applies them to the future.

To achieve that Porsche has, in typical fashion, carved its own path. The Taycan features 800V electronics, its motors feature magnets and hairpin construction for its copper elements, which has significant advantages relating to power density and thermal management. There's a two-speed transmission on the rear motor, which seamlessly switches ratios depending on what mode you're in, the second gear more normally being used, with the first allowing the Taycan its maximum acceleration. With the Turbo S here that means a combined output of up to 761bhp. That does need some qualification as it's

by the thinking that's gone into creating it.

There's much the same confusion when I finally sit in the correct seat, step off the brake with my right foot pinned to the bulkhead. Launching the Taycan Turbo S is little short of incredible, the mind-scrambling forces acting upon you compounded by the lack of sensations elsewhere. It's not entirely soundless, but do the same in its namesake Panamera or 911 and there's some visceral, mechanical identifiers, both aural and physical, that pre-condition you to what's going on. In the Taycan Turbo S there's none of that, the faintest of electrical sounds, unless you switch the Electric Sport Sound generator, which delivers a not

“ There's enough engineering here to fill the entire publication ”

only producing its maximum if you're in Launch Control. That's true, too, of the 739lb ft of torque, otherwise Porsche quotes 617bhp output, which is the same for the Turbo.

There really is enough engineering innovation in the Taycan to fill this entire publication, and more. Indeed, speaking to the engineers on the launch, and the numerous technical drip-feed reveals and workshops in the build up to eventually driving it, is enough to leave the brain of this road-testing simpleton utterly befuddled

unpleasant, electrical sporting note, before you're pushed relentlessly back into your seat as you catapult forward, giggling uncontrollably. Do it once, and you'll do it again, just to give yourself a chance to compute what's just happened. And laugh all over again.

For all its new-world, future-looking driveline, what's remarkable about the Taycan is that it's been built to old-school sensibilities. BEVs might represent a new paradigm in the automotive world, but Porsche hasn't thrown out all its brand



signifiers as a result. From the way it looks, to how it feels when you sit in it, all scream Porsche, and more prominently than any other model in the range, the 911. That's very deliberate, every time we've seen, discussed and been in the Taycan up to this point, the 911 is the car that Porsche's people have referenced. The Taycan more sports car than saloon, and it rings true when you sit inside, and also when you drive it.

The driving position is 911-heavy in its references, from the position of the seat, to the view out front and over your shoulder. It's different, yes, the dashboard familiar in its architecture, its execution though moving the game forward, admittedly with mixed results. There are screens everywhere,

three as standard, with one optional (and utterly pointless) additional one in front of the passenger. The curved instrument display in front of the driver could have had its shape lifted from the 993's instrument surround. There's no cowl, and the outer edges have touch buttons for quick essentials like PASM, ESP, lights etc, while the information it displays reveals the Taycan's alternative propulsion.

No central rev-counter here, then, the configurable instrumentation instead showing a central digital speed read out, and what in a BEV passes for rev-counter, with sweeping arcs showing what you're asking from the powertrain, or what it's scavenging back. There are driving modes, these encompassing Range, Normal, Sport,

Sport+ and Individual. Range is, as its name suggests, related to maximising the potential out of the battery which, officially, to WLTP testing protocol for the Turbo S is rated as min/max 388–412km (241–256 miles).

Don't think, either, that Range is a saintly, battery-maximising killjoy, indeed, it'll only start pegging back your enthusiasm if it calculates that you'll not reach your destination within the battery's state of charge. Get used to using the sat nav, then, as the Taycan's drive modes work best when it knows, and hence can calculate, using traffic, nav and topographical data, how far you can potentially go.

Porsche anticipates most owners will charge at home. Do that, with an 11kW

Taycan looks as good as it goes. Low positioning of motors and batteries allows for an equally low stance. This is what we always wanted the Panamera to look like

Dashboard is basically just one big screen, which extends to passenger side. Quality is second to none





Forget the rest of the car, we just like the colour really. It's Mamba Green metallic, if you're wondering

Charging and range anxiety are the big concerns. A typical home charger will get the battery to 100% in 9 hours from empty. A 270kW charger will boost the battery from 5%–80% in 22.5 minutes

charger and you'll top that battery up to 100% in about 9 hours. The 800V system, and its ability to allow rapid charging where it's available, you can push as much as 100km (62 miles) worth of charge into it in 5.5 minutes. You'll need a 270kW charger to achieve that, the same output charger allowing a 5%–80% charge in 22.5 minutes. Such charging power isn't widely available yet, but it's coming, and the route we took in on the Taycan's launch allowed it, those official numbers backed up when experienced in reality.

If the decent range that the Taycan Turbo S can deliver is the moment where you might commit to a BEV, then the promise of ever-faster charging cements it. It can't come soon enough, either, as if you buy a Taycan you'll want to drive it. Not just for the novelty of its incredible acceleration, but for those traditional driving traits that you'd expect from a car with the Porsche badge

on its bonnet. All the pre-talk of the Taycan being the most sporting car in the line-up after the 911 might have seemed a bit optimistic on the build up to driving it, but it's definitely a driver's car, albeit one with some slightly differing characteristics to those powered by conventional, internal combustion engines.

ride quality, even on the standard 21-inch wheels, is remarkable. There's PASM with three-chamber air springs, derived from the Panamera, though in the Taycan it rides with even greater control, helped, again here, with the lightening fitment of PCCB brakes to reduce the unsprung mass.

Elsewhere weight could be an issue, the

“ With an 11kW charger, you'll top the battery to 100% in about 9 hours ”

Taking the propulsion out of the equation for a moment, and the Taycan Turbo S reveals a chassis that's supremely composed. Yes, here it does benefit from PDCC which mitigates body roll, but the

Taycan Turbo S, after all, weighs a not insignificant 2295kg (a Panamera Turbo tips the scales some 225kg less). However, in the Taycan Turbo S, that mass is positioned low, its centre of gravity positioned lower





than that of a 911, and that's to the enormous benefit of agility. Turning the steering wheel results in the sort of instantaneous change of direction that's difficult to comprehend given the Taycan Turbo S's weight. The steering itself is nicely weighted, with consistent, linear

carry its speed into and through a corner is difficult to comprehend.

That ability is aided, admit the Taycan's chassis engineers, by the electric drivetrain's ability to react so much quicker to the conventional driver aids. Stability and traction control systems all work far quicker

element of interaction for the driver, the pedal feels strong, the response excellent, which, given the majority of the Taycan's braking is via regeneration from the drivetrain rather than the use of the friction brakes, is hugely impressive.

Around town the Taycan Turbo S is easy, quiet, very much the demonstration of a BEV, cities being their natural habitat. Taking it away from a BEV's traditional comfort zone and onto the highway and country roads is revealing, the Turbo S, quiet and always quick, it requiring you to re-calibrate constantly such is its ability to serenely carry too much speed. Its ability to overtake is breathtaking, the instantaneous response making it a formidable machine, against any rival, not just electric ones. And that's the point, Porsche insisted it would make a new Porsche, rather than merely a new electric car, and the result is truly extraordinary. **PW**

The Taycan uses air suspension and PDCC derived from the Panamera. Lower centre of gravity and enhanced stability and traction systems make for stunning handling and dynamic qualities

“Speed into and through a corner is difficult to comprehend”

response, and while you're not exactly left guessing as to what the front wheels are doing, it's not overly detailed in information. The Turbo S's agility is undoubtedly enhanced by the standard fitment of rear-axle steering, but even so, the way it can

than they would on a combustion car, in multiples as much as 10x quicker, that meaning everything from torque vectoring to the braking have an immediacy that's hugely advantageous to the control. The brakes are arguably the most impressive

One day charging might actually be this simple. Of course, Porsche anticipate that most folk will charge at home



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CAYMAN R CONQUERED

Two lightweight Cayman specials – an R and a GT4 – manifestations of the ultimate mid-engined coupe. Separated by four years, which one delivers a better driving experience? We air the pair on the Fenland flats

Words: Johnny Tipler Photography: Antony Fraser



The truckie dropping off the Vantage does a double-take: 'not seen one of those before,' he says, eyeballing the white GT4. 'You on a road trip?' 'No, a shoot for a Porsche mag,' I reply. 'A back-to-back on these Cayman lightweights. We'll see which one tips the scales...' He chuckles...

We're at Autostore in rural Cambridgeshire. They don't just store cars, they have a showroom of humdingers, too, including the 987 Cayman R and the 981 GT4 Clubsport we've got here, one four years older than the other, and both state-of-the-art trackable Porsches. Things happened apace in the model's evolution.

Launched in 2005, then, four years later, following a minor facelift, the gen 2 model appeared, and in 2012 out came the 981 model. Predictably, in keeping with Porsche tradition, press-on drivers could select a hot version, and that's what we've got to play with today, courtesy of our high-end car stashers. Firstly, the black bomber, a 2011 gen 2 Cayman 987 R, and the white whizzer, the 981 GT4 from 2015. Stood side by side, they look years apart: one's squat and chunky (the car, that is) while the other contrives to be long and lean. They are rare, too. According to Porsche Club GB, production of Cayman Rs totalled 1400 units, with 220 registered in GB. And at launch,

Porsche claimed that production of the GT4 would be limited to 2500 units. But what does the spec tell us?

Released in Spring 2011, the R is 55kg lighter than the Cayman S that begat it. Slimline 19-inch wheels from the Boxster Spyder – the lightest wheels in the whole line-up – light aluminium door skins in the idiom of the 991 Turbo; lighter sports bucket seats, and 15kg is saved by the deletion of the ICE and air-con. The 3.4-litre flat-six engine develops an additional 10bhp, having new exhaust manifolds and reprogrammed ECU, making maximum power 325bhp at 7400rpm. A limited-slip diff is standard, though Porsche's PASM active suspension system is not fitted, and



shorter and stiffer springs make the Cayman R 20mm lower than the Cayman S. It also boasts a lighter power-to-weight ratio than the 991, as well as a better torque to weight ratio. Revised aero front and rear brings about an amazing 40 per cent more downforce at the back, and 15 per cent up front.

It gets better. Being a gen 2 car, the 981 Cayman 'R' has direct injection and VarioCam Plus, which, as Autostore proprietor Jonathan Sturgess points out, 'means it's more reliable, because there's none of the headaches of bore scoring. I like the Cayman R,' says Jonathan, 'partly because I'm used to 993s and 964s, and it feels more that sort of size, chuckable on a small country road, whereas the new ones, 981s and 718s, feel almost like SUVs by comparison!' Indeed, the significant size disparity between the 987 R and the 981 GT4 is evident when

they're parked up, back-to-back. Physically, the GT4 is a heftier car and has a longer front, while the length of the rear three quarter windows is another obvious difference, as is the swage line along the Caymans' flanks. A matter of scales...

This Cayman R has PDK transmission. 'We've got a couple of clients with Rs, and they've chosen manuals because they track them. We frequently fit brake pads and tyres in our workshop because they work them hard. On the other hand, the PDK works quite well because there's a subtle side to it, where you can just cruise along in top, and then if you put it into Sport Plus, it does get quite exciting.' Indeed. Having driven a Cayman R with PDK around Porsche's Silverstone test track I can confirm that you couldn't go any quicker with any other transmission. Jonathan finds that, transmission-wise, they both sell equally well.

The GT4 is a benchmark Porsche for a rather peculiar reason, and that's because it's the first one that's permitted to be more powerful than a 911. It borrows its 3.8-litre flat-six from the 991 Carrera S, revolving it through 180 degrees so the engine is amidships with the gearbox to the rear. The GT3 motor, which would have perhaps been the desired powerplant, would not fit in the Cayman engine bay due to its induction system. However, the Carrera S unit's power and torque remain the same at 380bhp and 310lb ft. Despite the extra capacity over the 3.4-litre Caymans, this engine is only about 7kg heavier, and a six-speed manual gearbox, ex-GTS, is the only option: no PDK. The suspension is also largely sourced from the 991 GT3 parts bin, so the front and rear set-ups are adjustable. It's also 30mm lower than the standard Cayman, and the front track is 13mm wider. Its brakes are also carried over from the

Above and below: Back-to-back and front-to-front the Cayman R v Cayman GT4 is all about size. The GT4 has a bigger wing and more front aero, while those bigger, 20in wheels accommodate much bigger discs and calipers, not to mention more rubber





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GT3, and the PCCB ceramic versions are available for an extra £5000. Our feature car is a Club Sport, and the extra spec includes the half cage, the 918-style one-piece carbon bucket seats from the 918 Spyder – worth £1907 each – and plumbing for a fire extinguisher.

The GT4 is owned by John Statham – though his plan is to replace it with the 4.0-litre 718 version later this year, and that's why it's currently gracing Autostore's showroom. John was on hand for the photoshoot, and keen to eulogise. He's had

Cayman, because in 2007, the Cayman was a significantly more competent car.' Prior to acquiring the GT4 John also bought a new 981 GTS, which he kept for three months before putting his name down for a new GT4. 'They told me last October (2018) that I'd been allocated a GT4, so at that point I thought, well, rather than keep the GTS, I'd buy this white GT4 and see how I liked it.' And as well as the styling, performance and aural soundtrack, the things that John likes specifically about it include the cabin ergonomics. 'It's

has a Mini Cooper which is prepared for track work. He quite often attends track days at Snetterton and might be tempted to take the GT4, 'just to see how it behaves on track. I'm a bit scared to do it because it's worth a lot of money and I don't want to damage it. You've got to be 100 per cent committed. The Cooper S is worth a couple of thousand pounds so it doesn't matter if you spin off, whereas with an eighty-thousand-pound car it's a different ball game.'

In Jonathan's opinion, 'the Cayman R is a bit softer, a bit more rounded. Just like with the 996 and 986 generation, they brought out the 987 gen 2 and introduced the R. The first one had a nice smooth wing, a bit more power, but they didn't bother with the brakes. It's Porsche sticking its toe in the water to see if there's a market for it, and saying, well, it looks like there is, and then going full-on with the GT4.' There was a stepping stone, of course, and that was the Cayman GTS that came out in 2014, which had 11bhp more power than the R, prefacing the GT4. Judging by the way they demonstrate their performance, the GT4 is a level higher than the R; it's like contrasting an RS with a GT3: the Cayman R is the GT3 and the GT4 is the RS. That said, the cabin, controls and driving environment of the GT4 are so accomplished that there's no question you would think twice about using it as

The Cayman R was something of a toe in the water exercise as to turning the Cayman into a lightweight road racer, and Porsche drew the line at any significant power increase

“ I think it's the best car I've ever driven. And I've had a few in my time ”

the GT4 for a year, and he's also got a 987 Cayman S, bought new in 2007. I put it to him that he must be infatuated by the shape of the Cayman: 'We went to the Cambridge PC dealership in 2007, and we didn't know whether we were going to buy a Cayman or a 911, and the 911 was about £20,000 or so more expensive than the Cayman. So, we test drove both, and we preferred the Cayman – and, in all honesty, had the Cayman been more expensive than the 911, we would still have bought the

extremely comfortable on a long journey,' he says; 'you feel good driving it, and it's not one of the best, I think it's *the* best car I've ever driven. And I've had a few cars in my time!' Around 20 at the moment. 'It's a beautiful car, I love the way it goes, it handles extremely well, and it's got a lovely exhaust note. It sounds and rides beautifully.'

John does a lot of track days, but hasn't so far done any with the GT4. He prefers to use his 987 Cayman S, though he also

Unlike the 987 Cayman R, the 981 Cayman GT4 wasn't hiding in the shadow of the 911. It got the full gamut of performance options, making it a formidable road/track weapon. There was even a race version



987 CAYMAN R

Model tested: 987 Cayman R
Engine: 3.4-litre flat six
Transmission: 7-speed PDK
Body style: Coupe
Top speed: 175mph
0-62mph: 4.7secs (PDK)
Power: 325bhp at 7400rpm
Torque: 273lb ft at 4750rpm
Weight: 1295kg

981 CAYMAN GT4

Model tested: 981 Cayman GT4
Engine: 3.8-litre flat six
Transmission: 6-speed manual
Body style: Coupe
Top speed: 183mph
0-62mph: 4.2secs
Power: 380bhp at 7400rpm
Torque: 310lb ft at 4500rpm
Weight: 1340kg





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Prices? Well, the GT4 has clocked just over 9000 miles and is on sale for £80,000. It's a Club Sport, which makes it a bit rarer and adds a little more value. The Cayman R is up at £40,000, half the price of the GT4, and it's done nearly 30,000 miles, plus Autostore give two years' warranty. Given the five years between them, that is a substantial price gap, though the GT4 is quite a bit more special all round than the R, from controls and cabin ergonomics to performance, ride and handling. Jonathan reckons that, even if the GT4 had racked up a mileage closer to the R's, it would still command maybe £70,000. In fact, they both retain their values pretty well: the standard 718 GT4 is stickered at £75,300, while the R was a shade over £51,000. Colours? Well, Marmite is black and not to

everyone's taste (though I have owned one black Alfa and one black BMW), but you can't argue with a white GT4. In the marketplace, Jonathan perceives a different ownership: 'They tend to appeal to slightly different people; we've sold Cayman Rs to guys that want to use them as their one-and-only everyday car, some as a weekend toy, but on the other hand, we've got four or five Cayman GT4s in storage, and nobody uses them that way; they're all second, third or fourth cars, do a low mileage each year, the odd little tickle round the racetrack, but not really pushing it. So, I think they're slightly different people, not just because of the price difference, because nowadays you can buy a 991 GT3 for £100 grand, or you can buy a Carrera 4 from Porsche for the same sort of money, so, even though they're the same price they appeal to a

slightly different market.'

It's time to go motoring! I slip into the Cayman R's tight-fitting bucket seat. Unremittingly black cabin, black carpeting and headlining, so a no-nonsense black-on-black, tempered with RS-style red fabric door pulls and matching red seat belts. Mileage is 34,500 and average mpg reads 24. Having recently spent a week with a GTS on our Mosel road trip, I'm a big fan of PDK: you have to regard it as your ally in the driving process because it augments the competence of the car. But. Superglue that left foot to the floorboards! I ease out of Autostore's compound and cruise for a short while to play myself in. The driving position is perfect. Accelerating in the Cayman R is a dramatic business, and it kicks off vigorously, violently almost. And then I back off and let it go through its

In the black! Cayman 987 R is a swift if not ballistic performer. It's lighter on its tyres than the next generation GT4

Interior is basic, but not totally lacking in amenities. Default spec was sans air con and infotainment, but most specced up as a no-cost option





981 Cayman interior is rather roomier and a step up in quality. It's manual only, too, for the GT4, which is no hardship such is the mechanical quality of the gearbox. Right: Red calipers denote steel discs

ratios, and that's kind of mesmerising, playing a tune as it goes up and down the scale. The steering is completely accurate and nicely weighted, turn-in as sharp as you could wish for. It is astonishingly fast when I really try with it, and I can feel the sports suspension pattering over the bumps on this country road. And that's the thing: the ride is hard and uncompromising, probably harder over the undulations than the MO30 set up on my Boxster. I'm seeing 6000–7000rpm through the gears, powering it through the S-bends, and it's fantastic, and the uncompromising ride generates a feeling of confidence – if any were needed. I wouldn't call it wrestling, but I am certainly strong-arming it through the turns. Heart beating faster and slightly breathless, I return to the compound. Swapsy.

One of the dispiriting horrors of schooldays in the Fens was obligatory cross-country runs, over terrain so flat that the finish could be anticipated in days rather than miles, so far was the line of sight. Now, though, one of this region's

plus points is that, if you choose your road right, oncoming traffic can be spotted miles away. This allows one to wind up the GT4 without fear of adverse encounter, and, at John Statham's behest, I take off accordingly. The sports exhaust sounds absolutely superb as it soars and pitches through the rev range. This is a phenomenal car performance-wise, capable of colossal velocity – or at least giving the impression of such – and as I dive around the bendy bits it is perfectly poised, soaking up the curves so regally, almost dismissively haughty. The GT4 Cayman doesn't seem to manifest its weight more, but it does feel a more substantial car than the R. Going for it on these country roads, the R feels nimbler because it's smaller and slightly lighter, while the GT4, with its bigger brakes and greater power, urges you to go that little bit harder. The GT4's suspension gives a softer ride than the Cayman R, and it's more supple, too – subtler and less hard-edged. It has rose-jointed front suspension and steering, set

up in a very safe way by the factory so that it won't oversteer markedly, but the point is that it's all adjustable, whatever set up you give it, but with rose-jointed suspension that's where the set-up stays because there's no flex in the bushes, which you get with regular bushed suspension. It gives the impression of total invincibility, that nothing could faze it, and the driver quickly picks up on that. Switching to Sport mode, it's not just the ramping up of the exhaust noise and extending the revs for longer to up the power delivery, you definitely feel the dampers firm up, too. It's a very exhilarating car. They both are. You'd take the GT4, if push came to shove – of course you would – but then it is double the price of the R. Does it give twice as much satisfaction? In a way it does, yes. And in the final analysis, these are trackable thrill machines; on the road, a GTS or an S, or, for that matter, any Cayman, would serve just as well. But, even in this more mundane context, what's not to love about a pukka lightweight? **PW**

CONTACT

Jonathan Sturgess
or Jonny Royle
Autostore
autostoresales.co.uk
/aftersales
enquiries@autostore
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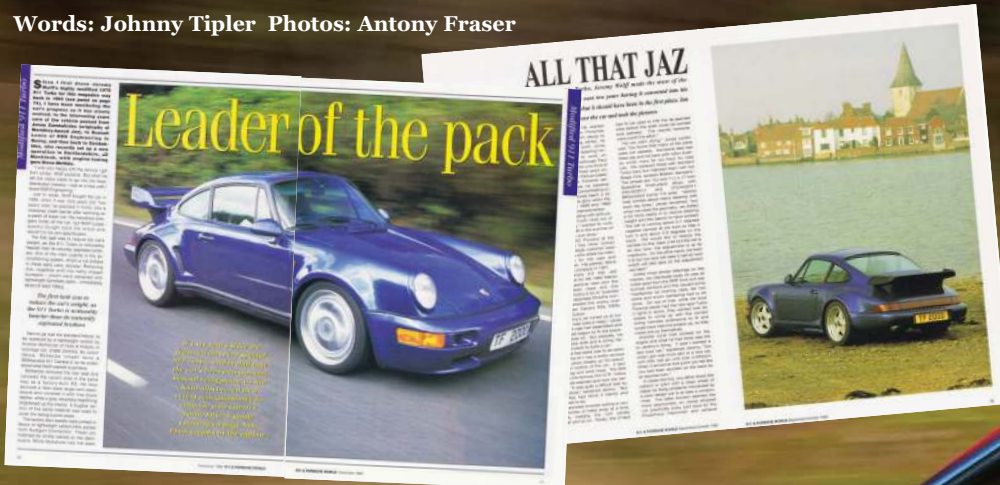
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TRANSFORMER

You'd probably not guess that this RSR lookalike is based on a 930. It's also spent time in the guise of a 964 Turbo, too. Indeed it's a car that we've featured twice previously in *911&PW*. We drove the current version in the Scottish Highlands – and came away impressed by the transformation

Words: Johnny Tipler Photos: Antony Fraser



David Stirling's 930 Turbo based RSR backdate as it was in 1993 (*All that Jaz*) and later in 1999 (*Leader of the pack*) with then owner, Jeremy Wolff, who sold the car to David in 2017



I dentity crisis? Many of us struggle with that one. Cars, too, have their own hang-ups. Back in summer '78, Polly Styrene of punkers X-Ray Spex raised the question of identity in her eponymous ditty – it's the crisis you can't see, she proclaimed – and, just a few months after that, our feature car rolled off the Zuffenhausen production line. Thus far, no connection with our Polly. But, a decade later, the identity of this unsuspecting 3.3-litre 930 was radically altered when its owner, Jeremy Wolff, set about implementing a comprehensive rebuild, transforming it into a 964 Turbo. Not just any 964 Turbo, though: it was endowed with a full-on Gemballa bling job. Crisis or no crisis, Polly would have been proud: this car's new identity was writ large on its bulging bodyshell. That conversion was executed by JZM's Jonas Zambakides (then operating as JAZ) who tempted him with images of Gemballa's Turbo 2 bodykit, and the die was cast. The steel and polymer panels were ordered, the roof of the shell de-

seamed a la Ruf CTR1, and a Cobalt Blue paintjob applied, while mechanical upgrades included a KKK K27 turbo and modified wastegate, plus 928 S4 front calipers. The air-con was stripped out in a bid for lightness and, at 1250kg, it was 100kg lighter than a standard 930. There's a fuller account of this rebuild in *911&PW*'s September/October issue in 1993, plus an update in the November 1999 issue, when it was still very much a work in progress. Meantime, upgrades and embellishments included a fresh KKK turbo in 1998, 330mm AP Racing discs and calipers, a GT2 rear wing, and perhaps most significantly, a Patrick Motorsport close-ratio five-speed gearbox. The torsion bars were wound down 15mm at the front and 10mm at the rear, with 0.7 degrees of negative camber on the front and 1.9 degrees negative at the back.

The car's next metamorphosis took it back in time. In 2017, it not only changed hands, it changed its identity yet again. Now, it's taken on the persona of a 2.8 RSR, circa 1972-'73,

presented in its luscious Rosso Mugello colour scheme and RSR look, following another comprehensive makeover by West Yorkshire-based 911 Retro Works, with whom we did a feature a year or so back – *911&PW* "Young at Heart". The Bluebells, anyone?

We've come to Stirling in Scotland's Central Region to meet its present custodian, David Stirling. And no, it's not he of the SAS persuasion, though he does take us to see the eponymous monument near Doune on our way to our photoshoot in the Trossachs. David took delivery of the car from 911 Retro Works' principal Rick Findlow in Spring this year, after its two-year transformation into a 2.8 RSR lookalike. The story goes that Rick acquired the car still in its Gemballa persona from Jeremy Wolff in 2017. 'The owner for the previous 17 years decided he wanted a less extreme Porsche,' Rick tells us. 'I think it was becoming too heavy for him, so he bought a more modern Porsche with power steering. My intention was to build a Retro





Works car with a combination of classic aesthetics and a power-to-weight ratio in line with a new GT3 RS, and when David came to see us he was very enthusiastic about my own Retro Works 930 Turbo and liked the way it drove. So, we set about building a very special car to David's brief, based on this wild 930.' That amounted to a real hands-on driver's car with which to enjoy some of Scotland's great driving roads, where, up to a point, the car's prodigious power and handling could be exploited. And, while performance was important, David also wanted a well-appointed Grand Touring cockpit that would be comfortable on long journeys, with driving seat set lower and further back, plus dished steering wheel, and suspension compliant over B-road surfaces. When you've driven the backroads at night in an older 911, peering anxiously through the gloom, you know there's no substitute for a pair of LED headlights and LED rear lights too, for that

matter, and that's what the car now runs.

David had previously owned a couple of 996s and a 997 Turbo. 'I wanted an air-cooled 911,' he explains. 'They've got their quirks, and there are things that annoy you at times, but that's the beauty of them: they do have a personality and a charisma, don't they? It's a head and heart car, meaning it's an investment that will keep its value, but also a car to keep driving, take out on nice days on the great roads around here. You can't just stick it in the garage and leave it – you need to keep driving any classic car, though I don't want to pile a lot of miles on it.' The history file says it was re-clocked at 12,000 miles, since when it's covered a measly 24,000 miles, or about 36,000 in total since new. That's over 40 years! So its previous keeper obviously wasn't using it very much. David also inherited a vast sheaf of paperwork, including an invoice for £1800 just for the suspension. 'The donor car drove absolutely beautifully,' he

recalls, 'so it was a really good place to start from, because there had been a lot of work done to it. Whereas, if it had been absolutely original, I wouldn't have touched it, but the fact that the engine had been upgraded with new crank, pistons and turbo, as well as the gutterless roofline, that made it easy to justify taking it to a different level.'

Accordingly, the exterior was treated to a full bare-metal strip-back and re-spray. The Retro Works 930 Turbo bodywork includes a bespoke ducktail engine lid and, if you miss the gutterless roof, you won't miss the drilled door handles, a nod to style rather than a quest for lightness. The three-piece Fuchs wheels, 10 x 17in rear and 8 x 17in front, are prominent features, custom-made to fit directly onto the 930 hubs without the need for spacers. Tyres are Michelin Pilot Sport, 255/40 ZR 17 on the back and 225/45 ZR 17 on the front. The 930 suspension is upgraded and corner-weighted, allied to a Brembo

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The 3.3-litre 930 engine now develops over 400bhp, and was prepared a number of years ago – prior to its sojourn at the Retro Works – by independent Porsche specialist Stuart Paterson who runs SP Autobahn in Stirling, and who's recently been reunited with his handiwork. I asked him to comment: 'These cars are now several decades old, they have no modern engine ECU, and much of the engine and fuelling components are now out of spec. In standard form, the system doesn't

close-ratio gearbox is actuated by a Wevo short-shift mechanism and hydraulic clutch.

The bulging 930 wheelarches were already in place, of course, but the long bonnet, front and rear bumpers, light clusters and ducktail engine lid were designed and produced exclusively for this car by Retro Works as replacements for the previous Gemballa look. On both sides, the gutterless roofline was also massaged to create more flowing lines. 'I had a colour in mind for it,' says David, 'and Rick will do anything you want, so he sent me a dozen different colour samples. It was very

also polyester, revealing the anticipated strut-brace straddling the void. The wing mirrors are period-look Durrant style, and as 911s of this era only had a single driver's door mirror, a second one was sourced for the passenger side, albeit of necessity from a left-hand drive car. Because of that, the lens doesn't come inwards quite far enough for it to be seen from the right-hand driver's seat, so David plans to change the glass for one that does.

Inside the cabin, we find period-look Retro Works RSR seats, upholstered in black Napa with hand-woven suede and leather basket-weave centres, sewn up with matching body-colour stitching. The classic dashboard is also clad in Napa leather with body colour stitching, with predominantly Napa and suede and leather basket-weave, while the rearward roll-cage is bound in leather with body colour stitching. As well as the red needlework, you can see red leather beneath the circular holes in the seat cushion. It's also equipped with a Porsche Bluetooth Classic Radio Navigation module. 'It accepts smartphones, so you can play media such as Spotify through it,' comments David. 'The only complaint I have is that there's nowhere to put things; there's no usable glovebox and no pockets, but I'm not using it as an everyday driver so it doesn't really matter.' The instrument console has been revised, and the gauges refaced in matching Mugello Red, an operation carried out by Julian Reap in North London – who did the same for my 964 Peppermint Pig a few

Stance is just perfect on 17in Fuchs. Rear ducktail has a hump to accommodate the intercooler

“ The 3.3-litre engine now develops over 400bhp ”

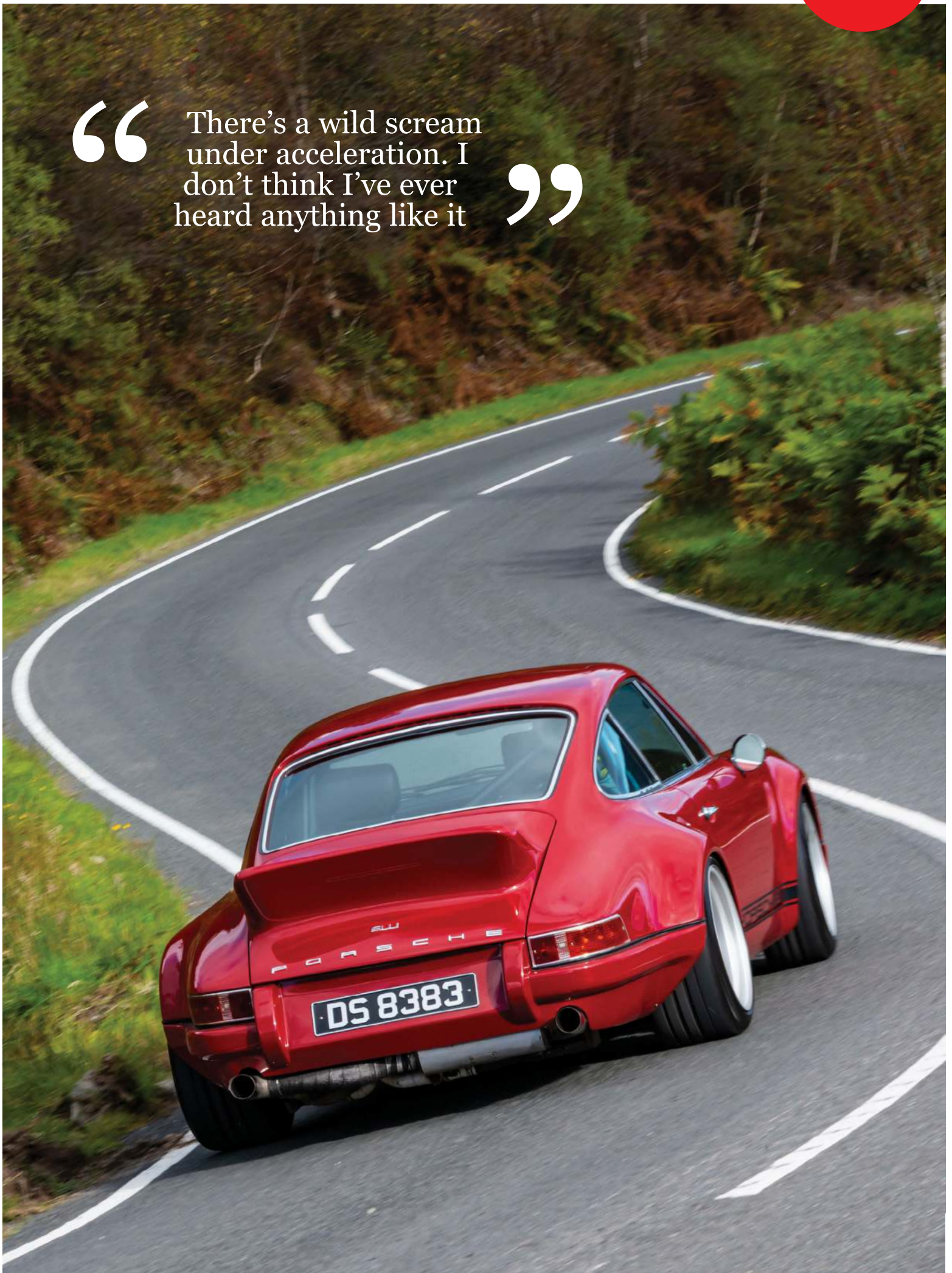
control the fuelling accurately, especially when you add more boost, and we developed a way to control it accurately, retaining the original mechanical injection and modified it further, which can safely free up a surprisingly large amount of horsepower on these engines, right through the rev band, and also make some mpg gains into the bargain.' The spec also includes Turbo Thomas racing headers with heat exchangers, culminating in twin exit pipes for silencer and wastegate, respectively. The Patrick Motorsport 5-speed

much a collaborative approach, and I couldn't recommend him highly enough. I wanted this deep blood red, and to get the right tone we decided on a flat colour rather than metallic. He created the ducktail, and the only thing I would change is swapping the glassfibre version for a metal one. Maybe the front and rear bumpers, too, which are composites, but I think I'll get them copied in metal.' Within the upper surface of the engine lid lives the intercooler and the air intake grille. I raise the front lid for a look-see; it's light as a feather,

Engine is a mix of old and new. Modern electronics handle the fuelling and ignition, while still retaining the the original mechanical fuel injection. Power is around 400bhp



“ There’s a wild scream
under acceleration. I
don’t think I’ve ever
heard anything like it ”





years back. It has a half-cage mounted in the rear of the cabin, also serving as a tethering point for the three-point Willans harnesses.

Attention to detail is impressive. The dished Momo wheel lends a classic period look, as do the aluminium pedals and Rennline footrest that extends into the passenger footwell. The aluminium Wevo gear lever is attractively tactile and has a statuesque, no-nonsense aspect, and there are hunky RS door pulls and little aluminium wheels to lock the doors. The smart red stitching extends along the dashboard, echoing the dials and external colour, while the plaited glovebox facia matches the seat cushions and door cards. I query the two buttons, green and blue, in the unit at the

centre of the dash: 'they are just additional ignition and fuel switches for start-up.' The dial where the clock used to be is a boost gauge fitted by Stuart Paterson, which monitors the fuelling and boost.

David is clearly chuffed. 'This is one that you love and cherish. It's automotive art, isn't it? I wanted something a bit different, and although there may be a lot of Porsche people who are absolute enthusiasts for originality – and I get that, too, because I've also got early Golfs which are like that, totally original with nothing changed at all. But because this 930 already had a lot of work done to it, it lent itself to being turned into what we see here today.' His personal attachment to Porsches began in boyhood

when he saw a 1981 spoof spy movie called Condorman starring Michael Crawford and Oliver Reed, and, crucially, featuring a ballet performed by five sinister-looking black, be-winged and spoiled 930s. 'As a boy I remember seeing this cheesy movie that Michael Crawford from 'Some mothers do have 'em' did, and there's a chase scene in it with these black Porsche Turbos after him, and I really liked those, and I remember thinking, "I'm going to get one of them when I grow up." The first Porsche I ever drove was when I was about 19, and my father test-drove a 964. The dealer brought one over for my father to have a go in, and the salesman said to me, "do you want a go in this?" so we actually drove up and down the road we've

Is it possible to have road envy? David Stirling's retro modded 930 Turbo is perfectly set up for the terrain, too

Interior retains plenty of civilised touches. A half roll cage is an added safety feature





CONTACT

Rick Findlow
911 Retro Works
The Old School
Hopton Hall Lane
Upper Hopton
Mirfield WF14 8HP
Yorkshire
www.911-retro-works.co.uk/
retroworks@hotmail.co.uk
Tel: 01924 445594

just been on today, and that sealed the deal for me.' Big time. Because although the 930 has stolen the limelight, he also hankers after a 992 GT3.

Out on the open road from Stirling to Doune and over to Aberfoyle in the Trossachs National Park, we're motoring on great country roads with all manner of straights, curves and undulations, and only light traffic out of season, and, praise be, we can open it up. It has a unique exhaust noise when I floor the throttle and, as it takes off, the whole tone is different – and I don't think I've heard anything quite like it. There's a wild scream under acceleration, and a lot of popping and backfiring on the overrun. It certainly isn't muted like regular 930s. The ride is excellent, and on the roughest of surfaces it rides the bumps imperiously. Straightline speed is eye-poppingly fast. The awesome power that's delivered when the turbo comes in, at 3200rpm, is exhilarating, accompanied by that growling crescendo and crackling overrun. It's very tractable, and there's no discernible turbo lag. The

monumental looking shift is actually satisfyingly notchy, with very neat movements slotting into each gear. Reverse is over to the left and up, rather than under 5th which is where I expected to find it. The brakes are reassuringly strong and have the feel of the 993 they're sourced from. The clutch is fairly heavy-duty, pressure-wise, though quite appropriate in feel, given the quantity of power it's dispensing. Around the turns, it comes across as a bit of a he-man car because I'm hauling it through the twists and turns – and that could be addictive – although, with my sensible hat on, I suppose that makes it a special-day-out car rather than a daily driver. As Rick Findlow comments, 'We handed him a driving experience that really was an event, and I think we really nailed it!'

There's no doubt that you would never ever be bored in this car: it is very exciting, and it feels like it will match any challenge you set it, and would be your ally in whatever road trip you fancied taking it on. Its responses to the controls are acute, but it will

co-operate on its own terms. Its behaviour and on-road presence is so visceral it could even change the way you conduct your driving and consider your deployment on the road, and that makes it a life-changer. As amazing as that.

David's car has all bases covered, in so far as it manifests what many consider the ultimate 911 look – the 2.8 RSR with the flared front and rear arches and ducktail spoiler, plus the 3.3-litre turbo engine massaged up to 400bhp. And the controls all match and complement the power delivery, the way the Wevo short shift is weighted, the manner it slots between the ratios, and the brakes are powerful enough to haul it down from on high. The impression I build up is that this could be the ultimate air-cooled 911. It is certainly something very special. David has contemplated ordering a modern GT3, and having one of each at his disposal would give him the best of both worlds. But, for now, this time-travelling sanguine shapeshifter has his attention. And, perhaps, it's found its true identity this time. **PW**



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Words: Steve Bennett Photos: Paul Harmer





Ok, I've probably had more fun in a 911, but to be honest, I'm struggling to remember when, and it must have been something very fast and very exotic to put these two mad machines in the shade.

We're at Heritage Autowerks in Slough, where chief of staff, Greg Cranmer flies resolutely under the radar. He's sort of the A Team of the Porsche world. You want something built, restored, re-imagined, then ask the right people and you may well end up here. It's the sort of place that when you walk in and see Jackie Ickx's 1985 Paris-Dakar Rally Rothmans 959 sitting there, it kind of comes as no surprise. Greg moves in different circles, and as an Anglophile American, he adds a certain colour to the UK Porsche scene.

So clearly the star cars in today's little adventure are the crazy Safari rally/dune buggy inspired 911s in lurid blue and swirly Martini liveries, with their bumper bars and mahoosive balloon tyres. They may look cartoonish, and they're built for "shits and giggles" as Greg puts

it, but there's nothing comedic about the build quality, detail and intent.

But first, there is the small matter of the Ickx 959. I mean, WTF? Greg takes up the tale. "I got a call quite out of the blue, from a client, he recalls. "He just said it was on its way and could we take a look and sort it out. He bought it from the factory, where it had been living in the vault under the Porsche Classic workshop. It's done nothing since Dakar in 1985. That's Dakar sand in the door pockets and dust on the body." It is indeed. This is seriously priceless patina. And Greg, being a star, starts it up and poses it alongside his own two off road machines. It makes a right royal racket!

The owner has no need or desire to reveal his identity, which is fair enough. He 'just had to have it,' to go into his collection, which also includes another 959 Sport and no less than three McLaren F1s. Jealous, us? Well, no, not really, we're just glad to have stumbled across this desert raider on a Wednesday in Slough. Oh, and yes, we did try and persuade Greg to take it to the test track for 'shits and giggles!'



Well, you've got to ask, and besides, Greg reckons that it's actually pretty scary to drive in its current state.

Back to Greg's Monster 911s. So, what's the story? Well, the story comes from a desire and a plan to build the ultimate go anywhere classic 911s, so that Greg and his buddies can load up and just go, pretty much anywhere in the world. Predictably the 'what if' idea came during a bit of road trip down time. A few beers may have been involved, but when imagination and workshop wherewithal align and a dollop of cash is thrown in to the mix, then anything is possible. These two Tonka 911s are the first of a planned five, all of which are spoken for.

Of course, we've seen this sort of Safari inspired craziness before, but not quite like these. There's been a couple built in the States as full on Safari Rally reps and we've featured the crazy balloon tyred

creations from Bert Vanderbruggen in Belgium. All are hardcore, stripped out play things, that are great fun in small doses, but you wouldn't want to go very far in any of them.

That's where Greg's creations and the whole concept behind them differs. "Think of these as Range Rovers and not Land Rovers," he says. These are adventure machines, but with a bit of luxury thrown in. Well, quite a lot actually.

Both are based on Carrera 3.2 platforms, but for added excitement each has the addition of a 993 motor for extra urge. In the case of Greg's own blue car, it's a non Varioram, 272bhp lump, while his buddy's Martini striped machine has a fulsome 285bhp from a Varioram equipped engine.

While both look the part, the white car is clearly rocking the more extreme off-road look, thanks largely to the off road Hankook Dyna Pro, 215/85x16in tyres wrapped

around the Fuchs rims.

Of course, some would say that this sort of thing just shouldn't happen to a Carrera 3.2. And these people might be even more upset if they were to learn that the donor car was an immaculate black-on-black late G50 car. Greg shrugs and counters that Carrera 3.2s are hardly thin on the ground. His own car was built from a used and abused racer, which might be more acceptable to the originality obsessed.

Back to the white car. Clearly you can't just bolt on a wheel and tyre combo that would look more at home on a Monster Truck. The crude approach might have been to cut back the arches and construct some sort of bolt on arch extensions in a sort of 993 GT2 style. Too easy. Greg wanted a factory look and so used steel 964 Turbo wings front and rear, with modifications to the inner arches to accommodate and allow them to travel and

Splashdown! Faced with a massive muddy puddle and a rally spec 911 on balloon tyres and the ground clearance of a Range Rover, well, you would, wouldn't you? Below: Neither car was spared!



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achieve a sensible turning circle. Under the front lid it's clear to see that the inner wings have been moved in, but the factory quality remains, all thanks to the work of Greg's go to bodyshop, Riviera Autobody in Wallingford, Oxfordshire. You'll also spot a 100-litre fuel tank and a Classic Retro Fit air conditioning system. Well, when the plan is to storm across Morocco, there's no shame in wanting to keep cool. Bet Jackie Ickx would have killed for air-con on the Dakar.

Both cars have been built up from bare

extend beyond the smoothed off bumpers, which have lost the stock impact bellows and overriders. It's another neat touch bringing a new aesthetic to the cars. Details abound everywhere. The plates – for example – are secured by fixings that also house LED number plate lights.

It's all relative, but Greg's machine required rather less fabrication than the Martini car. It features less in the way of tyre sidewall height and so the standard wings suffice. Both cars obviously feature

Before we leave the build side of things, there is just the small matter of installing a couple of 993 engines. Not as difficult as you might think apparently, thanks to the modular nature of 911 development over the years. It's a bit of a squeeze in the engine bay, thanks to slightly more width from the bigger ancillaries over the 3.2 engines, which also require the hinges on the engine lid to be moved outwards. Other than that, the 993's wiring loom is a bonus to hook everything up, and in both cases the engine installation looks completely stock. Oh, and both are running 200v alternators to cope with the added demands of the electric air con.

Time to go and play. Greg's car is ready for the road, but the Martini striped car has only a few shakedown miles on it, so is loaded into Greg's covered transporter. Greg lobs me the keys to the blue car, but not before I have a look over the interior. It's no stripped to the floor competition car. The idea is to cover long distances in comfort, so carpets are in, as are lovely soft tan leather trimmed Recaro SPG carbon buckets, with custom 'Carrera' script centres all trimmed up by Greg's go-to trim guy, Simon, at PF 911 in Wales. The Safari motif extends to the retro style dash inserts, where a Porsche digital head unit with sat nav resides. It's all a far cry from Ickx's Dakar surroundings. Inside the Martini car

Look what we found in Slough! Parked between Greg's Tonka 911s is the ultimate off road 911 derivative: Jackie Ickx's 1985 Paris-Dakar 959, complete with Dakar sand and dust

“ Bet Jackie Ickx would have killed for air-con on the Dakar ”

shells. Both have full roll cages, Greg's blue car utilising its original racer cage, while the white car has a custom cage installed, floor mounted on fabulously fabricated turrets. The sidebars are more than just for show. They mount into the jacking points and are further bracketed along the length of the sills, which are also reinforced along their length. The sidebars can be used to jack the cars up, too.

The distinctive tubular front and rear bars are mounted directly to the suspension and

some serious suspension mods, but perhaps not quite as serious as you might expect. Well, we were expecting Monster Truck style coilovers, perhaps doubled up on each corner, but in actual fact the Bilstein struts remain, albeit lengthened by 4in at the front and with VON internals from Elephant Racing and longer travel Bilstein dampers at the rear. Bigger torsion bars are fitted, while anything rubber and bush like has been replaced with Elephant Racing hardware.

Right and below: If you go down to the woods today. Bennett (left) and Greg Cranmer in off road mode







is a bit more lairy, with soft red leather trimmed Recaros and custom 'Safari' script centres, in matching Martini colours.

Greg took his car to one of Bicester Heritage's popular Sunday Scramble events, where, predictably it drew the crowds and the comments and where one onlooker described it as the "Ultimate 911 for London." Spot on we reckon given the state of the capital's roads, or the state of any of our roads. Being something of a suspension and ride quality fetishist, I've long held the belief that lowered and pimped 911s, with massive wheels and rubber band tyres, are a folly. I think Greg's 'urban assault' 911 is about to prove it. Hell, it could just prove to be the ultimate definition of an SUV.

And like any SUV or off-road wagon, you climb up into the cockpit and then sink into the Recaros. These are mounted in an elevated fashion, giving an even better view over the 911's front wings and the bonnet mounted Cibie spots. Indeed, the whole effect is very unlike a 911. Starting up and the custom rear exhaust box makes a crackle before settling into a gruff idle. Greg's ex-racer is fitted with a 915 'box, which feels reassuringly meaty. Into first and we're off, out of the industrial estate and on to the mean streets of Slough.

it's absolutely hilarious, but in a good way. A Tonka toy in full size, the pot-holed, urban Tarmac is pummelled into submission by the massive tyres and the ride height gives the off-road style 911 a whole new

handling dynamic, as the elevated centre of gravity exaggerates the 911 handling and weight bias, with added flex and movement from the tyre walls. Mini roundabouts? Just drive over them. Traffic calming humps and ramps? You won't feel a thing. Potholes? What potholes. Roundabouts? To be drifted around, with a bit of lean and opposite lock.

And now it's a blast up the slip road and on to the M4, where the 911 SUV settles into a comfy cruise and other motorway travellers point and stare. At 80mph it would be a fib to say that it's as quiet as a Range Rover, but seriously it's not bad, and I can hear Pop Master on the radio with no problems and the air-con is lovely and cool. You could drive this all day to your adventure destination of choice in more

Before we got it all dirty. This is Greg's own build and started life as a used and abused race car

Left: Interior is bordering on luxurious, but then that's the idea. Safari seat trim is to Greg's spec and that 917 style gear knob is straight out of a Singer! There's air-con, too. Engine is from a 993





Martini liveried and inspired machine is based on a late Carrera 3.2, and a pretty immaculate one at that. Custom trim a bit more in yer face. And there's no lack of pace from the 285bhp Varioram 993 engine

than relative comfort.

Off the M25 at Chertsey and there's a collection of roundabouts that I know well and are perfect for a bit of urban assault. The approach road to the Chobham test track, from the M25, is a real suspension tester, but the rough rider 911 just blitzes it. Another roundabout very close to the track

challenge. Today is different. This is what these machines have been built for and Greg is totally up for it.

Clambering up in to the Martini car, Greg tells me to go and take a recce. Er, OK! The trail is pretty challenging, with plenty of elevation, cambers and ruts and it's very boggy after a lot of rain. I've done a

Hankooks and all that 911 weight in the rear give amazing traction. That said, with a maximum of 285bhp on offer, breaking it is never an issue...

Hilarious, absolutely hilarious. I want one. Greg and his buddies are going to have the time of their lives. And Greg is stoked at the off-road performance in what has been their first real workout, the attention to detail and floorpan sealing paying off as the electrics survive and there is no water ingress.

The drive back to Greg's workshop just underlines the dual-purpose nature of the project. Covered in mud and now looking the part after its off-road shenanigans, yet cruising along in leather and air-conditioned comfort. What lckx would have given for such luxury instead of the interior black hole that he was forced to work in.

Back to the beginning. Have I really had more fun than this in a 911? Honestly, after 2300 or so words to contemplate that statement, I don't think I have. In fact I don't think it would be possible. Toys they might be, but they work on so many different levels and make so much sense. Sitting here now, I'm imagining what a blast I could have on my local rural roads, and the cross country shortcuts and gravel tracks I know, not to mention that off road centre down the road... The ultimate 911s? Could be. **PW**

“Hilarious, absolutely hilarious. I want one of these”

entrance and one that is popular with knee down bikers, due to its radius and camber. I feel compelled to do a few rotations, loving the feel of the body movement and low grip tyres and flexy sidewalls. I've never been much of a sideways action hero, but it's easy in this!

Photographer Harmer is already at the track, so I babble effusively to him as we wait for Greg to arrive with the Martini car. We generally use this facility because it gets us off the road to do pictures in safety. It does have an actual real off-road section, but we've never needed to investigate the

modicum of off road driving in the past and I remember the maxim of letting the engine and torque do the work in such conditions. The torquey 993 3.6 is perfectly tractable and off we go, chugging up the climbs on tickover and using the engine braking on the descents.

Fast forward and now I'm in Greg's car with Greg behind in the Martini mobile, laughing his head off as we tear round the course at ever more lairy angles and giving it large in the puddles and water splash for the pictures. With Range Rover ride height, there's nothing to stop us and the off road

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1000BHP THE MAGIC NUMBER

Forget the quarter-mile, the new thing for performance street cars in the States is the half-mile dash, all the better for delving into a supercar's top-speed potential. For this purpose, CSF's Ravi Dolwani has built a monster, 1000bhp 991 Turbo, which will run the half in 14secs and 186mph. Impressive

Words and photography: Matt Stone



That big magic number seems to be the claim of every Porsche tuner when cranking on a 991 Turbo S or GT2 RS – no matter the reality, every tuner somehow says they can deliver 1000 horsepower to the hapless customer, drooling for speed, with open checkbook in hand. Trust us, it takes more than a hot computer tune, a set of high flow air filters and a titanium exhaust system to get one of these engines to deliver verifiable, consistent, reliable power in that heady range.

Ravi Dolwani's fabulous half-mile racer comes commendably close to that, with a dyno verified 986 horsepower (at the wheels) on E85 Ethanol fuel, with the engine management computers set to full kill mode at 30 pounds of boost. Holy head gaskets! 91 octane pump gas yields a mere 647 horses at 18psi; amp it up to 100 octane racing gas, and you'll have to settle for 807 at the wheels horsepower. But why?

Half mile drag racing is a relatively new phenomenon in North America, having caught on in just the last four to five years. Of course drag racing was codified in America at a quarter of a mile back in the 1950s, and since then most professional and amateur drag racing tracks and series have been built around a 1320 foot track, timing light to light. Most racers agree that this measure tells a lot about a car's accelerative potential, and even though terminal velocities can run pretty high, the quarter doesn't show much about a full-bodied car's upper speed limits. So a group of enterprising enthusiasts began playing around with half mile runs, where a tuned up Corvette ZR1, Lamborghini, McLaren, Nissan GT-R, BMW M whatever, or a big banger Porsche, can really strut its higher speed stuff once past the quarter. There are now (at least) two organisations that promote sanctioned half mile speed contests on airport runways, certainly longer, flatter and much safer than any sort

of public road. A wide variety of hardware shows up to run these events, from relatively new stock high performance cars to homebuilt, fire-breathing dragons of all stripe – some now boasting 2000 or more horsepower. Plus CSF's Ravi Dolwani and this handsome 991 Turbo S.

Besides the major thrills that this car delivers in the half mile, Dolwani's primary purpose behind this build and racing programme is to test and demonstrate the effectiveness of his company's cooling products. As you likely know, CSF Radiators produces high quality, hand built aluminum radiators, oil coolers and intercoolers for Porsches, among a wide variety of OEM style replacement radiators and coolers for much more pedestrian machines, plus the RV and commercial trucking industries. So needless to say, this stealthy grey Turbo S packs every CSF product that'll fit in or on it, as well as a bunch of other stuff and handiwork to make it a lethal half mile runner.





Dolwani purchased this 2014 example pre-owned with less than 30,000 miles on the clock just for this purpose. It wears its original colours inside and out, plus a full complement of luxury kit and a PDK transmission aboard. Arizona's Evolution Motorsports race built the motor with not only more power in mind, but in the name of bulletproof reliability, given Dolwani's plans for long half mile WOT pulls at maximum amounts of turbocharger boost. Evospec provided most of the internal bits, including forged pistons, very special beamed connecting rods, special head studs, and press-in iron liners, replacing the potentially damageable factory aluminium bores. Evospec also provided O-ringed head gaskets and their heaviest duty rod

bearings. Otherwise the engine was assembled using OEM gaskets and seals, plus all new OEM fuel injectors, and an oil separator. Tough guts indeed.

The twin turbo system is almost entirely bespoke, again by Evolution Motorsports. The snails themselves are BorgWarner ball bearing turbos. The exhaust is also entirely bespoke, employing stainless steel 3-2-1 headers and a 2.5 inch muffler system for street driving, including a switch-valved mufflerless 2.5-inch piped "straight dump" system when racing or under high boost. The throttle body coupling is a GT2 RS piece. The fuel system has also been amped up for higher pressure and flow, via brushless electric in-tank fuel pumps, high flow filters; the factory DFI system remains

intact and functions with the stock ECU. SRM provides custom intake manifold spacers, a centre intake plenum, and high volume fuel rails. On top of the factory ECU, Syvecs provides its Turbo "plug n play" standalone ECU system with ISC tuning by Wayne Potts. The tune includes reprogramming for the PDK trans in the name of quicker, firmer shifts. The launch control is completely reprogrammed for straight-line use giving a 3500rpm launch with gearbox and clutch preservation in mind. All of the filters and fluids are OEM pieces or spec.

The suspension system is loaded with uprated racy aftermarket bits, including an Ohlins coilover conversion, and GMG Motorsport thrust arm bushings. Those

Big Toyo boots offer just the right amount of grip and slip to give Ravi's 1000bhp 991 Turbo maximum thrust off the line

Tastefully does it in factory Agate Grey, with subtle deep metallic blue decals and lightweight Advan GT wheels





Nothing to see here. Shame because hidden is a 1000bhp monster, with bespoke internals, that still manages to be tractable and civilised

beautiful wheels were somewhat selected around the tyre sizes and availability; they being Advan GT Premium centre lock five spokers at 9.5x20in front and 12x20in aft, wrapped by aggressive Toyo rubber; Dolwani feels that while for road racing there are a number of top choices from Michelin, Pirelli, Toyo, Yokohama and the rest of the usual suspects, these Toyos are the ones that offer the all-wheel drive grip required for the quick, hard launches of half mile drag racing. If they don't spin just a bit, then you don't get the high rpm "pop" you need off the line, and conversely, if they just go up in smoke, elapsed time and V-max potential are wasted.

The car wears its factory Agate Grey paint and black leather interior; with all of the sponsor and partner logos in a deep metallic blue vinyl, which augments the car's classy look, instead of a visual explosion of wildly coloured stickers seen on so many tuners and drag racers. The body bits are an artful combination of Sterling Auto Con custom pieces, as well as

GT2 RS and other bits; the front grilles are neatly shaved a bit to give more of a GT3 look. In order to add a bit of pop to the reserved grey paint and blue graphics are a variety of components tastefully finished in a bright yellow. Take special note of that bespoke, built by hand carbon spoiler/intake piece on the engine cover; its air intake

SPX carbon-fibre racing seats replaces the heavy stock units. These lightweight chairs are very comfortable, supportive without punishing, and even maintain an adjustable rake function. Naturally the car is roll caged and carries a Brey-Krause mounted fire extinguisher on board, and employs Schroth 5-point racing harnesses while the

“ The build has removed 500 pounds from the Turbo S's stock weight ”

Rules of the half mile club dictate a roll cage, fire extinguisher and full harnesses, as well as full race gear and a helmet

openings are functional, and the rest of the shape provides meaningful downforce with minimal drag. Beneath it sits an Eventuri carbon-fibre high flow air intake system, with dual cone style filters.

The interior is anything but stripped; maintaining its factory dash and instrument panel, while a pair of very trick SPARCO

factory seat belts are retained for the occasional street use. Dolwani estimates that the build has removed about 500 pounds from the Turbo S's stock scale tally, most of that by removing the rear seats and swapping out the heavy, electric motor filled factory front chairs, plus the heavier stock exhaust system and mufflers.





This Maximum Strength Turbo S fires with little more drama than twisting the key on a new Cayman. The thin walled stainless, non-catalysed exhaust system barks crisply out of its quad pipes, and the engine thrums large and chuffy. On the road the CSF monster exhibits surprisingly good manners and drivability with a ride that's noticeably – but not punishingly – firmer

gear on board. Dolwani noting that he specifically sought out a PDK car when shopping for this Turbo S, as it's "the perfect trans for drag racing; you can't shift any faster than this, and any power loss during shifts is negligible." Unfortunately the local toney Newport Beach, California, road conditions didn't allow any high or top speed performance sampling, but even the

nav system or no, this is a serious race car. While most lower speed brackets require little in the way of built in safety measures, any car (in the half-mile series in which Dolwani runs) that runs faster than 180mph requires the car to be roll-caged, and carry an onboard fire extinguisher. The driver must be fully suited and booted in up to date racing gear with gloves and a full faced helmet.

So how fast is fast? To date Dolwani's best half mile run is a 14.69 second sprint (which used to be very impressive in the quarter, half mile not withstanding) and a terminal speed of 186.67mph. Some recent upgrades and a little more high level tuning have Dolwani confident of a 190mph run next time out, and it's likely that a 200mph pass lies somewhere on the horizon. Certainly a far, and well developed, cry from the performance of the earliest Porsche race cars, they packing something between 40 and 50 horsepower, and need time, room and patience to break 100mph. **PW**

Stealth bomber! Ravi Dolwani's 991 Turbo doesn't draw attention, but then you should always watch out for the quiet ones!

“ To date, Dolwani's best half mile run is a 14.69 second sprint ”

and more responsive than stock. The reprogrammed PDK shifts beautifully, and most wouldn't know that its shifting habits have been breathed upon. And naturally no amount of street driving on a hot day will overwhelm all of the high tech CSF cooling

few throttle prods we experienced confirm there's serious brake and at-the-wheels horsepower here. And the car retains its full AWD capability.

Make no mistake, this is serious racing, and licence plates and entertainment and

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	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/CLIP	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		7049	7060
GT4	Left			7066
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TECH: HOW TO

PLUG AND PLAY

Whether you seek to replace your car's existing factory-fitted switchable exhaust, or to upgrade from standard, Spyder Performance has a temptingly affordable wirelessly controlled system for the mainstream 996 and 997, plus the equivalent 987 Boxster and Cayman. And if you want that essential 'factory' look, with the correct fascia-mounted switch, Auto Umbau has just the job for that, too. Story and photographs by Chris Horton



It is fair to suggest that switchable sports exhausts – PSE in Porsche-speak – are probably among those automotive phenomena that you either 'get' immediately, or else fail permanently and completely to understand. Personally, this writer is always reminded of how, as a 12-year-old, he used to attach pieces of thin card – Weetabix packets were ideal – to the mudguard stays of his bicycle, so that they made a satisfying clicking sound against the passing spokes of the wheels. Go on, admit it: you did just the same, didn't you?

Whatever... The plain fact is that in the world of Porsche the switchable sports exhaust – muted and refined when it needs to be, whether for so-called quiet trackdays or the annual MOT test; excitingly loud and sporty when the occasion demands or permits – is today very much a 'thing'.

Back in the September issue we followed the installation of a non-switchable Milltek set-up in a previously PSE-equipped 997. That might sound counter-intuitive, even downright perverse, but the logic was simple enough. The original Porsche system was seriously corroded, and the

switches – the pair of vacuum-activated flaps that direct the exhaust-gas flow through the relevant parts of the two silencers – had long since seized up in the standard (ie quiet) position. A brand-new equivalent Porsche system would have cost around £3000 (and even a non-switchable system well over £2000), but the Milltek device, installed by Maundrell & Co in Oxfordshire, and in aural terms claimed to offer the best of both worlds, came in at only around £1700 – fitted.

This time, however, we are taking a rather different approach – and here on a

Spyder Performance switchable exhaust starts at just £695 including a wireless control system and VAT. Even with installation and the usually required fitting hardware you are looking at only around £1350 all in. OE-style control button (and wiring) from Auto Umbau adds to both the cost and complexity of the job, but such is the price of 'originality'

Essentially the standard Spyder control system (near right) consists of an after-market solenoid valve activated by a 'remote', plus vacuum connections to the inlet manifold and the actuators on the silencers via this purple silicone tube (top row, middle). The Auto Umbau kit, meanwhile, uses genuine Porsche parts, including the solenoid valve and bracket, but crucially with AU's own wiring harness, which costs around a third of the price of the Porsche item. Also included is an OEM control button (you need to specify whether it is to be positioned on the left- or the right-hand side of the fascia), and not least this relay and its mounting block (bottom two pictures)



In all of these switchable exhaust systems – PSE and after-market – the flaps in the silencers are actuated by nothing more sophisticated than inlet-manifold vacuum, supplied via small-bore tubing. The Spyder kit comes with naturally heat-resistant silicone pipe, but AU's Robin McKenzie has sourced the genuine Porsche stuff, using the silicone simply to facilitate the connection with each actuator – although even that warrants the use of this fearsome-looking tool (top row, near right) to open it up very slightly to the required diameter. Routing the tube is not as easy as it might sound, either. You need to avoid sharp bends, and letting it actually touch any part of the searingly hot exhaust. Tucking the tubes behind heat-shields is OK, but if you need to secure them you'll have to use twists of wire rather than plastic cable-ties

996. Partly to showcase an even more affordable after-market exhaust that is fully switchable – from Spyder Performance, via Surrey-based independent specialist Eporsch – and which can either replace the original switchable Porsche system, or else serve as a standalone upgrade. But also – and indeed primarily – to demonstrate the painstaking lengths that some specialists will go to in order to retain the essential 'factory' look for what you might call the user interface. The in-car control system,

basically. And, of course, to illustrate how your own vehicle can benefit from that same expertise, as well.

Step forward our friends at Auto Umbau in Bedfordshire, led by the tirelessly perfectionist Robin McKenzie, with support from the no less conscientious Terry Parker. Working closely in conjunction with Dean Horvath and Roly Baldwin at Spyder Performance and Eporsch, respectively, they have not only identified and sourced all of the genuine Porsche parts you will

need to equip your 996 (or 997/987; see sidebar) with an OEM control button for the dashboard, but crucially have also designed and then had manufactured their own wiring harness to link it to the necessary hardware within the engine compartment.

This harness, too, is available from Porsche, but costs around £600 including VAT against Auto Umbau's nominal £180 for its own version, and is, says Robin, not just hugely expensive, but also not easy to fit. (The full AU control system costs £679.)



TECH: HOW TO



Vacuum connections for the Auto Umbau installation are made using the supplied genuine Porsche 'Y'-pieces (still with '928' part numbers) and short, curved rubber pipes: all simply push together. Solenoid sits on a bracket in the top right-hand part of the engine compartment. Hexagonal-section 'upstand' (bottom row, far left) raises accumulator to the required position – although it's still pretty hard to see behind air-con pipework (middle photograph)

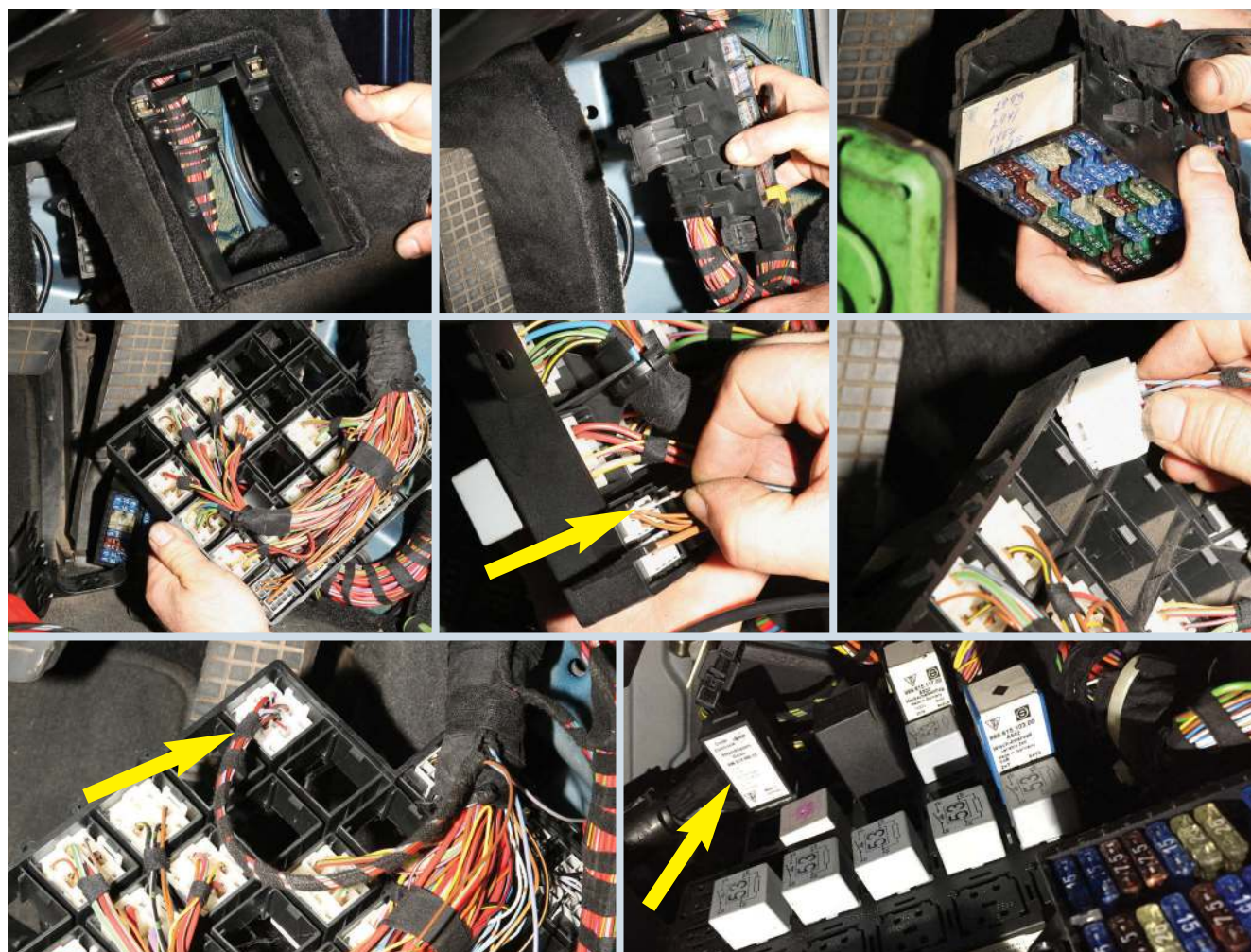
'I can't understand how you could ever be expected successfully to install it,' he argues. 'It comes as a bunch of individual cables, with no clear guide to where and how they are meant to connect with the car's own loom. But in a previous life of this company we routinely designed and manufactured sophisticated and necessarily ultra-reliable additional wiring harnesses for all manner of police and other emergency vehicles. So something as straightforward as this was, well, a piece of cake.'

We joined the project at roughly the halfway mark, with the beautifully made stainless-steel silencers already in position, and hooked up to the car's original catalytic converters. Essentially this had been much the same process as for that Milltek/Maundrell job, reported Robin, with all the usual problems of first extracting the two long bolts and nuts securing each silencer to its engine-mounted support bracket – for more on that see the September edition. Robin also had some

issues aligning each silencer's inlet with the outlet from the relevant catalyst, ultimately resorting to slotting each mounting bracket's mounting holes, such that both could then be moved forward the required few millimetres. Other than that, all good – and it is undeniably a pleasure manually to slide each actuator's pushrod up and down, just to feel the silky-smooth rotation of the Rose-jointed connection to the integral flap.

Still to be done, then, was to cut to length and fit the small-bore vacuum pipes

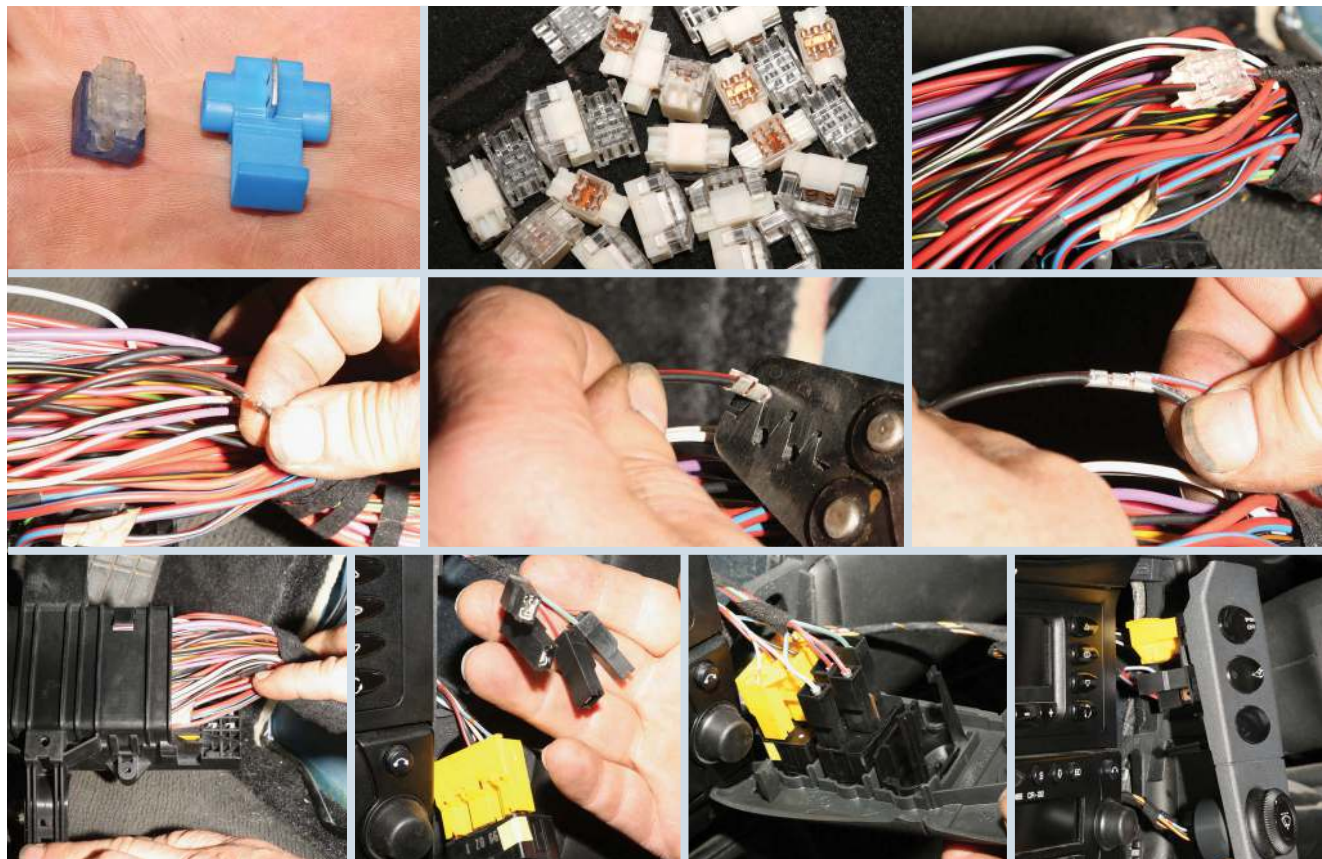
Electrics next... In simple terms you will be taking a feed from an ignition-controlled live wire behind the fuse board, and also installing a relay and its mounting block. That requires connections to the AU loom, and that, in turn, picks up on spare terminals in several of the other relay blocks – so-called crimp-savers (arrowed in middle picture). Again, all parts are supplied to make a neat, factory-style job of it. (And the wiring harness is available on its own, stresses Robin McKenzie, for those who might wish to source the other items elsewhere.) Remember, though, that the terminals already crimped to the ends of the wiring loom's individual cables would need a special tool to remove from the relay block, so make sure you get them right first time – or buy the tool, as well. This car had several vacant slots for the relay, but Robin chose what would be the top left-hand corner (arrowed). Tape used to bundle wires in any of these Porsche looms is not the best quality, reckons Robin, so consider tackling some minor repairs while you have the chance



The most obvious way to take a feed from somewhere within the middle of an existing cable is via the famous blue Scotchlok, but these have a number of drawbacks, not least their tendency to cut too far into the strands of wire inside the insulation. The device on the left of the picture top left is a better alternative, and likewise the ones in the middle photo on the top row – note their doubled-up copper contacts.

In the end, though, lack of space meant carefully stripping back a short length of insulation, and using a short length of the OEM-style crimp connectors favoured by car manufacturers.

No chance to use heatshrink, of course (there is no cable end to slide it over), so this was then wrapped in tape. Wires for the switch need to be routed carefully through the fascia and connected correctly – sadly, the special factory plug for this is the one item not available separately



between the actuators and the solenoid-controlled valve to be positioned on the engine, and then to link that to the fascia-mounted control button via the new Auto Umbau wiring loom. Inevitably that would soon become a rather more involved

process, requiring connections to both the fuse and relay boards under the right-hand side of the fascia, and then running the main 'arm' of the harness all the way back to the valve, behind and below the interior trim. You can avoid that – and the fact is

that it is both laborious and physically quite demanding – by using the wireless remote system supplied by Spyder, but this too requires some wiring and basic installation work, and is never going to replicate that essential factory look. It's your call.

THE KNOWLEDGE

In very broad terms, installing the Auto Umbau wiring for the control button on the fascia is going to mean accessing and partially removing the fuse and relay boards from under the right-hand end of the fascia. You will be taking a 12-volt feed from the appropriate wire at the rear of the former – using a suitably good-quality connector; see photographs – and installing a new relay and its mounting block, both provided in the AU fitting kit, to the latter. Both boards are rather awkward to get at – best not to attempt it if you suffer from back or neck problems – but provided you know where the fixings are located they are not impossibly difficult to take off. (Putting them back is inevitably a little more difficult, however.)

Additionally, you will need to pass a group of four wires up into the side of the centre console and connect them to the back of the switch. This will be either the existing item, if your car came with a switchable PSE exhaust, or else the new one provided in the Auto Umbau kit. Note, though, that all these fascia switches are handed, depending on which side of the console they are positioned, so you will need to specify left or right when ordering. Either way, you are going to need to prise off the relevant section of the fascia, naturally taking great care not to break any hidden securing tabs, and likewise using only plastic tools to avoid visible damage. Use a piece of stiff wire, taped to the end of the wires, to thread them through the side of the console, and then up into the relevant area behind the switches, making sure they don't snag anywhere.

Next, you need to feed the remaining two wires for the solenoid valve back down the side of the cabin and into the engine compartment. This brings the daunting prospect of removing quite large pieces of (one hopes!) pristine trim, but take your time to find and fully undo all the screws (where appropriate), and again very carefully to prise the parts out, and you should have no problems. These cars were designed to be assembled

quickly by relatively unskilled workers, remember, with simple clip-together fixings, and although there is always the danger of those ageing plastic clips breaking, all are still available from Porsche. Just take your time, and don't simply yank the stuff out. Again, use your piece of stiff wire as a makeshift needle. This is particularly useful where the cables pass through the sill area, with its release levers (or in later cars electric switches) for the front and rear lids.

As far as the vacuum connections are concerned, you will be taking a feed from the inlet manifold, via the standard accumulator that forms part of the fuel-delivery system, and thence to the solenoid-activated control valve, mounted in the standard Porsche position just behind the positive terminal provided for emergency jump-lead engine starting. (You will need to remove the airbox for access for all of this work.) The pipe aft of the valve is then split into two, using the (genuine Porsche) 'Y'-piece provided, and from there through the sides of the engine compartment, and down to the actuators on the silencers. Note that the accumulator is normally located quite low down on the right-hand side of the engine, and in order to position it for this installation it has to be raised a few centimetres by means of an extended mounting bar.

All that remains now is to connect the two vacuum pipes to the actuators. The Spyder kit, as we've said, comes with naturally heat-resistant silicone tube, but Robin McKenzie has sourced and thus supplies the genuine Porsche stuff – hard plastic, covered with a heat-resistant stainless-steel braid. But this is awkward to connect neatly to the angled lower end of each actuator (using a short length of the Spyder kit's silicone tube), so at the risk of compromising the car's 'originality' – and given that this area is normally unseen – we would be inclined to use longer pieces of the more flexible silicone and hook them up to the black plastic stuff where they pass through the inner

wings and into the engine bay. Either way, make sure the pipes cannot touch the hot exhaust, perhaps by wiring them to the edges of the aluminium heat-shields.

The Spyder Performance 996 exhaust shown here is suitable for both 3.4- and 3.6-litre cars, but unsurprisingly not the Turbo, GT3 or GT2. There is a similar kit for the gen 1 997 in Carrera 2, C4 and C4S guises, and also for the gen 1 987, ie Boxster and Cayman. In all cases, says Spyder's Dean Horvath, it can either replace the original PSE, or Porsche Sports Exhaust, or else serve as an upgrade from the common-or-garden, non-switchable system. 'In terms of overall sound, with the valves closed it's about as noisy as the standard car,' he says, 'but when they are opened up probably a little bit "raspier" than the PSE. The best of both worlds!'

The 996 exhaust kit, together with its wireless control system, costs just £695 including VAT. (It is available without the control system, for those taking the AU option.) Installation at Eporsch would typically cost £480 including VAT for roughly 5.5 hours' labour, although Dean advises customers to budget for the additional cost of the new Porsche clamps and brackets that are usually required – perhaps another £200. Even so, you are still looking at a remarkably low price of just £1350 including VAT, fully fitted – and obviously quite a bit less if you do it yourself. The equivalent 997 and 987 exhaust systems alone start at a slightly higher £730 and £850, respectively, again including VAT. For more details on those, and installed prices, call Dean Horvath on 01483 312512.

The Auto Umbau wiring kit shown here costs £679.04 including VAT, plus around four hours for installation – which could, of course, be done after you (or another specialist of your choice) had fitted the switchable silencers. For full details of that aspect of the process – and the company's many other services – call Robin McKenzie on 01525 861182.

TECH: HOW TO



The two wires to the engine-mounted solenoid need to be routed under the trim on the right-hand side of the cabin. Taking all that out might seem a daunting prospect, but work methodically and carefully and it is actually reasonably straightforward. Make sure you have removed all the hidden screws and other fixings (like the one at the top front corner of the quarter panel, left, and then the securing pin for the seat back). Trim panel is designed to slide forward before you can pull it out sideways. A length of welding wire, taped to the ends of the cables, makes an effective 'needle' to thread them through areas that are still awkward to reach

Indeed, it is the wiring side of the installation that we have concentrated on here. In part because it is just about straightforward enough for a competent and confident DIYer to tackle, but also because it is also just about complicated enough to get quite badly wrong. But it is interesting,

too, and some of the techniques involved will at some point be relevant in other areas of your car. Also shown – as best we can, anyway – are the vacuum connections as sourced and installed by Auto Umbau. The Spyder Performance kit includes a length of small-bore silicone tube in a rather garish

blue, but for this car – actually, his wife's – Robin preferred the standard and smaller outside-diameter black stuff from Porsche, together with the braided-sleeve nylon tube originally specified to hook up to the actuators. A minor detail, but when it comes to that factory look, every little helps. **PW**



Last job as far as the wiring is concerned is to make a small, neat hole in the rubber blanking plug fitted to the hole in the firewall between engine and cabin and then, using that spreader tool again, to pass the wires through. Push the terminals into the plug provided, obviously making sure that you get them the right way round – the plug has numbers to identify them. Connect plug to solenoid – and play! On this car there were still the tailpipes to be added, and then the rear apron to be refitted, but that was dead easy, too



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miles • 1988 (F)

£84,995



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Manual Gearbox • 18" Sport Design Wheels
Air Conditioning • 29,552 miles • 1999 (V)

£79,995



911 Turbo S (997)

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Leather Seats • PDK Gearbox • 19"
Turbo II Wheels • Sport Chrono Pack
with Sport Plus • 45,318 miles • 2010 (10)

£74,995



911 Carrera 4 (993)

Polar Silver • Black Leather Sport Seats
Manual Gearbox • 17" Cup Wheels
Air Conditioning • 67,165 miles • 1996 (P)

£59,995



911 Carrera GTS (997)

Carrera White • Black Half Leather
Sport Seats • PDK Gearbox • 19" Centre
Lock Wheels • Touchscreen Satellite
Navigation • 33,929 miles • 2010 (60)

£59,995



911 Carrera 2 (991)

GT Silver • Black Leather Seats
Manual Gearbox • Touchscreen Satellite
Navigation • 19" Carrera S Wheels
13,167 miles • 2014 (64)

£57,995



Cayman GTS (981)

Agate Grey • Black Half Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • Porsche Ceramic Composite
Brakes • 11,717 miles • 2014 (64)

£56,995



Macan GTS

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£49,995



911 Carrera 2 (997) GEN II

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BORDER CONTROL

Border Reivers, the illustrious Scottish racing heritage that launched F1 champ Jim Clark, is in good hands with Tom Fitzsimmons. We visit his eclectic Porsche emporium beside Loch Lomond

Words: Johnny Tipler Photography: Antony Fraser



Not so much cattle reiving country, more bonnie, bonnie banks of Loch Lomond: that's where we find amiable Tom Fitzsimmons, proprietor of Border Reivers. In 2010, he adopted the iconic Scottish moniker that famously graced Jim Clark's Aston Martin DBR/1 at Le Mans in 1959, and turned it into a thriving Porsche business.

Tom's been beside the shores of Loch Lomond at Balmaha since 2009 but, as he admits, 'I've been doing this all my life. I left school and became a coachbuilder and panel-beater, and we had a workshop in Glasgow.' The local Porsche OPC approached him and asked him to do their bodywork. 'They gave up doing it in-house, and we became the Porsche-approved repairer for Glasgow and the south of Scotland. We expanded and ended up with 65 staff, and became the biggest Porsche-sanctioned repairer in Europe. We even had training facilities, and Porsche held

their own training at our place. Trainees came from the north of England, from the Orkneys and Shetland Islands; everybody came to us.'

And then, in 1999, he sold up and started collecting cars. 'I'd been travelling up and down the country looking at cars for years, and became disappointed and disillusioned with descriptions of cars, so we said, "let's do it ourselves," and it's been very good.' So, what's the most fantastic car that's passed through his hands, I ask. 'Ten years ago, my brother and I bought the makings of a 550 Spyder in boxes, and we paid £150,000 for it. He's a Porsche-trained panel-beater so I left it with him and he put it together, and we sold it for just under £400,000. And those cars are now fetching £3.5 million!'

Standing in this treasure house, there's a broad cross-section of Porsches ranging from immaculate 356 Speedsters via 3.2 Carrera, 964 and 993 to Turbos of the 996 and 997 persuasion. As I get my eye in, it becomes clear that there are more 356s

than any other Porsche model in here; six, in fact, a mix of Coupés, Cabriolet and Speedster, and one that's already prepped as a rally car. 'We do alright with 356s,' avers Tom; 'they're mostly right-hand drive, though every one I've got – apart from one – is right-hand drive. So, early Porsches are what we specialise in. We bought a rather special 356 from a client in Canada, a left-hand drive car, and one of our own clients over here was sufficiently impressed to ask us to build him one just like it, but in right-hand drive, and we call it a Reiver's Edition: it's very similar to the left-hand drive one, but better quality.'

It's a small world, the Porsche community, and we discover a mutual friend, Andrea Kerr, the singer with 'ambient darkwave' band Colt, who owns the ex-Ridley Scott 3.2 Carrera Targa SSE which we featured in *911&PW* a few years ago; Tom used to go clay pigeon shooting with her dad and knows the SSE, of course. Nice to find other points of contact, too. Later on, we pay a visit to Border Reivers'

A veritable Aladdin's cave of treasures in the Border Reivers showroom. 356s abound, but for fans of rallying, that's Colin McRae's Mk2 Escort top right in the picture

Tom Fitzsimmons has history on the borders. His family is Armstrong, the original Border Reivers. The name also references the original Border Reivers team of Ian Scott Watson, who ran Jim Clark in his Porsche 356



busy bodyshop in south-east Glasgow, where we find ace racer John Fitzpatrick's personal 911E from 1973 undergoing a wings-off paint correction after a repair at Kremer Racing a while ago. That prompts me to give John a call, and he still thinks of it fondly: 'that was my first Porsche, and regardless of how I was feeling when I got up in the morning, as soon as I jumped in the car and started it up and heard that fabulous six-cylinder air-cooled sound, I was ready for a new day!'

As for Border Reivers, Tom doesn't come across as the kind of guy who'd get involved in pillaging and sheep rustling. However, his ancestors' nefarious activities do give him a right to the name. 'My family is Armstrong,' he explains, 'and the Armstrongs were the original Border Reivers. So that's where my connection

comes from. We also wanted a tie up with a Scottish race team, so the old Border Reivers team of Ian Scott Watson who ran Jim Clark in his 356 at Charterhall gave us the racing connection, and it revived the

'63 World Championship winning Lotus 25 on show, and a works Lotus Cortina he raced. So, we keep that Borders connection and we have a lot of clients in the region, and our name is the one that people have

“ It's clear there are more 356s than any other Porsche model in here ”

name. We sponsor events in the Borders, including the Jim Clark Room in Duns. There was a big opening do there last month, with Jackie Stewart and Jimmy's family, racer Doug Niven and Jimmy's ex-girlfriend Sally Stokes there. They've got his

in their head. We also sponsor a couple of guys that race, and there's John Gearing's SC rally car as well, so the name is getting out there and we're shipping cars all over the world.'

Tom has done the Historic Monte Carlo



Taking to the rough stuff in John Gearing's 911SC rally car. Look out for that in a future issue

TECH: SPECIALIST



It's all go in Border Reiver's busy Glasgow body shop. Tom Fitzsimmons started his career as a coachbuilder and before going into sales, ran the biggest Porsche sanctioned repair outfit in Europe

Rally a couple of times himself – one of my own favourite events as it happens – in 2016 in a Saab 96 V4 and 2014 in a Volvo, and he plans to go for it again in a 356. 'You've got to think carefully about which

mountain we can walk away and not worry about it. I would like to do it in a Porsche, but the values are starting to get silly for a car that you could end up wrecking.' There's a Colin McRae Mk2 Escort in the

The tatty one is a barn find, right-hand drive, matching numbers. 'That, hopefully, is a donor vehicle for another Reiver's Edition. If I did use it for the Monte, I wouldn't be doing it up first; I would just get it Monte ready and do the event in it, then hopefully get a restoration out of it. I don't want it to go on sale to the general public so that it leaves me, I want the job of converting it. That's a sideline, and very enjoyable. It's satisfying when you see someone's collection, which is worth millions, and the 356 which we built for him is in pride of place. That's on the website, and it's a lovely car.'

There's a blue 964 tucked in a corner, a Porsche Carrera Cup-winning car, previously white, that's been refreshed as an N-GT replica. 'It's still got the number plate, and it's a very well-known car that came up for auction, and I was with Nick Faure, and he knew the car from when it

“ We send maybe 10 to 15 cars a year to Thailand, which is a big market for us ”

car to do it in, though. Let's say the 356 is £165 grand, and you're hustling it through the woods on tracks, and when you start worrying about the value you're not concentrating on the rally, so you're not enjoying it. The Saab is a stage rally car, worth about £20 grand and, as long as we're safe, if it rolled down the side of a

showroom, and I recognise a Mk1 Escort from the Historic Monte, formerly belonging to Xerxes Matten and now part of Border Reivers' inventory. 'It's set up to do the Monte, but I don't want to destroy it; I'd rather just keep it and have it as a stage rally car.' Tom indicates a slightly worse for wear silver 356, one of the half-dozen 356s.



Old Porsches rarely die. When the time comes, they get restored back to their former 'as new' glory



was a championship runner driven by Marcus Carniel (known as The Goose), and he said, "I'd love to drive that." So, I got it, we stripped it to bare metal and painted it Maritime Blue, rebuilt the engine and fitted some genuine RS parts including a set of Cup wheels. It's just awesome, lighter and faster than a standard 964RS – without the price tag – but with a cage welded in, I just don't get the chance to use it as much as I would like. It's a proper race car, great fun. We just sold a yellow 993 to Thailand, which is a big market for us. Apart from the UK, it's our biggest market and we send maybe 10 to 15 cars a year to Thailand. Our contact is the guy who owns 911 Assistance: that's the largest independent specialist over there, and we have a very harmonious rapport. It's a small but very lucrative market. For example, we can get a

964 or 993 in here in pretty good condition, with good history and relatively low miles, and they do very well in Thailand. It's a complicated process, importing cars into Thailand: there's a rule that they've got to own the car for two years before they can actually import it, but we don't get involved in that side; our contact has an agent who comes up and organises everything including the handling, shipping and storage.'

Our visit concludes with an outing in his client's SC rally car. With owner John Gearing's kind consent, Tom lets me loose into the neighbouring Trossachs hills – see an upcoming You and Yours. John's a keen amateur rallyman, and has done the Scottish Malts and the Icelandic Saga with this SC, with son James co-driving. The premise is that you can simply buy yourself

an SC, lighten it by ditching the electric windows, pop in a fire extinguisher and external ignition cut off, and take to the stages. And why not? There's something comfortably reassuring about an SC – and this one is no exception. It starts and it runs, and everything falls to hand. Sure, it's got the offset pedal orientation of a right-hand drive 911, but it responds to the accelerator right on cue, it jiggles a bit and wants to tramline a bit on the straight, but we're in the land of the bends here, and it tracks impeccably around every turn, no matter how tight.

It's been a great pleasure to visit Tom and revel in his collection of semi-exotic Porsches, as well as bask in the splendour of Loch Lomond's panorama. I don't advocate any reiving, but on the other hand I wouldn't mind being a boarder here. **PW**

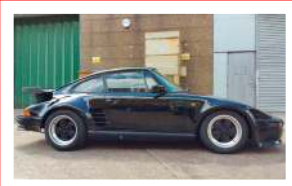
CONTACT:

Tom Fitzsimmons
Border Reivers
borderreivers.co
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PROJECTS

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THE TEAM

STEVE BENNETT

996 CARRERA 2



Spent an interesting day recently with some fellow 996 owners, comparing and contrasting various different suspension kits and set-ups from standard to coilovers. Full feature in next month's issue.



KEITH SEUME

PORSCHE 914



With around 5000 miles under its belt, the 914 is behaving itself well (famous last words...).



And now the mods begin, first the exhaust and currently the swap to five-lug wheels. Boys and their toys, eh?

CHRIS HORTON

924S, 944



Another month drifts by, and still nothing to report on either Porsche. But the 944 is fast approaching its 20th anniversary in my tenure – in December, actually – so that will have to change soon!



PETER SIMPSON

356C, 3.4, 2.7, GARAGE



I've started chopping out some rust on the T25 and I've uncovered the 911 2.7 and started the process of the 'what's needed' list. I'll pull the engine and start the rebuild with a feature in 911&PW.



BRETT FRASER

BOXSTER 986 3.2S



Disgracefully I SORNEED the Boxster for a month because a couple of my other cars needed money spent on them. And I missed it. So I stumped up for half a year's tax for some autumn miles.



JOHNNY TIPLER

BOXSTER 986 3.2S



A trip to Belgium and a sat nav induced wrong turn on the notorious local pave wreaked all sorts of havoc on the Boxster's suspension and various sensors. All sorted (p104), but proof that you can go too low.



JEREMY LAIRD

BOXSTER 987 3.2 S



Call me a dessicated old contrarian, but have always been sceptical that a change of oil type has much impact. But a switch to 10W50 Millers has the Box III running sweeter from idle to giving it death.



LITTLE THINGS

An urgent job on a disappearing window glass, then time for an oil change and check-over. Paul Davies discovers that however few miles you travel there's always something...



PAUL DAVIES

CARRERA 3.2 TARGA

Occupation: Freelance motoring writer

Previous

Porsches: '68 912

Current

Porsches:

1987 Carrera 3.2

Targa

Mods/options:

Just as Stuttgart intended

Contact:

autowriter@btinternet.com

This month:

Window glass disappears. In for a service, and a few odd jobs!

PD's Carrera 3.2 Targa awaits attention from the Jaz technicians

NOW YOU SEE IT, NOW YOU DON'T!

We were just rolling up to the start control of the Bluebell Run, the co-driver and me, when I activated the driver's door electric window lift and...kerplunk...the glass disappeared. Frantic jiggling of the switch brought it just into view, and quick action with some gaffer tape (always have gaffer tape to hand) held it firm for the next 150 miles through the Forest of Dean and the Welsh Borders. Luckily it didn't rain.

At home I set about investigating; the Carrera 3.2 has, of course, electric window lifts and door mirror adjustment so the battery has to be first disconnected. After that, here's the sequence. Somewhere you'll find a few pictures:

Remove end plate on door capping and retaining screws each end, then let the capping dangle on the wires of the door mirror 'joystick'. Disconnect – no problem because it's a one-way plug. Next the door bin has to be removed (self-tappers) followed by the door-pull which includes the armrest and the opening catch (bit of a

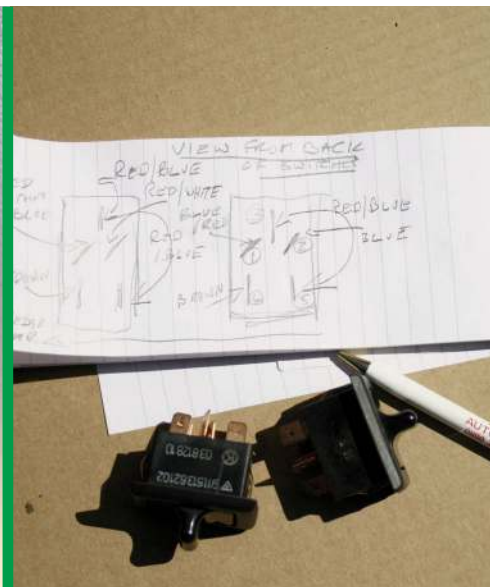




To get at the window mechanism the door trim has to come off. The capping strip is secured by screws at both ends and contains the joy-stick for door mirror adjustment. Note the top bolts for the door pull on the right



The window lift switches have to be prised out from the main door trim



Make note of all the connections for the window lifts. You'll need this later!

fiddle here as the catch connects to the door opening mechanism, obviously) which is securely mounted with bolts for obvious reasons.

The big knob that operates the central locking has to be taken off (one bolt after you prise off the cap) before the door card itself can be removed – more self-tappers. You're then left with the door card hanging on a myriad of wires connected to the driver's and passenger's window switches. Make careful note on a scrap of paper which wire goes on which terminal before disconnecting.

Door card off reveals a plastic 'membrane' fitted, presumably to waterproof the inner bits of the door. Peel off carefully, you'll need to stick it back on later.

Now we've got to the window mechanism, which can be viewed through a number of holes in the inner skin of the door. The glass sits in a rubber insert in a metal channel and in what I can best describe as a system of jointed metal arms (parallelogram?) the glass moves up and down vertically when the electric motor runs. My glass had popped out of the channel – after all it had been going up and down for 32 years.

Operating the lift mechanism (re-connecting the switch and battery) I could see how things worked. Perhaps I should have fitted a new rubber in the channel (they are available) but I went for the easy fix of running some silicone sealant in the channel and (carefully) pinching it closer

together to get more grip on the glass. Exhaustive test activations (well, two or three) seemed to show everything stayed in place so then, as they say, re-assembly was the reverse of taking it all to pieces. And so far it's all working dandy.

SERVICE TIME

Some time, but precious few miles later I must confess, I got the letter saying an MOT test was due. Which suggested it would be a good scheme to have an oil change service and general check-over by someone competent before submitting the pride and glory to the annual inspection by an appointed representative of the Driver and Vehicle Standards Agency.

In fact it was two years since I last



The door pocket is held by self-tapping screws through the door trim and also to the door pull



The door opening catch has the operating rod located in a nylon bush on the pull handle. Prise out carefully to avoid damage



Once the central locking knob has been removed (one bolt under the knob trim) the door card, held firm by self-tapping screws, can be removed. At this stage the speaker wires will have to be disconnected

TECH: PROJECTS



With the plastic sheet (see text) removed you can get to the window glass and mechanism. The rubber insert in the channel where the glass sits can be seen, also where it was bent. The channel was pinched up with pliers before fixing the glass back in with silicone and a dab of grease put on the pivots of the mechanism



Completed job, all back in place. Glass now moving smoothly up and down



Carrera sits on the lift in the Jaz workshop awaiting attention. Note the varied mix of Porsches on the shop floor in our main picture, p98

wheeled into the St Albans workshop of Jaz Porsche for Steve Winter and his merry men – in this case technician Kyle – to do their usual best. Please change the oil (Mobil Super 10w40 semi-synthetic) and filter I asked, and check the pig-tails that connect to the brake pads because I'm getting an intermittent warning light, which I'm sure can't mean the pads are worn because they were changed 6000 miles ago.

Kyle (you won't see his face because he wishes to remain anonymous) is a pretty thorough chap. The pads, he reckoned, were OK so the red light problem could well be a poor connection; no action here other than to check the terminals. (Or live with an intermittent red light.) What did cause

concern was a sticking piston in one of the rear brake calipers.

Some strong arm tactics we won't detail followed by a careful inspection (seal not damaged so OK) appeared to solve the hesitant piston, but I'll have to be aware that new calipers may be required down the line at some point.

The general check-over revealed a number of, best described as little but not necessarily insignificant, items which were promptly dealt with.

Earth strap from transmission to sub-frame somewhat frayed. Replace.

Fan belt worn and (as the earth strap) likely to fail at any time. Replace.

Split in low pressure (bottom) hose on oil tank. Replace.

Breather hose on oil filler neck worn. Replace.

L/hand rear heater box control stuck. De-seize (is that a word?).

Clip holding oil pipes in front wheel arch broken. (Fit new bracket.)

There could have been disastrous consequences if the condition of the fan belt and oil pipes had not been spotted. Detached earth straps can result in various electrical gremlins, such as poor starting, dodgy switch operations or radio interference. (Although I must add my radio has never worked properly; I doggedly refuse to replace the period Blaupunkt Toronto with anything more modern.)

The oil pipes, from the rear-mounted dry sump tank to the oil cooler in the front



Bottom oil hose starting to split. Real danger point this, and easily missed without a worm's eye view from below



Non-working rear wiper was cured by replacing broken motor spring with an O-ring



New fan belt fitted



Short breather hose to top of oil filler within the engine compartment was replaced



Technician Kyle was camera-shy, but not Jaz boss Steve Winter who added his own personal tweak to a luggage compartment catch that didn't quite locate



Rubber 'smile' between body and front bumper can be partly released by bending up and releasing a couple of screws...

R/H wheel arch, need to be held firm to prevent then chafing: likewise it's a good idea to pressure-wash out the accumulated mud in the arch to help prevent corrosion of the pipes.

The heater box control – which is hard to get at without a garage lift, I know from previous personal attempts to solve this problem – is a 'comfort' matter, but one of great importance if the co-driver complains they are either too hot or too cold. (Again, I know from personal experience.)

It seemed like our list of little, but important, niggles had been sorted. Then Kyle said the rear glass wiper was not working (it had been only the weekend before) and pointed to a constant drip of water from somewhere within the depths of

the front bumper after he had tested the headlamp washers.

The wiper problem proved to be a broken spring inside the motor case which holds a pair of contacts apart until the switch is activated. It's obviously a well-known failure because every Jaz technician keeps a small rubber O-ring in his tool kit to replace the spring!

The front water leak was traced to a split hose at a tee non-return valve where the two headlamp wash pipes meet the feed from the pump about dead-centre behind the bumper. Prising up the 'smile' rubber cap between bumper and body and releasing the centre pair of screws that hold it in place just allowed enough room to pull out the piping, remove the old tee-valve, cut

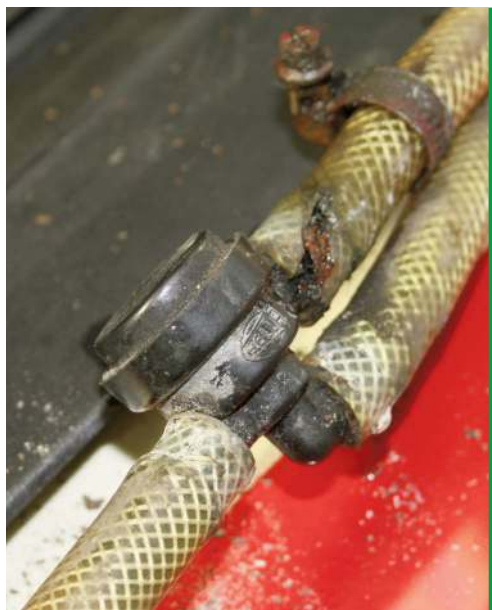
the pipe clean at the split and (for good measure) fit a new valve and clips.

All in a day's work you might say, but actually it was two days because we had to wait for delivery of a new oil hose. Now – hopefully – the Carrera 3.2 is fit and ready to provide more lively miles of motoring. I am, however, aware that the next visit to Jaz may involve the (not so) little matter of replacing the rear calipers if the freed piston starts misbehaving again. Also the rear suspension bushes look a bit worn, there's a little – not enough to worry about at the moment – play in the front suspension (dampers?), and Kyle did say he thought the clutch was a bit juddery.

Hey ho, that's Porsche life and life with a car that's getting on for 40-years old... PW

CONTACT

Jaz Porsche,
Unit 18, North
Orbital
Commercial
Park, St Albans,
AL1 1XB
Tel: 01727
866075
jazweb.co.uk



...which makes it possible to pull out the headlamp washer piping – revealing a split hose at the non-return valve between the headlights



Hose tidied up (ie: split bit cut off), new valve and clamps fitted before giving a quick squirt of underseal protection



Headlamps now get cleaned as they should, and no leaks onto the nice clean workshop floor



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2016 911 (991.2) 3.0T Carrera Convertible PDK Gen II. Sapphire Blue, 2016/16, Automatic, 47,500 miles, Agate Leather, PCM - Sat Nav, Sport Chrono Pack Plus, Bose, Heated Seats, GT Sports Steering Wheel, 20" Carrera S Alloys with Porsche Crests, Xenon Lights with Wash. **£59,900**



2012 911 (991) 3.8 Carrera S Coupe PDK Agate Grey, 2012/12, Automatic, 52,020 miles, Black Leather, Sport Chrono Pack Plus, PCM 3 - Touchscreen Sat Nav, Electric Memory Sports Seats, Sport Design Steering Wheel, 20" Carrera Classic Alloys with Porsche Crests. **£48,900**



2015 Boxster (981) 2.7PDK Guards Red, 2015/65, Automatic, 15,900 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Sport Design Steering Wheel with Paddleshift, Bluetooth, 20" Black Carrera S Alloys with Porsche Colour Crests, PSM, DAB Radio. **£32,900**



2014 Cayman (981) 2.7 PDK White, 2014/14, Automatic, 31,160 miles, Black Leather, Heated Sports Seats, Sport Design Steering Wheel with Paddleshift, Bluetooth, Park Distance Control Front and Rear, 20" Carrera S Alloys with Porsche Crests, PSM. **£30,900**

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SENSORY DEPRIVATION

A trip to Belgium to attend a pal's wedding meant driving on the notorious cobbled pavé. And that wrought havoc with the function-monitoring sensors aboard Johnny Tipler's 986 Boxster S



JOHNNY TIPLER BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2, 996 C2
Current Porsches: Boxster S
Mods/options: Modified induction set up/K&N filters, remapped ECU, Cargraphic exhaust, MO30 suspension
Contact: john.tipler@paston.co.uk
www.johntipler.co.uk
This month: Sorting out the pain inflicted by Belgium's famous pave

At Chobham's test track, undoubtedly one of our favourite venues for disporting ourselves with exotic Porsches, there's still hard evidence of its former function as the MoD's proving ground where, some 30 years ago and more, they honed the handling of tanks, armoured cars and army lorries. A greater part of the site consists of decent, what you might call country B-road quality highway. But the most obvious legacy of its Cold War past is a half-mile strip of pavé – gigantic cobbles – along which the unfortunate squaddie drivers were obliged to bounce unsuspecting military vehicles. Their dentists must have had a field day. Not that they would be drafted to Belgium thereafter, in all likelihood, but on a recent trip to the Waterloo area south of Brussels, I was sharply reminded of the Chobham-Longcross test track – and those brooding stretches of pavé.

Let's face it, cobbles belong in the Dark Ages. I mean, Tarmac was invented – in 1902 – to consign pavé to the history books. Belgium, and Bruxelles in particular, may be the apex of Continental sophistication, but their rural roads don't always measure up. Having motored the Boxster via Eurotunnel to Calais, we Wazed to Wallonia, and turned off the main highway a stone's throw (!!) from the Lion-topped pyramid that marks the site of the 1815 battlefield, onto a lane that probably hasn't changed in nature since The Duke of Wellington's boots walked the victory walk there. At snail's pace I eased the Boxster over the rutted track, riding the central mound with the left-hand wheels and trying to keep its right-hand ones on the bit abutting the hard shoulder, and trying to drive around the many cobbles that had been displaced (by tractor wheels?) into a

vertical orientation. A queue formed behind us, and a couple of 4x4 pickup trucks even overtook us cheekily by going on the field to our right. We stopped in a mud bath to the side of the lane to take stock. This is what happens when you blindly obey the sat-nav, though to be fair the nature of the lane wasn't evident at the turn-in. After a kilometre or two, the cobbles evened out as it became more like a hedged country lane, and I copied the locals by taking it a bit faster.

Next morning, as we prepared to set out from our farm Airbnb, the oil gauge

suggested there was a total absence of the amber fluid in the engine. I poured in the residue of a plastic bottle retained for such an eventuality, and we drove into the village where the wedding was scheduled to take place. Suddenly, I recognised where we were, and remembered that the Porsche specialist August was just around the corner from our designated breakfast venue (www.august-classics.be).

The guys recognised me from a couple of shoots we'd done with them in the past, in spite of the fact I was wearing a suit and tie, and happily checked out the Boxster's oil

It took a couple of goes to pinpoint the problem, but Patrick O'Brien at William Hewitt Porsche established there was nothing amiss with the suspension, but the steering angle sensor was devoid of power





CONTACT
William Hewitt
Porsche
Unit A, Bunkers
Hill, Egmore,
Walsingham,
Norfolk NR22 6AZ
01328 821429
williamhewitt
porsche.co.uk

situation. 'It's full of oil,' was the response. I heaved a sigh of relief, but it was premature. More cobble-cudgelling on the way to the church, and in the blink of an eye, the steering wheel orientated its cross-bars from 'quarter to three' to 'ten to two'. This coincided with the dashboard's warning lights flashing up, proclaiming ABS failure and PSM switched off! Flipping the bar beneath the indicator switch nullified the flashing lights, though the little circular ones remained visible. But does this really mean the brakes are at half cock and the handling behaviour is now entirely in my hands? I guess so. God knows what the local cars' maintenance records are like, having to endure the pavé pounding as they do. Not

only the neighbourhood dentists, the garagistes must be rubbing their hands with glee, too

Anyway, after the wedding weekend, Mrs T and I headed for Dunkirk to relax aboard DFDS Seaway's Premier lounge for the cross-channel voyage to Dover. Back home, I dropped the Boxster off with Patrick O'Brien at William Hewitt Porsche Specialist where he carried out a tracking test, the sort where the red beam runs between all four wheels. The car was absolutely all-square, so he straightened the steering wheel angle to match. Analysing the sensors for the ABS and PSM, they were re-booted, and all seemed well. Driving home again, the car felt like it was on tip-

toe. Was this right? I hadn't gone far when the yellow ABS and PSM warnings came back on.

Back at the workshop, Patrick reassessed the situation. The steering angle sensor, which lives at the end of the steering column and is accessed from beneath the wheel and behind the pedals seemed to be the likely culprit, and he found that a couple of wires had popped out of a junction. They were clipped back up, and the sensor rebooted via the diagnostic programme on his laptop. And, touch wood, the warning lights have not come back on. Mind you, I'm not holding my breath; Patrick thinks the steering angle sensor could simply need replacing, so we'll get onto that as and when. Why did it affect the ABS and PSM? A quick check on the Porsche Workshop Manuals website reveals the following snippet of information: The steering-angle sensor is integrated into the steering column switch and records the movements of the steering wheel (steering wheel angle) using light switches. The data is transmitted to the PSM control unit via the CAN bus. Basically, they are interlinked: when one cries foul, the others go on strike, too. What is CAN bus? The vehicle's nervous system, enabling ECUs and sensors to communicate with each other. To understand better, check this website: www.csselectronics.com/screen/page/simple-intro-to-can-bus/language/en

Oh, and of course, you'll be wanting to know who it was that got married! Raise your glasses to my good friends Kobus Cantraine and his beautiful bride Gaelle Remacle, and thanks for inviting us to their fabulous, full-on nuptial event in a Brussels castle, along with certain personalities from the Porsche and Volkswagen fraternities. We did establish that, by following an old-fashioned map (remember those?) rather than sat-nav, we could navigate the area (mostly) without recourse to the pavé lanes. But it was a salutary lesson in the susceptibility of the Boxster's MO30 suspension to the rigours of a rutted road surface in terms of tracking trauma and sensor deprivation. **PW**



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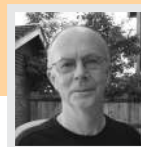
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PORSCHE 911 2.7 CARRERA MFI



In October 1973 for the 74 model year, the Carrera RS was replaced with a new Carrera featuring near-identical mechanicals but wrapped in a new G Series body. These early Carrera models weighed 1075KGs, just 15kgs heavier than the outgoing RS Touring, so unsurprisingly performance figures quoted from Porsche at the launch were identical.

We are pleased to offer this restored, LHD Carrera 2.7 MFI for sale, that was manufactured in December 1973 making it one of the earliest examples available.



INGENIOUS REPAIR FOR TYPE 915 GEARBOX MAINSHAFTS

One of the few weaknesses in Porsche's 915 gearbox – apart from its often frankly mediocre shift quality – is the failure of what can best be described as the stop-lugs at the clutch end of the mainshaft. It is against these rather small protuberances, machined out of the original billet, and thus an integral part of the shaft, that second gear and the rest of the 'train' are secured, by means of a large nut. And while you might get away with just one lug breaking off, even that can allow the gears to wobble dangerously under load. With two or more gone – and the pieces floating about inside the transmission – you are

heading for disaster.

Replacement mainshafts are predictably rare and expensive – and usually available only in the form of another gearbox 'for spares' – and there is obviously no guarantee that they won't sooner or later (and probably sooner) go the same way as their predecessors. You can fit a later mainshaft – in the 1970s Porsche replaced the original design with a hefty steel sleeve pressing against a machined shoulder – but again that is going to involve both quite a lot of searching, and not inconsiderable expense. Or, since repair is these days generally better than replacement, you can –

if you know the right people – have your own damaged shaft reclaimed.

The shaft in the middle of the photo directly below has undergone just such a process. The all-important collar was first machined as a single item to the precise dimensions required, and then cut axially into two pieces to fit neatly round the shaft. (The larger diameter of the splined section precludes sliding the collar on as one piece.) Those two halves were then laser-welded both to each other and then to the shaft, creating an effectively unbreakable and in this case impeccably neat joint – and crucially without putting so

much heat into the metal that there would have been a risk of distortion. Check the shaft for straightness by spinning it on a lathe – better safe than sorry – and the job is done.

So, who are the 'right people'? In this case my colleagues at BS Motorsport in Buckinghamshire – or a highly skilled local engineer they use for the specialised laser-welding, anyway. In fact, it's a repair that BS proprietor Neil Bainbridge has been carrying out for many years. The shaft at the top of that same photograph is one he reclaimed himself, but with only basic MIG-welding facilities at his disposal back then there has obviously been

quite a lot of heat put into the material. (The shaft at the bottom of the pic is the later Porsche design.) It's never going to be a particularly cheap job, of course, but add it to the cost of a full gearbox overhaul and you will hardly notice the difference. More details from Neil Bainbridge, or workshop manager Rob Nugent, on 01296 658422.

● We covered the stripdown and reassembly of a type 915 transmission – with BS Motorsport's Rob Nugent on the tools – as how-to stories in the May, June and August 2012 editions of *911 & Porsche World*. Can it *really* be that long ago...?



The standard 915 gearbox's mainshaft (above, left) has only a number of rather small lugs on the ends of the splines, against which is secured the geartrain by means of a large nut. Photo on the far right shows how relatively little material there is to keep everything securely positioned – and the fact is that those lugs can, and do, break off, with potentially serious consequences. The middle picture, meanwhile, shows three takes on the repair/upgrade route. From top to bottom: a shaft reclaimed by Neil Bainbridge some years ago, with a two-part collar welded on where the lugs used to be; then Neil's latest design, laser-welded to minimise distortion; and, finally, the much later Porsche version, with a hefty collar located against a similarly robust shoulder that has been machined as an integral part of the shaft

BUYER BEWARE: NOW COUNTERFEIT FUEL INJECTORS

You might remember that a couple of months ago I wrote in my *The usual suspects* column about my trip to Asnu (asnu.com) in Bushey, Hertfordshire, to have the fuel injectors from my E28 BMW M535i overhauled. The job was done for me by now semi-retired marketing manager Roger Friend, who I hadn't seen for several years,

and we had a great time chatting about all manner of automotive matters.

One of the topics that came up was the worrying increase in the number of counterfeit injectors finding their way into all corners of the marketplace, and by a remarkable coincidence just a few days later BBC1's *Fake Britain* programme featured

one of them, being tested at a garage in London on one of Asnu's familiar machines – and unsurprisingly failing spectacularly.

And a few days after that came an interesting follow-up e-mail from Roger. 'One of our customers bought a single injector to replace a faulty one in his set of six,' he wrote. 'We put it on our

machine for him, to check it against the others, and it was all over the place. Both the flow rate and the spray pattern were way off the mark, and electronically it didn't come anywhere near the original specification.

'Apparently it had been advertised on eBay as "old Bosch stock", but it didn't come in a Bosch box,

because allegedly that had been "water-damaged". Even more worrying, perhaps, it had been sold to our customer by a reputable independent BMW specialist – so it's very much a case of buyer beware.' Indeed. You know what they say: if it seems too good to be true, then it almost certainly isn't. True, that is.



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THE WORLD'S FIRST 996 DIESEL?

No names, no packdrill on this one. Because it was simply an unfortunate mistake, albeit one that took a considerable amount of time and effort – and effectively money – to put right, and there is little to be gained by embarrassing any of the parties concerned.

Picture the scene. You have painstakingly rebuilt your 996 engine with a fully overhauled bottom end and, having read in these pages about the highly unpleasant possibility of the valve seats falling out, you have had all 24 of those replaced, as well. You carefully refit the engine to the car, and eventually comes the great day when it's time to turn the key.

Worryingly, the motor cranks over rather slowly; almost as if there is some resistance in one or more of the cylinders. (And you did, of course, check at each stage of the build that the crankshaft rotated perfectly freely.) So you remove the spark plugs to turn the crank manually, and all seems fine. No tight spots, no nasty clunks.

Feeling encouraged, you spin it on the starter motor, and again all seems well.

Plugs back in, and yet again the starter motor seems barely able to cope. Eventually, and with a brand-new battery, the engine fires, but almost immediately – and this with the unit stone-cold, and barely any load on it – you can hear the tell-tale sound of detonation, or 'pinking' as it is sometimes still referred to. And frankly your sophisticated petrol-fuelled flat-six is behaving more like a diesel. Or could that even be the sound of valves touching piston crowns? It hardly bears thinking about.

Understandably, you abandon the project for a few weeks. But then, motivated by the equally understandable need to get it finished and back on the road, you decide there is nothing for it but to remove and strip the engine. To your immense relief there is no evidence that the pistons and valves had come into contact, but perplexingly no other

obvious sign of what might have been causing the problem. Indeed, you start to wonder if it was all in your imagination. Maybe you were just being overly paranoid.

And then, in one of those classic *Eureka!* moments, you spot it. There is something rather odd about the valves. Instead of being very slightly recessed into their seats within the combustion chambers, as you vaguely remembered them from before, they appear to be standing very slightly proud of the surrounding material. A comparison with another head confirms your suspicions, and a discussion with the machine shop clinches it.

For some reason best known to himself the operator had failed to cut the seats quite deep enough, with the result that, instead of the standard compression ratio of around 11:1, it was more like 14:1. (This was checked by the traditional method of sealing the combustion chambers with a special clear acrylic plate,

and then accurately measuring the volume of liquid each one held. And bear in mind that even a cylinder-head gasket of the wrong thickness will make a difference to an assembled engine's compression ratio.)

After that, and with the valve seats cut correctly, it was plain sailing. The cranking speed was back to normal, the

engine fired immediately, and to date has done over trouble-free 1000 miles. All's well that ends well. But a valuable lesson for any of us, I reckon, and clear evidence that when faced with a problem like this there is no substitute for a combination of experience and lateral thinking. And perhaps even the patience of a saint.



In simple terms, compression ratio is an expression of the difference between the volume of the cylinder and combustion chamber when the piston is at the bottom of its stroke, and the volume of the combustion chamber alone when the piston is at the top of its stroke. Any reduction in the air space in the chamber, however small, can have a big effect on the maths. Hence why it is normally possible to skim only a few 'thou' from a cylinder-head face in order to reclaim it – and the same undesirable increase in CR can come from something as seemingly insignificant as wrongly cut valve seats. This is how – in that context – 996 valves *should* look

VITAL CARRERA 3.2 OIL HOSE HANGING BY A THREAD

I shall end this month on another lucky escape. The photo below depicts one of the high-pressure oil lines from a 911 Carrera 3.2, plainly showing every one of its 30-plus years in service. As you can see, the steel ferrule which securely clamps the rubber hose to the tail of the hexagonal union has corroded and begun to split open – in much the same way as do the broadly similar (aluminium) items on 986 and 996 steering-rack hoses.

Remarkably – and completely unlike that 964 oil-level sender we looked at back in the June issue – the device is leaking not a drop of oil. But that is due in large part simply to the 'memory' of the rubber, where perforce it

has been tightly gripping that tail for so long. And to the very fortunate fact that, because of the necessarily compact layout of all the components, behind the right-hand rear wheel, the pipe cannot easily slide off forwards.

Either way, surely you would not knowingly wish to drive the car like this. That joint could start to weep oil at any moment, and thereafter it would quickly become first a steady drip and then a high-pressure jet (at least 4.0 bar at 4000rpm, and perhaps as much as 8.0 bar).

It won't be a cheap repair, either. That pipe alone costs around £150 plus VAT, and thanks to the inevitable corrosion it is likely that you –

or your chosen specialist – will have all kinds of problems undoing the relevant fixings, with an inevitable effect on the labour element of the bill. 'Sometimes you end up "chasing" the point where you disconnect the damaged pipe all around the oil system,' says my source, 'and you have to be particularly careful not to damage the threads in the thermostat housing. That costs well over £300 plus VAT. To avoid any dramas like that, we would simply cut that large nut where the flexible line meets the rigid one.'

But we all know what happens to an engine when it is starved of lubricant. And to rear tyres when they become covered in the stuff, come to that. Who knows where that

scenario could take you financially? That said, if you were unlucky enough to discover this scenario during a long journey (or perhaps that should read fortunate

enough), you could almost certainly get the car home safely with the aid of a hose clip tightened carefully round the ferrule. I would give it a go, that's for sure.



Pressure within this Carrera 3.2's oil hose could be as high as 8.0 bar with the engine cold, and yet despite rusted ferrule there was no sign of a leak. Best not to trust to luck for too long, though



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BUYERS' GUIDE

997-MODEL GEN 1 911 TURBO

In early 2006 Porsche achieved something that many thought impossible: improving on the 996-generation 911 Turbo, a model which had transformed the fiery blown animal into the perfect GT sports car within Zuffenhausen's new, water-cooled world. The 997 911 Turbo introduced Porsche's new turbo technology and also cleaner exterior styling and a step up in the quality of cabin fitments.

And the 997 Turbo can now be good value in relative terms, early examples available for £40,000 to £50,000 compared to a before-extras new price of almost £100,000. But what should you look out for when buying, bearing in mind that this could be a 13-year-old car?

The 997 Turbo divides into two categories: the gen 1 2006 to 2009 cars, which use the much loved Mezger engine, whose origins are seen in the Le Mans GT1 Le Mans racer of the late 1990s; and subsequent gen 2 models powered by the Direct Fuel Injection unit and, where the automatic transmission was specified, mated to the seven-speed PDK gearbox as opposed to the old five-speed Tiptronic S. On affordability grounds, here we are focusing on the gen 1s.

The 996 Turbo's 3.6-litre engine was carried over but boasted 60bhp and 44lb ft torque more, at 473bhp and 457lb ft. Where the optional Sport Chrono Package was fitted, a button next to the gear lever unleashed a temporary 0.2 bar increase in boost pressure, which produced an extra 44lb ft torque. The new turbo tech was the variable turbine geometry (VTG) turbochargers, the variably angled turbine blades optimising the flow of exhaust gas into the turbocharger, combining the advantages of a small turbo (quicker pick-up at lower

engine speeds) and a large one (more boost at high revs).

As had been traditional since the 993 days, the Turbo used permanent four-wheel drive, but with a redesigned electronically regulated multi-disc clutch, with Porsche Traction Management (PTM) apportioning the variable front/rear torque split. The braking, too, was uprated, with the vented and cross-drilled front and rear discs (with six- and four-piston calipers) increased in diameter by 20mm to 350mm. For the PCCB option (Porsche Ceramic Composite Brakes), the discs were 380/350mm front/rear, and 17kg lighter.

Within the parameters of the overall 997 look, with its rounded headlamps and wider body compared to the previous model, the now expected Turbo design cues were retained: the fatter wings (22mm wider than before at the rear) and the large air scoops on them, although the tail spoiler was different, now drooping down at the sides.

In May 2007 the 911 Turbo Cabriolet was announced, going on sale in the UK in September of that year. Reinforcements to the body shell added 70kg over the coupe, and the price was £106,180.

In December 2007 Porsche offered the Aerokit for the Turbo coupe, comprising a front lip spoiler and a complete new engine cover with a more extrovert wing; this could be ordered on a new vehicle, but was also available as a retro-fit. In May 2008 a new 19-inch wheel, called the RS Spyder Design was released, based on the rims seen on the RS Spyder racer, and featuring an innovative locking system using a cartridge fitted in the wheel hub and with spring loaded bolts.

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OVERVIEW

Besides its supercar performance credentials, the blown 997 is also a most refined car, with a good ride quality and – tyre roar apart – impressively low noise. And it should be free of major trouble, especially given that the Mezger doesn't suffer the cylinder bore wear problems of the gen 1 997 Carrera models. 'The 997 Turbo is probably one of the most reliable cars Porsche has ever made,' says Steve McHale, director at Hertfordshire-based specialist JZM Porsche.



SPECIFICATIONS 997-MODEL GEN 1 PORSCHE 911 TURBO

Engine (cyl/cc)	Flat 6/3600cc
Power (bhp/rpm)	473/6000
Torque (lb ft/rpm)	457/1950–5000
Transmission	6-speed manual/5-speed automatic
0–62mph (sec)	3.9 (Tiptronic S, 3.7)
0–125mph	12.8 (Tiptronic S 12.2)
Max mph	192mph
Average mpg	22.1 (Tiptronic S 20.8)
CO ₂ (g/km)	307 (Tiptronic S 326)
Weight (kg)	1585 (Tiptronic S 1620)
Wheels (front, rear)	8.5xJx19-inch, 11Jx19-inch
Tyres (front, rear)	235/35 ZR19, 305/30 ZR19
Built	2006–2009
All figures from Porsche AG, some Cabriolet performance figures vary	

WHAT YOU'LL PAY

£40,000–£50,000: early 2006 models, Cabs go for up to £3000 over coupes
£50,000–£60,000: 2007/2009 cars, last of the gen 1 models

THE PROBLEMS

Engine

While praising engine reliability, Steve McHale does point out that the turbo system can suffer on little used cars. 'If water accumulates in the turbos and the vehicle is not used for a period of time, the ring within the turbo that turns the vanes can seize,' he warns. 'And early cars had smaller ball ends on the vane actuator rods, which were prone to wear, allowing the rod to pop off and the actuators themselves to fail. Turbos cannot be rebuilt.' Steve also advises checking for engine oil leaks. 'Major oil leaks will require a total engine strip, whereas some, such as from the water manifold where the oil cooler mounts, just require the engine out and the inlet manifold to be removed,' he says. On cars with 50,000 miles or more, the intercooler heat

shield should be checked for corrosion.

Transmission

The clutch slave cylinder is prone to wear, resulting in high pressure fluid leaking into the low pressure system causing the clutch hydraulic reservoir (next to the battery) to overflow. The transmission itself is largely fault-free: 'Gearboxes are generally very reliable, but again check for leaks between the gearbox casings,' Steve tells us.

Suspension, brakes and wheels

Front suspension top mounts can split, and the inner and outer steering ball joints can wear. On the brakes, any problems usually relate to the PCCB ceramic discs (recognisable by the yellow calipers), optional on the Turbo and standard on the Turbo S. 'The ceramic brakes on these cars are usually fine as

long as they have not been "tracked", during which the temperature will have risen above 700C,' Steve explains. It's likely that the tyre pressure sensor batteries are now reaching the end of their useful life. 'Porsche replacement sensors are very expensive, but we can code the generic type to the car,' he says.

Bodywork and electrics

No body corrosion whatsoever should be expected, but ensure that no water has been allowed to collect anywhere. 'Water drains in the front bulkhead under the battery can block,' Steve warns, 'and on cabriolets, lift up the rear part of the hood – there are drains down in the corners near the rear seats, which must be checked at least once every six months.' Starter motors can fail if the car is not in general use. This mainly affects low mileage cars. **PW**

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Modified lightweight v stock? Two 993 owning buddies in a 911&PW test track face-off



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SOLD AT AUCTION

In late September RM Sotheby's auctioned without reserve the entire Taj Ma Garaj Collection, 30 cars and much memorabilia built up by the late John Dixon in Ohio in the US. David Sutherland looks at four especially interesting Porsches from the sale

Images: Darin Schnabel

PORSCHE 356 LIMOUSINE CUSTOM

At the Amelia Island Concours d'Elegance two decades ago, John Dixon struck up a conversation with an automotive illustrator based in Daytona Beach, Florida. The two discussed a creation that John had in mind for his daughter's wedding: a Porsche-based limousine.

Thanks to the careful eye of Don Boeke, known as "the Egyptian" at his eponymous Dayton, Ohio, customising shop, the bespoke 356 limousine came to be. The front portion of the car is a relatively early 1953 "bent-window" 356 delivered in France. These "bent-window" cars were the first to feature a single pane of windshield glass in place of two individual panels separated by a pillar. This front end also predated the small horn vents below the headlights, which gives the car an especially clean look.

The rear of the limousine was pieced together from other cars. It was the limousine's signature length that proved the largest challenge, both from a structural perspective and to stay true to a design that looked as though it could have left Ferry Porsche's desk with a stamp of approval. The front doors to access the chauffeur's compartment are largely stock, while the rear doors

were hinged at the back.

Inside, the car's front seats are upholstered with cloth centre sections and leatherette bolsters, with the same pattern repeated on the door panels. Early 356 details remain throughout, albeit with tasteful modifications. The steering wheel and all switches, including those for an air suspension installed to handle the extra load of passengers, are finished in a mocha that harmonises with the interior. A partition separates the front compartment from where the passengers sit.

The rear seating area has room for just two occupants, though those ensconced there will find themselves comfortable. Rich wood trim holds a period Fahrenheit thermometer that displays both interior and

PORSCHE 356 LIMOUSINE CUSTOM

Sale lot no: 366

Year: 1953

Chassis no: 50146

Engine no: 4094339

Gearbox no: AT84334

Auction: The Taj Ma Garaj Collection

Where: Taj Ma Garaj, Dayton, Ohio, USA

When: 28th September, 2019

Pre-sale estimate: \$150,000–\$250,000 (£121,100–£201,900)

Sold for: \$207,200 (£169,500)

exterior temps, a Veidel analogue clock, and even a Blaupunkt radio blanking plate.

The car was originally built with a 356 flat-four engine, but a flat-four from a 912 with upgraded pistons and cams was installed in its place by Yuri Rojas in Dayton, Ohio.

Difficult to know what to say really...



PORSCHE 924 CARRERA GTS CLUBSPORT

Porsche decided that the best way to build customer interest in its 924 was to take it racing. And to build a Group 4 two-litre race car based on a current production model, the 924 Turbo, the carmaker created a higher-performance derivative, the Carrera GT. Initially, 500 examples were required by the FIA, but during the development phase, this number was relaxed to 400. It was lighter by 150kg, lowered, and fitted with an uprated engine producing 210bhp. The Carrera GT's body was modified to allow much wider front and rear tracks, by means of extended front fenders and rivet-on flares on the rear quarters. These changes accommodated seven- and eight-inch wide Fuchs forged alloy wheels and correspondingly wider tyres.

When this series had been completed, Porsche took another step, creating an "evolutionary" model to enter Le Mans, that required just 50 street legal examples, named the Carrera GTS. The car is easy to spot by its flush, plastic-covered headlamps and additional venting in the nose. The rear body panel bore a very subtle moulded plastic GTS badge. The engine produced 245bhp at 6250rpm with 1.0 bar of boost.

The 924 GTS was further lightened by use

of hollowed out, metal framed glassfibre door shells fitted with sliding, rather than wind-up, windows that were now made of plastic. The GTS had a thinner and lighter flush-mounted windshield, and a clear Plexiglas rear hatch. The bonnet was now glassfibre. Undereath, protective plastic panels were removed, and the suspension was upgraded from torsion bars and steel shocks to Bilstein coil-overs at all four corners, the stock steel rear semi-trailing arms replaced with cast light-alloy items, and the big four-wheel ventilated and cross-drilled disc brakes came from the 930.

The uprated GTR five-speed transaxle with a 40 per cent limited-slip was cooled with an additional radiator. Inside, there was a Matter alloy roll cage, a suede-wrapped steering wheel and a pair of deep 935-type seats.

Fifty were built, but within that group was an even more exclusive option – the Clubsport – which was considerably more powerful. The bore was increased slightly to raise engine displacement to 2093cc, and a larger air-to-air intercooler helped produce 275bhp at 1.1 bar. This example was completed on 11th February 1981 and sold to its first owner, Dr William Jackson in Colorado. In August 2005, Dr Jackson sold the Carrera GTS to John Dixon.

PORSCHE 924 CARRERA GTS CLUBSPORT

Sale lot no: 378

Year: 1981

Chassis no: WP0ZZZ93ZBS710038

Engine no: 4710022

Gearbox no: 5710025

Auction: The Taj Ma Garaj Collection

Where: Taj Ma Garaj, Dayton, Ohio, USA

When: 28th September, 2019

Pre-sale estimate: \$250,000–\$350,000 (£201,900–£282,600)

Sold for: \$357,000 (£292,100)



PORSCHE 997-MODEL 911 GT3 RS

The 997-series GT3 RS, fewer than 1200 of which would be built, was based on the ferocious 3.6-litre GT3, whose M97/76 DOHC, four-valve six with titanium connecting rods, VarioCam, and a two-stage resonance induction system combined to produce an impressive 415bhp at 7600rpm and 295lb ft torque at 5500 rpm.

The GT3 RS was fitted with a number of special aerodynamic features, including a new front section to house the nose radiators, a new air splitter, a divided rear bumper, and centre-mounted exhaust pipes. The RS was available with a full roll cage and racing seats. There was extensive use of carbon-fibre, including a large fixed rear wing similar to that used to stabilise the racing 997 GT3 RSR at high speed.

A light-alloy rear subframe, to which lightweight struts with aluminum shock absorbers were mounted, improved overall handling and response, as well as reducing noise and vibration. There were large anti-roll bars at each end, and the huge 13.8-inch ventilated and cross-drilled disc brakes with ABS were clamped by six-piston front calipers in front and four-piston calipers at the rear. Wide, 18-inch-diameter front and 19-inch rear spoked light-alloy wheels with 30-series rubber were standard on the GT3 RS; the wheels were painted to match the

car's accent striping.

This 911 GT3 RS was specially ordered by John Dixon. Although he had no intention of racing, he carefully went through the order forms to select or delete various equipment items in search of as light a car as possible. This car was delivered without a roll-bar, with standard seats in black leather with Alcantara inserts instead of racing buckets, an Alcantara-wrapped steering wheel and gearshift knob, and black headliner and visors; however, John deleted the weighty standard air-conditioning system. A few compromises for planned street use meant the retention of electric windows, cruise control, navigation system, a stereo radio with CD player, and embroidered floor mats.

The car was completed on 20th February

PORSCHE 997-MODEL 911 GT3 RS

Sale lot no: 371

Year: 2007

Chassis no: WPOAC29997S792527

Auction: The Taj Ma Garaj Collection

Where: Taj Ma Garaj, Dayton, Ohio, USA

When: 28th September, 2019

Pre-sale estimate: \$225,000-\$275,000 (£181,700-£222,000)

Sold for: \$184,800 (£151,200)

2007 and delivered through White Allen Auto Group in Dayton. The car received its pre-delivery inspection on 16th March 2007 and was then handed over to its new owner. Mr Dixon registered the car with the state of Ohio a few days later and renewed its registration annually. He used the car infrequently, total mileage at the time of cataloguing a mere 1130.

997 GT3 RS with just 1130-miles made £151,200 at the Taj Ma Garaj sale



PORSCHE 356 A CARRERA GT SPEEDSTER BY REUTTER

Porsche's 356 Speedster has become one of the most collectable sports cars in history, but even in that very select group – barely 4000 were built over five years – the most exotic were the handful powered by the complex DOHC engine designed by a young engineer, Dr Ernst Fuhrmann.

The "Four-cam," as it is popularly referred to today, first appeared in the 550 Spyders of the early 1950s. Developing about 110bhp in racing tune, roughly twice the output of Porsche's similarly sized pushrod engines, this intriguing 1.5-litre powerplant would take on the punishing Carrera Panamericana road races of 1953, 1954 and 1955.

Porsche installed a de-tuned version of the racing engine – now known as the "Carrera" – in road-legal 356 coupes, cabriolets and some Speedsters, dubbing them the "GS." Higher-tune GT engines with increased compression and more radical cam timing were also available.

Offered here is a wonderfully restored example of a Carrera 1500 GT Speedster, believed to be one of only 12 to leave the factory in this configuration. It was completed on 23rd July 1957 and delivered to Max Hoffman in New York in "lightened" form. The Speedster was finished in Silver Metallic with a Black leatherette interior. It was fitted by its most recent owner with an extremely rare steel Speedster hardtop with

a wraparound three-panel rear window, said to be one of no more than four or five produced.

Little is known of this car's history prior to the early 1980s, when it was acquired by noted four-cam authority Weldon Scroggum, who in December 1981 sold it to service shop owner Reid Vann in St Louis, Missouri. At that time it was lacking its original engine, number 90858. Mr Vann traced the correct engine to another individual, though he was unwilling to sell at the time. The four-cam expert Al Cadrobbi in California supplied a series-correct and slightly later engine, number 90869.

On 8 January 1988, Vann sold the Speedster to James W "Bill" Brown of Lincoln, Nebraska, who commissioned Joe Harris of Rockford, Illinois, to finish the metalwork and repaint the car. The interior

PORSCHE 356 A CARRERA GT SPEEDSTER BY REUTTER

Sale lot no: 379

Year: 1957

Chassis no: 83622

Engine no: 90858

Gearbox no: 15632

Auction: The Taj Ma Garaj Collection

Where: Taj Ma Garaj, Dayton, Ohio, USA

When: 28th September, 2019

Pre-sale estimate: \$1.5m-\$2m (£1.21m-£1.62m)

Sold for: \$1.38m (£1.13m)

restoration was sent for completion and the car offered for sale in 1995, and purchased by John Hanning of West Chester, Ohio. The matching-numbers engine and gearbox were subsequently reunited, and in 1998, the car passed from Hanning to John Dixon.

Rare 356 Speedster in GT spec had everything going for it including the desirable 'Four-cam' engine



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DEALER TALK:

RPM SPECIALIST CARS

After an invaluable apprenticeship at an Official Porsche Centre, and eight years' experience there, Andy Meeking co-founded his Porsche business in North Yorkshire, and now mainly specialises in selling "affordable" newer water-cooled models and also servicing them



How long have you been in the Porsche business?

I started with JCT600 (now Porsche Centre Leeds) at the age of 16 as an apprentice, where I met my business partner Nick Roberts. After qualifying as a Porsche technician and following eight years working there, Nick and I left to open RPM in 2004 with a view to offering an attractive alternative to main dealer servicing for all Porsche owners. As our customer base grew, the sales aspect of the business crept up on us, following requests for sourcing good examples. This has escalated in recent years and in 2018 we expanded our sales arm of the business into an additional unit to hold more cars.

What Porsches do you specialise in?

The whole range really, regularly seeing the older air-cooled and "transaxle" models in our workshop, although the majority of our work recently has been on the newer water-cooled models, which have become so much more of a daily driver. From a sales perspective, we tend to specialise more in "everyday" Porsches – our focus has been to provide quality used Porsche at a price point that works, so it is justifiable to have it sat in the garage as a fine weather weekend toy and modern enough to be used as a daily driver.

What's your cheapest and most expensive Porsche presently in stock?

At the moment our cheapest is a little lower than usual, a silver 2002 986 Boxster S with

114,900 miles at £6495. This was owned by one of our customers, and as it had had so much money spent on it we couldn't let it pass. Our most expensive is a 1991, 64,140-mile 964 911 Carrera 4 Cabriolet in Amethyst metallic at £44,995.

What would you recommend as the best "first Porsche" to buy?

This always depends on budget and any childhood aspirations to own a 911, but my money would be in a Boxster or Cayman. Pound for pound against the 911, they represent great value for money and are arguably just as engaging and enjoyable.

Where do you get your stock from?

Mainly from existing customers or private individuals as opposed to auction sites, as we feel this forms a sound base for securing the finer examples. Speaking with the previous owner alongside a detailed inspection helps us to build a picture of a Porsche's history as well as its present condition.

What warranty do you give?

Our cars are supplied with our own, self-funded warranty. Unlike commonly used insurance style policies, this gives us full control to manage any issues a customer may have without involving third parties.

What's "hot" at the moment?

Boxsters and Caymans are proving very popular at the moment. But it's all about mileage and condition – if the car is right, there's always a home for it.

What's best value at the moment?

We're seeing some fantastic low-mileage examples of the 987 gen 1 Boxster S at the moment, and for around £15,000 these are a great car and true value for money.

Name a car that you recently sold, that you would have happily kept for yourself?

A yellow 981 Cayman 2.7 with PDK. It has the technology to meet daily needs and ticks all the boxes for a fun and engaging drive.

What car do you drive every day?

A VW Transporter van. I am at the point in life when space and practicality are required – but there is always a Porsche coming in to stock that needs a prolonged test drive to ensure it meets our standards.

What are your plans for the future?

Besides the recent acquisition of our new showroom, we are looking to open a detailing studio and are currently expanding our workshop to incorporate a designated "clean room" for engine re-builds.

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HELPING YOU BUY YOUR LATE USED PORSCHE

You're in a Porsche Centre, just about to sign a PCP finance deal on a late used Porsche. Wait! Before you commit, check what independent finance brokers are offering, as the "APR" could be cheaper, and by enough to make a significant difference over the three- or four-year duration of the contract.

Independent brokers have moved in on the one- to three-year-old Porsche market, and here's how it works. The cars they offer are the same ones at PCs, this being possible because they've done a deal with them to offer their cars, so while they're competing with the PC for the all-important finance deal, the car is still coming from the PC even if the broker arranges delivery to the customer. For example, Buyacar (buyacar.co.uk) was advertising a 2018 718 Boxster 2.0 with PDK and 30,500 miles for £39,992 (slightly "under book") or on a £539 per month PCP, claiming the APR to be lower than a PC's, the lowest available in fact. It's got to be worth checking out!

PORSCHE 718 BOXSTER 2.0T PDK (s/s) 2dr Auto roadster

PICKED OUT FROM THE CLASSIFIEDS: 981-MODEL CAYMAN S

Being the last of the non-turbo mainstream Caymans, the 981 (2012–2016) is set for classic status. For now though, they're affordable and here we look at one of the cheapest we found for sale at a dealer, a 2014 S with PDK transmission and 66,000 miles, priced at £28,995 at Derby Prestige Cars in Derby. That price was £2400 under that which price analyst Glass gave. "We price our cars to sell," the dealer's Cameron Choudhary explained.

The bright red leather might not appeal to everyone, but the car's spec is high, £3500 worth, Cameron pointed out, having special 19-inch wheels, sports seats and extra carbon trim among other extras. For a car to enjoy but to keep with an eye to a future investment, this one-owner looked like a good proposition. If, in the era of the four-cylinder turbo Cayman, the naturally aspirated, six-cylinder 981 picks up in value soon, this car could conceivably never be worth less than its current asking price, if it's kept in the same condition and not too many miles are added.



Correction

In November's Dealer Talk on Klassik Kontor we gave the asking price of its 968 Turbo S prototype as £100,000. The price is in fact £500,000.

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£27,000 P1219/026



911 996 Carrera 2 3.4 manual
In metallic silver with full black leather interior, only 98,000 miles and service history, drives superb and is in excellent condition, MOT until 29 March 2020, factory options include limited slip diff, sunroof delete, electric windows and mirrors, ABS, airbags, GT3 wheels, air conditioning (although not cold), new Bilsteins/battery/brakes. Tel: 07971 870528. Email: matthewaspaley@yahoo.com (Monmouthshire, Wales).
£13,495 P1219/038

911



2006 Carrera S low miles
Full factory Aero kit, manual, 64,800 miles, black with black heated Sport seats, full service history, just serviced at Porsche, new MOT, Chrono package, PASM, sat nav, Bose sound system, Porsche sports exhaust, electric sunroof, number plate to be removed, excellent condition and amazing drive. Tel: 07973 550257. Email: c.p.s@hotmail.co.uk (Derbyshire).
£27,000 P1219/039

911 Targa 4S

Owned by one fastidious owner from new (2008), in excellent condition. It has only covered 43,100 miles and is sold with the benefit of a full Porsche extended warranty. Targa - glass sliding roof fully opening, black leather interior, Carrera White exterior, Porsche tracking system, extended navigation system, telephone module, CD player, Bose surround sound system, Park Assist, side skirts in white, adaptive electric Sport seats, cruise control, heated seats, manual transmission with sports shifter, Sports Chrono package, sports exhaust system, multi function steering wheel, rear console in leather, full service history. This rare motor car costing nearly £90K when new, in beautiful condition is offered for sale with full Porsche extended warranty. Tel: 07901 917089. Email: cmortonfirth@gmail.com (Newcastle upon Tyne).
£35,375 P1219/023

912

912-6 no rust project car

1966 912-6 perfect starting point, all steel body, no rust, 5-gauge, 911 motor conversion, 915 trans. Major upgrades to the suspension components, late M-vented brakes, late aluminium cross arm, late A-arms, shocks, hubs, through body sway bar and aluminium rear trailing arms. Tel: +1 785 280 2768. Email: jason@schmitt-rs.com (USA).
£9999 P1219/027

944

1992 944S2 Cabriolet

In Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove. Tel: 07774 287713. Email: paulskid.coombs@gmail.com (Wiltshire).
£12,000 P1219/005

BOXSTER



981S Boxster 9400 miles from new!
First registered 28.12.2012, this superb 2 owner car is probably the lowest mileage 2012 Boxster 981S available today. Owned by my wife for the last 15 months, it is in immaculate condition and drives faultlessly. Over £9K of options fitted including the amazing PDK auto/manual/ paddle shift gearbox, PCM including sat nav, switchable auto stop/start, 20" Carrera wheels with Pirelli P Zero tyres, Agate Grey metallic paint, phone module, 2 zone climate control, Sound Package Plus, multi-function steering wheel, Park Assist, heated front seats, wind deflector, Porsche wheel badges, top screen tint, matching floor mats, matching grey interior with superb special order Burnt Amber trim inserts. Auto rear spoiler and sport button. Gtechniq body and wheel protection from new and re-applied last year by specialist. The 981 Boxster 3.4 S is the last of the line with that awesome flat six exhaust howl!! Superb car, next MOT due 28/12/2019, full service history. Tel: 01474 706890. Email info@classicrocktours.com.
£32,995 P1219/041

REGISTRATIONS

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

98 RSR	35 SYX
300 RS	911 PYT
987 MD	911 FEG
J911 GTN	911 MSD
REG 911E	CAR232A
S911 LER	911 FJX
0005 CAY	930 FF
POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RSR 911K	RED 911H
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
RUF 911T	A911 DPG
911 SCH	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694

EMAIL: erha300@aol.com

REGISTRATIONS

L8 RCO
L8 RCO

'L8RCO plate'
'L8RCO' plate on retention certificate so £80 transfer fee already paid, new plates will have to be bought though. Tel: 07799 064911. Email: calder911@yahoo.co.uk.
£675 P1219/019

JAZ 5575

'JAZ 5575'
On retention. Tel: 07976 320340.
£900 P1219/016



'K1 JOT plate'
Plate on retention certificate so £80 transfer fee already paid, rare number 1 and cuts down to nice short foot long plate. Tel: 07799 064911. Email: calder911@yahoo.co.uk.
£995 P1219/018



Number plate
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.
Offers P1219/022



Cherished plate 'R911 TUR'
Currently on car, easy to transfer the ultimate plate at a good price, R911 TUR. Tel: 07790 469507. Email: a5h911@aol.com.
£3500 P1219/037



SWANN or SWAN
Super number plate for anyone named SWANN or SWAN. It isn't often that you can get a perfect name plate, so grab this whilst you can, on a long running retention certificate. Put it on your car now or save it for later, at just £1699 it is a real bargain, excellent investment for the future, pass it on to your children, get in touch now. Tel: 07858 580557. Email: saltydog1@gmail.com.
£1699 P1219/006

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Auctioning off an entire classic collection in a no-reserve sale sounds risky. But, as David Sutherland reports, RM Sotheby's proved twice over in September – in the US and Portugal – that in such a frenetic environment bidders tend to pay more rather than less



Taj Ma Garaj Collection auction proved RM Sotheby's no-reserve concept is a winner

Want to start a riot at your classic car auction? Simply announce that everything is going to be sold at no reserve – just like on eBay with a 99p starting price – and you can guarantee potential bidders will be fighting to get through your doors. Assuming you have something decent to sell, of course.

Leading international auctioneer RM Sotheby's did this not just once, but twice in September, and yes, there was lots of very desirable Porsche hardware at both sales, the Sáragga Collection sale on the 21st in Monteiro in Portugal, and the Taj Ma Garaj Collection on the 28th in Dayton, Ohio in the US. At neither event was there a seat left in the hall, as bidders crowded in hoping to get a bargain.

Auction houses of course know that there will be no bargains – market forces always step in to prevent this. Indeed RM's past

experience of total no-reserve sales shows that realised prices tend to be higher than the normal expectation, as inexperienced punters get carried away. A useful added benefit is that the auctioneer isn't left with any did-not-sells at the end, and the no-reserve approach is a great pre-sale publicity tool.

So, what did prices do at these two sales? The lots in the Taj Ma Garaj sale were especially fascinating, these making up the collection built up by the late John Dixon and which were now being sold by his family. The diversity was extraordinary, from a customised, stretched 356 selling for \$207,200 including buyer's commission (about £169,500) to a 2007 911 GT3 RS with an equipment spec designed by Dixon himself which made \$184,800 (£151,200 – see both in "Sold at Auction").

Not everything went for huge money, but none of the

road cars that were up and running could be described as cheap, the least expensive a 1983 911SC Cabriolet that made \$52,640 (£43,000), within its estimate range. A couple of tractors went for £7840 (£6400) and \$17,920 (£14,600) and an engine-less, cabin-less 1988 911 Carrera 3.2 "Project" raised \$5600 (£4570).

Many of the Porsches were interesting in a major or minor way. The 1981 924 Carrera GTS Club Sport, one of just 50 road cars (also in "Sold at Auction") made \$357,000 (£292,200), while the "matching numbers" 1970 914/6 equipped with the rare factory ski rack sold for \$134,000 (£109,400), nearly £12,000 above estimate. RM said that some cars drew 10 bidders and perhaps the 2569-mile 1997 911 Turbo was among them, selling for \$368,000 (£300,500), nearly £76,000 above estimate.

The highest price of the sale was \$1.38m (£1.13m)

paid for the 1957 four-cam 356 Speedster ("Sold at Auction"); this was around four times the price of the regular 1950s Speedster, but it was nonetheless almost £98,000 below expectation. A 1973 911 Carrera 2.7 RS in "Touring" form – with its original engine, just not in the car – was the second most expensive lot, going under the hammer at \$412,000 (£336,500) which

was within the estimate range.

The previous weekend's event had also been a single collection, though of the Sáragga Collection 130 plus cars offered just 22 were Porsches, all but three of these 911s (we'll include the 912) from between 1967 and 2010. Prices were much lower than in Ohio, and the sale lots looked regular classic/modern classic stock, but bidders' enthusiasm pushed five cars above their top estimate. These included the sale's top price, €602,375 (£537,400) paid for a 1973 911 Carrera 2.7RS Touring, £46,700 above. All the other estimate-busters were under the €100,000 mark: a 2003 911 Turbo Cabriolet at €63,250 (£56,400), a 1986 911 Carrera 3.2 at €52,900 (£47,200) and a 2005 911 Turbo S Cabriolet at €69,000 (£61,600).

Does anyone remember the days when the 912 – the 1960s VW-engined, "cut-price" 911 was considered a joke? No one's laughing now,

certainly not the bidder who paid €75,900 (£67,700) for the 1966 car offered in Portugal. We're left wondering if there is any difference left between 912 and comparable era 911 prices, now that the four-cylinder model appears to have a cult following. The sale was further proof that the mid-engined 914 – especially in Porsche powered 914/6 guise – is another model whose appeal has been transformed in recent years, a 1970 914/6 making €69,000 (£61,600).

For some time GT 911s from the 1990s have fetched high prices at auction, at this sale a 1992 911 Carrera RS going for €241,250 (£215,200). But now this seems to be spreading to "regular" models, provided they're in exceptional condition, a 1996 996-model 911 Carrera 4S coupe with a not especially low 62,000 miles selling for €88,500 (£79,000).

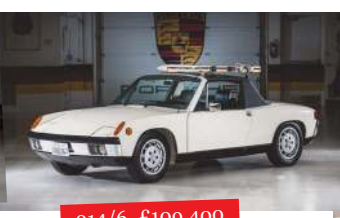
No prices fell short of the pre-sale estimate, which is good going for a whole auction. Whether that is due to buyer frenzy or realistic estimates by RM we can't know, but one thing is clear: auctioneers like these no-reserve sales, and we can expect to see more, when appropriate, which clearly was the case in September. "There was standing room only throughout the entire sale," said RM Sotheby's. "Attendance was beyond our expectations and we had multiple bidders on every lot, with more than half being completely new to RM Sotheby's, which is an amazing statistic for any auction." **PW**



911 Carrera 2.7RS, £336,500



1997 Turbo, £300,500



914/6, £109,400



911 Carrera 2.7RS
Touring, £537,400



1996 C4S, £79,000

CLASSIFIEDS

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REGISTRATIONS

986 KJO

986 KJO

Cherished dateless registration
Registration '986 KJO' on retention, ideal for Porsche Boxster. Tel: 07866 345345. Email: davidcarle@me.com.
£1500 P1219/045

RS66 WOW
RS66 WOW

'RS66 WOW' for sale
The perfect registration plate for an RS Porsche! Looks superb on a car - WOW! Makes an outstanding car even more distinctive, on a retention certificate so available immediately. Tel: 07921 244940. Email: steve@stepheng.f2s.com.
£1300 P1219/013

J4XXO

JACKSON, JACK, JACKO, JAXXO
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value. Tel: 07858 580557. Email: saltydog1@gmail.com.
£1800 ovno P1219/008

BOSTOCK NUMBERS

A BOSTOK A BOSTOC

D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

BOSTOCK, ultimate plates
A set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock. Take a look at the list, buy one or all of them if you wish, we will of course split them up. This is the best opportunity that you will ever get to own your perfect plate, they are all held on retention certificates, call or email. Tel: 01326 314407. Email: onward@rocketmail.com. P1219/017

REGISTRATIONS



'TEL 993' registration for sale
Immediately available on retention certificate. Tel: 07885 108955. Email: john@selectshopfitters.co.uk.
£2500 P1219/044

JJI 9115

Registration for sale
'JJJ 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P1219/004



Porsche Boxster number plate 'P6 OXA'
Porsche Boxster personalised number plate for sale, 'P6 OXA' reads 'P BOXA', please contact me for more information. Tel: 07946 607427. Email: laurencestark96@gmail.com.
£950 P1219/048

PARTS



BBS wheels and tyres
I have 4x BBS wheels complete with summer tyres for sale, the wheels have the gold centres and came from a Porsche 911 Carrera 4. Purchased from Carnival in 2017, these wheels originally cost just over £3.3K but will sell for £1250, the tyres are 265/35 ZR18 and 225/40 ZR18 and will come with storage covers. Tel: 07768 262862. Email: tracey.szklarek@outlook.com (Hampshire).
£1250 P1219/010

Fuchs wheels

Genuine Porsche Fuchs alloys (not replicas), two 7"x16", five 6"x16", original anodised finish, six in excellent condition, one 6" needs refurb, black centres, all with 911 part nos. Sensible offers please. Tel: 01949 861421 (Leicestershire).
£1950 P1219/002

PARTS



Two engines for sale
1: 911 RS motor MFI 1974, recent complete overhaul including MFI pump at the cost of £2400, engine is complete with stainless heat exchangers and clutch but no main exhaust, asking £30K. 2: Porsche 356 engine, complete, excellent condition, everything including clutch but no main exhaust, asking £7000 ono. Tel: 0044 1625 582303. Email: ericlanz356@gmail.com. P1219/046

968 Club Sport

3 disc brake black calipers, need refurbish, buyer collects or carriage extra. Tel: Ken Coad, 01923 262960 (Watford).
£300 P1219/011

Used parts for early Porsche 911

Drive shafts G-50s; anti-roll bar rear; gear shift linkage; Bosch fuel pump and filter; fuel pump lead; oil tank filler neck and cap; Bosch ignition box 0227200001 serviced; drive flanges; rev counter and speedo (early cable drive); temp gauge; clock; heater cables 90142470105; rear corner seals. Other parts available. Tel: Rob, 07989 407993. P1219/012

Steering wheel multi function

From 911 991 gen 1, it's like new having steered only 20K miles, with fittings, taken off car by local Porsche dealer having swapped it for a Sport wheel. Tel: 07714 300112.
£600 P1219/014

PARTS



Porsche 997 doors
Doors from immaculate Carrera in Seal Grey, no damage, £400 the pair. Tel: 07761 410902. Email: freyadrian@hotmail.com (London).
£400 P1219/047

996 roof bars

Genuine Porsche 996 roof bars, complete with all fixings, as new, ideal for taking your windsurfer to the sea, or your skis to the slopes. Tel: 01905 29889 day, or 07751 468500 (Worcester).
£120 P1219/028

BP4W race engine for sale

Abandoned project, BP4W block, sports recon RS head with triple cut valves, ported and polished, BP5A camshaft. Lightened flywheel, balanced 10.5:1 pistons and rods. Stripped for inspection, requires assembly, the headwork alone cost £700, will accept £1000 for the lot. Tel: 01604 750341 (Northampton).
£1000 P1219/029



Porsche hard top

Porsche 997 C4S hard top in white, complete with cover and stand, hardly used. Email: eddie.seddon@btinternet.com.
£695 P1219/043

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TRIED & TESTED

With 911 & Porsche World's resident tyre kicker, Kieron Fennelly

911 3.4 CARRERA 2 PDK * 2012 '62' * 54,130 MILES * £46,995



It is a sobering thought that eight years have passed since the all-new 991 was launched, and though they are not quite ubiquitous, you are rather more likely to see a 991 than a 997 these days. So to some extent we have become accustomed to its greater dimensions and indeed now recognise the fine job Porsche's young designer made – Peter Wager was only 26 when he drew the scaled-up 997 that was the 991 generation.

This two-owner 3.4 Carrera illustrates the point: handsome in black on unmarked Carrera S 20 inch platinum finish wheels, the proportions look right, even when parked beside a 997. For a seven year old, it hides its age and 54,000 miles well: the paintwork is unblemished bar one or two nicks around the vulnerable front valance and the cabin, wider and deeper than the 997's, but noticeably better finished, is similarly impressive; the upholstery shows no signs of wear, there are no shoe scuffs and the rear compartment is completely untouched. The only flaw is the boot/bonnet release beside the driver's door which has lost a corner of trim. This Carrera is comprehensively specified with expensive extras that include fourteen-way sports seats that are extremely comfortable though they do lack a degree of lateral support for slimmer drivers; the original owner obviously went to town for other desirable options including the Sport Chrono package with Sport Plus, a sports exhaust, PASM, dynamic engine mounts, a rear wiper and Bose Surround Sound.

The service book shows standard interventions by PC Guildford on the Carrera's second and fourth birthdays and a service by vendor Northway at six years and 49,600 miles in September 2018. An invoice from Paragon dated April 2017 at 34,700 miles reveals that front and rear brakes were renewed at a cost of £874; tyres, Pirelli P Zeroes must be more recent as they are only a third worn. A bill of sale from Cridfords shows the Carrera was purchased by its second owner in September 2017 for £57,000.

At the time of this Tried and Tested the 911 had been sitting for some weeks and its battery would not respond to life support, though it must be said that with the continuous drain on this component, a seven year life is par for the course. However, fitting a battery these days is no longer entirely straightforward: once the worst that disconnection caused was a screaming car alarm, but now intervention with a laptop is required to reset fueling, steering and various other parameters all deranged by deprivation of vital flow of electrons, followed by a road test. A good half hour of technician time in fact.

With a full set of sparks, this 991 turns out to be a keen performer: smooth, eager when encouraged, the last of the naturally aspirated flat sixes is a remarkable engine so full of vitamins that, in Sport Plus, the PDK is simply too frenetic in most circumstances. In normal mode the 991's ride is surprisingly good despite those 20 inch wheels and low profile tyres, though tyre noise on the rougher

CHECKLIST

BACKGROUND

The 997 was a development of the 996, using an evolution of the 996 chassis and a largely reskinned body. The 991, launched in 2011, started from scratch so is effectively the second generation water cooled 911. At first sight looking remarkably like its 997 predecessor the 911 had a wider body with a longer wheelbase. It did however carry over the same direct fuel injection 9A1 engine, though the base Carrera acquired an updated version of the 3.4 used in the 987 S models rather than the previous Carrera's 3.6. More refined and a shade less idiosyncratic than its predecessor, though still a ferocious performer, the consensus was that its dimensions made this altogether larger 911 more of a grand tourer than a sports car.

WHERE IS IT?

Northwayporsche.co.uk Tel: 01189 714333

FOR

Well maintained two owner car with high sports spec and comprehensive history.

AGAINST

Solid colour; PDK may put off old school enthusiasts, though manual versions are hard to find.

VERDICT

A worthwhile seven year old 991 for a little over half its original asking price.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

sections of motorway does mean you have to turn up the surround sound. Ride and road noise are superior to the 997, as you might expect.

A GT the 911 may have become, but if dimensionally the 911 is now altogether larger, it has not entirely left its sporting roots behind: even without the Sport exhaust there is still a pleasing level of aural feedback, the electric steering is sharp and on damp roads this C2 will weave and squirm under even moderate acceleration, again a reminder, PSM notwithstanding, in a 911 the driver is still in charge. **PW**



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PARTS



Eckel roof rack

The Eckel roof rack was an original Porsche option, this one being black and dating to the '80s. Eckels is a German company specialising in roof racks, this rack is made specifically for the Classic 911 with longer legs at the back and correct angled supports to allow a flat load. It's in excellent condition and is not new, the car looks great with either skis or bikes on top. There is also a key that locks the rack and makes it secure. Tel: 01225 309161. Email: robertpinckney@hotmail.co.uk.

£450 ono

P1219/024



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

P1219/021

Michelin Pilot Alpin Winter tyres

2 front tyres 245/35/20 NO, 2 rear tyres 295/30/20 NO, 1 winter use, 1000 miles approx, on 991 Carrera (Gen 1). Tel: Pauline, 07747 837775 (Co.Down).

£400

P1219/015

Mirror casings o/s + n/s 997 + 996 parts

Basalt Black, in very very good condition, o/s & n/s top and bottom mirror casings (4pcs), fit 997, 987 etc, £50. Also have two rear lights for 996 Turbo plus complete set of four genuine Turbo wheels with new Pirelli tyres, please contact for more information and photos. Tel: 07811 123066. Email: mpitter@aol.com (Hereford).

P1219/030

MISCELLANEOUS

911 & Porsche World

From January 2003 to present, some are in binders, all in good condition, there are also some *Classic Porsche* amongst them, probably about 2 years worth, the buyer to collect. Tel: 02476 327052. Email: johndevenport47@gmail.com (Warwickshire).

£30

P1219/003

Porsche 993 book

Adrian Streater's Porsche 993: The Essential Guide published by Veloce, as new, postage not included. Tel: 01795 599390. Email: simonlegal19@gmail.com (Kent).

£35

P1219/007

MISCELLANEOUS



911 PW number 1 to current issue

911 & Porsche World magazines from issue 1 to current issue! All the magazines are within hardback binders and as such are in excellent condition. Prefer collection from Bishopton but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland).

£150

P1219/055

Porsche books

Porsche Road Tests Collection no.1 1965-1975, Brooklands Books; Porsche by Motorbooks Library by Shotaro Kobayashi, both in good condition. Tel: 01590 670813. Email: roboberts7@hotmail.com (Hants).

£20

P1219/031

Porsche book

World famous book on Porsches, 'Liebe zu Ihm' by Hermann Lapper, in good condition with original dust cover, pages fine, you pay shipping. Tel: 56 1633 5901. Email: garryr356@aol.com (USA).

£1350

P1219/032



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

P1219/054



Medal for sale

Factory medal for Porsche 911 Turbo, on the obverse the date 1991, £15 free postage in UK. Email: james.gillham@me.com.

£15

P1219/051

MISCELLANEOUS

Porsche books

Various Porsche books as new condition, at half new price each. Randy Leffingwell "Porsche 911 by design" (Motorbooks), £10; Paul Frere "Porsche 911 Story" (Haynes), £10; Michael Scarlett "Porsche 911" (Haynes), £10; Adrian Streater "993 the essential companion" (Bentley), £25; Adrian Streater "Porsche 911-964 - enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com.

P1219/033

Porsche Post magazines

43 copies of *Porsche Post*, three from the 1960s, 40 from the 1970s and 1980s, please phone for exact details. Tel: 01590 670813. Email: roboberts7@hotmail.com (Hampshire).

£25

P1219/034



Porsche handbooks

Cayenne price list, Tequipment Cayenne accessories, Cayenne Diesel price list, all books for 2009 models, as new condition, only £7.50, free postage. Tel: 07399 359072.

£7.50

P1219/052



Peter Morgan 993/964/Boxster Buyers' Guides

Peter Morgan Ultimate Buyers' Guides, 993 and 964 books and Boxster DVD, new - just been sat on my bookshelf. Model history, colours, option codes, what to look for, good for buyers, owners and enthusiasts. Books are 70 pages each and the DVD is Region O and 70 minutes, I have 2 copies of each. Price is per item and includes free UK delivery, will post internationally at cost price. Tel: 07767 241278. Email: vkjr.grovehall@gmail.com (West Sussex).

£9.95 each

P1219/050

MISCELLANEOUS

911 & Porsche World issue no1 to current

911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk.

£100

P1219/035

Porsche 968 book

72 unmarked pages, tech specs, colour range, history etc, great colour photos, vgc. Tel: 07399 359072.

£7.50

P1219/036

WANTED



WANTED

Wanted all Porsches classic to modern!

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.

P1219/053



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.

P1219/056

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TRIED & TESTED

With 911 & Porsche World's resident tyre kicker, Kieron Fennelly

PORSCHE 997 TURBO * 2008 57 * 39,200 MILES * £56,995



In popular culture the 'Porsche Turbo' was always the car that bordered on outrage, as much for its performance as its ostentatious wings and spoilers (which as enthusiasts we of course knew were essential aerodynamic appendages). This was the Porsche you couldn't miss. So it comes as a surprise when this 997 Turbo requires almost a second glance, (unless you spot the rear spoiler first) to realise that it is in fact the blown version. A black car of course is always less visible, but it is also a reminder of how much bigger later 911s have become.

A 2008 model, this 997 has a fairly basic specification, but because it is the far more expensive Turbo version of the 911, a full leather cabin and climate control rather than adjustable cooled air 'a/c' are standard. Unusually it has a manual rather than a Tiptronic gearbox. The soft leather seats are unmarked, there is none of the telltale fraying of the driver's seat bolster, and the Porsche floor mats look almost new. Externally, you have to look hard to see any blemishes in the black paintwork, and the dark-painted 19 inch alloy wheels display not a scratch – and they are quite vulnerable, barely protected by low profile tyres. These incidentally are third-worn Michelin Sport Pilots on the rear and similarly used Bridgestone Potenzas in front. The brake discs have no significant lips.

This is a four-owner car and the service book details three visits to Solihull Porsche: at the last of

these in December 2013 when 24,600 miles were recorded. Since then vendor Northway has looked after the car, attested by stamps at 30,660 miles and the most recent in May 2018 at 37,846 miles. The owner, says Ray, is a regular customer who sold this Turbo to acquire a GT3; his wife has also purchased a 981 from Northway. The Turbo had been laid up for some months with an oil leak: this was from the tandem pump, a clever component which Porsche introduced for the 997: it doubles as an oil pump supplying the scavenge pumps and an air pressure pump for the servo. The tandem pump has a mild steel cover which eventually corrodes allowing oil seepage. Replacements are severely back-ordered and Ray opines that there is an opportunity for someone to make a stainless steel cover for the factory fit item when a whole new pump retails at £800, £300 for non Turbos.

On the road, this 911 does not disappoint: it is smooth, steers beautifully with no vibrations or untoward mechanical or suspension noises: in all departments it feels very nicely set up. The hydraulically assisted clutch is light and only the heaviest gearshift takes any getting used to. Visibility from the 997, like its predecessors, is first class and the engine note will be very familiar to people used to the air cooled cars, especially the 993. The driver feels instantly at home until the accelerator is depressed fully, the rev counter sweeps past 3000rpm and then the surge is breathtaking, and on a wet surface you appreciate

CHECKLIST

BACKGROUND

The 997T was based closely on the acclaimed 996 Turbo: it used the stiffer widebody, but this time with aluminium doors and bonnet. The suspension had only detail differences and the M70 engine was a carry over from the 996 with modifications to gas flow and Porsche's variable turbine geometry, introduced on this model, produces an impressive increase in power from 414 to 480 bhp. This was the final fling for the 'Mezger' Turbo engine: the entirely new 3.8 MA1 70 engine would replace it on the gen 2 Turbo in 2009 leaving the 997 GT3 as the last repository of the Mezgers. The manual 997 also had a new gearbox from Aisin which replaced the long running Getrag unit; a five speed Tiptronic remained the auto shift option until replaced on the second generation 997 by PDK.

WHERE IS IT?

Northway Porsche, Beenham, Reading RG7 5PT
01189 714333 northwayporsche.co.uk

FOR

Immaculate cabin and bodywork; comprehensive history file; fastidious last owner spared no expense

AGAINST

Wide choice of more modern Porsches at this price

VERDICT

Attractive low mileage 997T which performs faultlessly

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

all wheel drive for keeping the car in a straight line. Accelerating with the Turbo 997 is never a casual activity with almost 500 horses just raring to go and is what makes the 911 Turbo so special.

The asking price buys a wide selection of more modern Porsches – a five year old Carrera S, for instance, but that is to miss the point: the 997T is the last of the old school 911s, analogue, especially here with a manual gearbox, compact, and by today's standards even discreet. It will not have universal appeal, but as a smooth, nicely appointed GT this low mileage example is undoubtedly one of the best examples of the final 'Mezger' Turbos. **PW**



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Porsche 356 B T6 Coupe
1962, Manual Gearbox, RHD,
Signal Red with Red leatherette
interior.



Porsche 356 T5-B Coupe 1959
3.8L, Manual Gearbox, LHD,
Heron Grey (6007) with Red
leatherette interior.



Porsche 356 1600S Cabriolet
1962, Manual Gearbox, LHD,
Ruby Red with black leatherette
interiors.



Porsche 911T 1973 Coupe
2.4L, Manual Gearbox, LHD,
Sepia Brown with Dark Brown
interior.



Porsche 930 Turbo Carrera 3.0L
1977, Manual Gearbox, LHD,
Sahara Desert with Cork leather
interior.

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TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

DECEMBER 1998 (ISSUE 57)

Read it and weep: 'Bargain-basement 911 – Buy this 2.4T for £6500.' That was the screaming coverline on the Dec 1998 issue, and even taking into account 20-years of inflation the equivalent price today would be a massive bargain. True, this was a 'bargain basement 911' for a reason, and it had a 2.7-litre engine instead of the 2.4, but even so, it was solid and a great drive, by all accounts. And it flew in the face of what we described as the 911's classic status pushing prices into the 'stratosphere.' Today, then, you would have to say that classic 911 prices have gone beyond the stratosphere, wherever and whatever that might be!

The 996 range was beginning to expand, with the launch of the Carrera 4. We were there, of course, and described the new machine as a quantifiable leap forward, praising – in particular – the seamless integration of Porsche's Stability Management System and proving that 'It is possible to engineer active handling aids that really can be servant and not master.'

A hot topic at the time was the demise of 4-star petrol, which was causing nearly as much angst as the impending Millennium bug computer meltdown. Of course neither came to much. As we noted, America had been running unleaded since 1979 and as such all Porsches from that time on had the wherewithal, from a valve seat point of view, to accommodate the new mix. Of more concern, perhaps, was the weakened state of the fuel at 95 octane, but, as we also pointed out, many Porsches were happy on this brew, plus 98 octane was widely available.



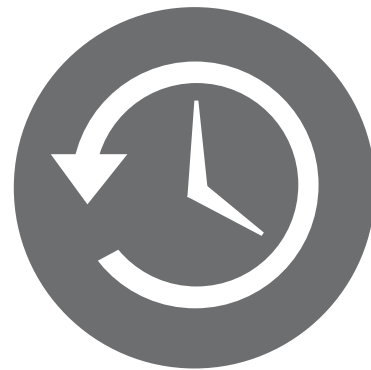
Turning to the back of the magazine in the classifieds pages there was no shortage of budget classic 911s to complement the cover star. A left-hooker 1968 911T at £4495 and in need of cosmetic restoration seemed more than reasonable, as did numerous other pre '73 cars at well under £10k. If only time travel really were possible.

DECEMBER 2012 (ISSUE 225)

Underrated. That was the very simple coverline adorning the front of the December 2012 issue, with a collection of varying 911s underneath. The point? To gather together the 911s that we thought deserved more attention and, as such, were flying under the radar in terms of values. Did we get it right? Yes and no.

In terms of air-cooled values, we couldn't have seen the incredible rise coming, but we did argue the case for the 911SC emerging from the shadow of the Carrera 3.2, which has proved spot-on. We bigged up the Targa, too, in varying forms and, lo and behold, there has been a significant Targa turnaround, but that's more thanks to Porsche for rebooting the classic rollhoop Targa concept in recent years. The 911T got a mention, too. 'In time folk won't care whether it's a T or an E, or even an S. They'll just want it because it's a classic pre '74 Porsche,' we reckoned. Correct!

Base models are underrated, we said, and they probably still are in terms of the 968 and 997, but not so much the 993 non-Varioram models. Another victory for the crystal ball.



DEC 2007 (ISSUE 165)

A mouth watering selection of Porkers on the cover of the December 2007 issue and all belonging to one Belgian 911&PW subscriber, who wanted to remain anonymous. Fair enough, we were just happy to get an invite to the small Abbeville track in Northern France for this gathering, which is just a short one-hour hop from Calais.

Twelve years on and we're still making regular trips to Abbeville and our mystery subscriber isn't quite such a mystery, although he's no attention seeker either. Regular readers will know him as Porscheophile and collector, Johan Dirickx. Johan's Porsche collection is ever expanding, but unlike some, he's not afraid to use his cars. Want to see a few million pounds' worth of ultra-rare Porsches with their rear tyres on fire? Johan is your man.

As ever in 911&PW, there was plenty of room for the columnists to have their say. 'Are Porsches too common?' mused Keith Seume, particularly in relation to their position within the holy trinity of Porsche, Ferrari and Lamborghini. Increased production, entry level models, 4x4s all conspired to take the gloss off Porsche's image, reckoned Keith. Wonder what he's now making of the move to electric cars? Actually, we already know the answer to that one...



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