

PORSCHE NEW CAYENNE DRIVEN ● PORSCHE AT INDY 500 ● RUF CTR3 EVO

911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

World

GENERATION GAME

944 LUX, CARRERA 3.2
SUPERSPORT, 997 S

TRILOGY

EXPLORING PASSION
FOR PORSCHE WITH
THREE OF A KIND

981
CAYMAN
BUYING
GUIDE

PLUS

FORMULA E

BACK TO TAPE 3

991 CARRERA GTS

EUROPEAN TRACK DAYS

PORSCHE HEADLIGHT EVOLUTION

HOW TO REPLACE 997 COOLANT PIPES

ENHANCED BASE MODEL TESTED

NEW 911 CARRERA T



EXCLUSIVE RESTOMOD FIRST DRIVE

400BHP 3.8-LITRE REIMAGINED 914

987 CAYMAN-POWERED
ROADSTER UNLEASHED





◦THE PORSCHE BUYER.COM◦

**The UK's Trusted Independent
Porsche Buyer**

Take the Part-Ex Challenge....

Are you worried you're not getting the best price for your part exchange Porsche?

How to qualify:

Simple: Is your part exchange Porsche 0 to 5 years old and sub 60k miles? If so.....

At 2911 we are hungrier than ever this quarter for your used Porsche – Use our buying power to get the strongest price for your Porsche.

- ✓ Collection from your door or your Porsche Centre
- ✓ Finance settlement or direct cleared payment to you
- ✓ Friendly and helpful to beat any existing Part Exchange price for this quarter!

At 2911 we're not just another generic car buying service

We are part of the wider Porsche Family. Our close friendships and relationships with The Official Porsche dealer network and Trusted Independent Porsche Specialists is how we offer unbeatable prices for your modern, classic and GT Porsche...It's old fashioned but it works!

Call Karl for your free valuation today.

"Halo and GT Cars"

Karl is highly trusted in the space of discreetly moving high value and sensitive "off market" Halo, GT and collector Porsches. If you are looking to buy or sell something unique or sensitive, give Karl a call today for a friendly no obligation conversation.

Testimonials:

"Karl was genuine, friendly and is clearly well connected in the Porsche network. 2911 gave me more money for my 911 than my local dealer and Karl was lovely to deal with. I'd sell my next Porsche through Karl again for sure." Andrew B.....The Cotswolds

"I sold my Cayenne to 2911 and they did a great job. My finance was settled. No one haggled with me on my drive, and I was paid immediately. Thank you 2911." Michael H.....Chipperfield

Call Karl directly: 07779 100069

Email: Sales@2911.co.uk



SEASONS IN THE SUN

NEXT ISSUE ON SALE
FRIDAY 27TH OCTOBER
 PRE-ORDER AT bit.ly/911PW202312



I'm starting to think I'm going mad – this magazine carries a cover date of November, but hits newsstands in September. At the time of writing, August has just waved goodbye, and yet my local supermarket is already stocking Christmas produce. Of course, the fact I bought a few tubs of chocolates and Cadbury's confectionery fashioned like a Christmas pudding (imaginatively named *Puds*) was purely to save the store's customers from themselves. Ahem.

Irrespective of when your eyes land on this issue of the world's best-selling Porsche magazine, we can all agree 2023 has whizzed by. The seventy-fifth anniversary of the 356 (and therefore the seventy-fifth anniversary of Porsche as a manufacturer) and the

911's sixtieth birthday are just two of the major events to have brought us merrymaking throughout the year, although more festivities are planned to mark both milestones before we raise a glass to welcome 2024, a year promising its own spectacular highlights, not least a host of new Porsche products.

On the topic of marking occasions, I'd like to thank those of you who messaged me to say how much you enjoyed last month's bumper issue dedicated to the 911's sixtieth trip around the sun. Here's to sixty more.



Dan Furr Editor
 @FurrsFleet

911 & Porsche



MAILING ADDRESS

Kelsey Publishing Ltd, The Granary, Downs Court, ME18 6AL, UK

EDITORIAL

Editor: Dan Furr

Email: dan.furr@kelsey.co.uk

Contributors: Tim Harvey, Chris Wallbank, Dan Sherwood, Shane O'Donoghue, Sharon Horsley, James Fossdyke, Johnny Tipler, Karl Meyer, Steve Bennett, Ade Brannan, Barry Hayden, Karl Ludvigsen, Richard Roberts, Thomas Fawdry

ADVERTISING

Group Advertising Manager:

James Stainer, 01959 543515 or 07948 802130

james.stainer@kelsey.co.uk

MANAGEMENT

Managing Director: Phil Weeden

Publisher: Gareth Beesley

Subscription Marketing Director: Kevin McCormick

Subscription Marketing Manager: Dave Sage

Retail Director: Steve Brown

Fulfillment Manager: Andy Cotton

Print Production Manager: Georgina Harris

Print Production Controllers: Kelly Orriss and Hayley Brown

SUBSCRIPTIONS

12 issues of 911 & Porsche World are published per annum

UK annual subscription price: £71.88

Europe and North America annual subscription price: £95.88

Rest of World annual subscription price: £107.88

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription order line: +44 (0)1959 543 747

Toll free USA subscription order line: 1-888-777-0275

UK customer service team: 01959 543 747

Find current subscription offers at:

www.bit.ly/sub911pw

Already a subscriber? Manage your subscription at:

shop.kelsey.co.uk/myaccount

CONTACT US

For customer service support, please visit: help.kelsey.co.uk

Customer service and subscription postal address:

911 & Porsche World Customer Service Team,
 Kelsey Publishing Ltd, The Granary, Downs Court, ME18 6AL, UK

DISTRIBUTION

Seymour Distribution Limited, 2 East Poultry Avenue, London, EC1A 9PT
 Tel: 020 7429 4000

Distribution in Northern Ireland and the Republic Of Ireland:
 Newspress Tel: +353 23 886 3850

CLASSIFIEDS

Tel: 0906 802 0279

Premium rate line, operated by Talk Media Sales on behalf of Kelsey Publishing Ltd. Calls cost 65p per minute from a BT landline. Other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm)

Classifieds email address:

cars@kelseyclassifieds.co.uk

View and upload classifieds at:

motorfreeads.co.uk

Classifieds mailing address:

Kelsey Classifieds, Kelsey Media, The Granary, Downs Court, Yalding Hill,
 Yalding, Maidstone, Kent, ME18 6AL, United Kingdom

Kelsey Media 2023 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published.

Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit kelsey.co.uk/privacy-policy. If at any point you have any queries regarding Kelsey's data policy, you can email our Data Protection Officer by emailing dpo@kelsey.co.uk.

911 & Porsche World is entirely independent of Dr. Ing. h.c. F. Porsche AG. Contents may not be reproduced in any form or stored on any electronic system without written permission. No responsibility accepted for any unsolicited material. 911 & Porsche World recognises and abides by copyright laws and attempts to correctly credit all material used. If we have used or credited some of your work incorrectly, please contact us and we will do our best to fix the error.

BREY-KRAUSE



Art in ~~Design~~ Engineering...

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

ENGINE REPAIR SPECIALISTS



Standard size
and
986 & 987 3.2-3.7
987 3.4-3.9
996 & 997 3.6-3.9
997 3.8-4.1
Capacity
Conversions



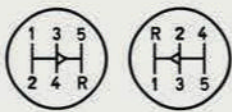
996/997
3.6 – 4.1
now
available

986 987 996 997 Cayman

T: 01204 302809 E: auto@hartech.org www.hartech.org

PARADIGM SHIFTER

917 EDITION



For all
901/911/915s
to 1986



STOMSKI RACING at long last introduces the newest version of its revolutionary PARADIGM SHIFTER- the 917 EDITION. A hand-crafted, wood laminate shift knob in the style of the 917 tops off the PARADIGM SHIFTER for a classic look and feel, yet a massively improved shifting experience. Precisely engineered, customizable, and NOW available with either a gloss or matte finished wood knob for the 901/911/915 transmissions.

\$830

SR150s-917



www.STOMSKIRACING.com +011(410)571-9779



34

FEATURES

10

RETURN TO BASE

Behind the wheel of the new Cayenne.

34

KEEP IT IN THE FAMILY

A 944, Carrera 3.2 Supersport and 997 S.

50

PURIST PERFECTION

Sampling the new 911 Carrera T.

58

PORSCHE AIMS AT INDY

Tackling the Indianapolis 500.

66

RESTOMOD REDEFINED

Exclusive drive of the Fifteen Eleven 914.

74

SENSE OF CRAFT

We visit marque specialist, Portiacraft.

82

BUYING 981 CAYMAN 2.7

Fast fun in budget-beating coupe.

90

LIGHTS ALIVE

Evolution of Porsche headlight design.

102

997 COOLANT CROSSOVER PIPES

How to fix your 911's leaky front end.

112

THE FAST FLEET

Introducing our first-gen 991 Carrera GTS.

82



90



50



10



18



SUBSCRIBE TO
911&Porsche
SEE PAGE 120
FOR DETAILS

COMPLETE YOUR
911&Porsche
COLLECTION
ORDER BACK
ISSUES AT
bit.ly/issues911pw



66



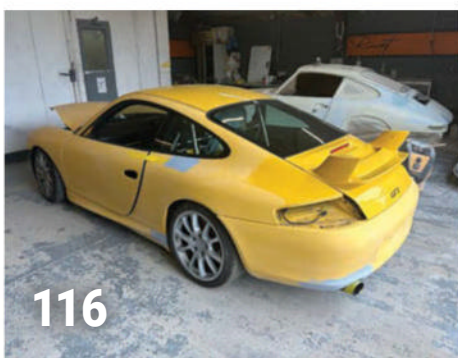
102



74



122



116



112

REGULARS

- 18 THE BULLETIN**
The latest news from planet Porsche.
- 24 ESSENTIALS**
New products for you and your Porsche.
- 31 COMMENT**
Tim Harvey and Karl Meyer speak out.
- 120 LATEST SUBSCRIPTION OFFER**
Big discounts and free detailing products.
- 122 MARKET WATCH**
Porsches catching our eye at auction.
- 130 NEXT ISSUE PREVIEW**
Getting to know the 718 Cayman GT4 RS.



TP 911 CARRERA 3.2

1984 Carrera 3.2. Full restoration by TP Engineering, LHD, Gulf Blue, 16" Fuchs, RS style interior, leather Recaro seats, roll bar, rebuilt engine and transmission, Sports exhaust, 300 miles since restoration.

£84,995



996 TURBO S

2005 999 Turbo S Cabriolet. Manual, black leather, 70k miles, Seal Grey, carbon brakes, BOSE, heated seats, PCM with navigation, factory hardtop & cover, 1 of 93 UK cars, full service history.

£49,995



BOXSTER S

2010 Boxster S, 09971 Exclusive Option. Manual, 73k miles, Carrara White, black leather, red hood & belts, white console & hoops, heated seats, 19" alloys, Sports Chrono, full service history.

£22,495

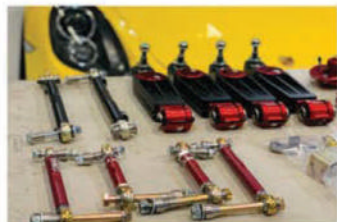


MACAN GTS

2016 Macan 3.0 V6 GTS PDK. Carrara White, 48k miles, fully loaded, leather & Alcantara, Pan roof, 21" alloys, BOSE, GTS Sports seats & trim, Sports exhaust, full service history.

£37,995

Your #1 Destination for Everything Porsche Suspension



Shop Tarett Engineering for high quality individual suspension components or complete custom configured suspension packages tailored to your specific application.

TARETT
ENGINEERING
Competition Suspension Components

557 W. Sunset Rd. Henderson. NV 89011

sales@tarett.com

(001) 858 674 5573



HAND BUILT. PERFECTION.

RESTOMOD | CUSTOM BUILD | RESTORATION

NINEMEISTER

DISCOVER WHO WE ARE AND WHAT WE DO AT WWW.NINEMEISTER.COM

RETURN TO BASE

Proving the cheap seats are not what they used to be, the entry-level version of the recently updated Cayenne is utterly brilliant...

Words **James Fossdyke** Photography **Barry Hayden**







If you want a new Cayenne — trust us when we say you do — you're faced with a fair few choices. For starters, not only can you pick a conventional SUV or a Coupe, but you can opt for the S, complete with its thumping V8, or the only mildly less potent E-Hybrid, with its slightly less ravenous appetite for premium unleaded. There are many more alternatives on the way. Having said all this, you could stay in the (relatively) cheap seats and go for the basic Cayenne.

It's something of an unloved model in the range, without the glamour of its more powerful siblings. With prices starting at less than £68,000, however, is the underdog the unsung hero of the current Cayenne line-up?

Let's start with that price tag, which makes the stock Cayenne almost £10,000 cheaper than the next-cheapest version: the E-Hybrid. Many of you will be aware of Porsche's *modus operandi* of keeping specification more or less the same as you climb the Cayenne range, meaning it's fair to say the E-Hybrid's hybrid system is pretty much all you're getting for the extra spend. And even if it wasn't, ten grand would buy you a good number of optional extras to make up the difference.

In the event, though, you could happily rub along with a completely entry-level version of this Porsche cargo carrier. As is the case with all other new

Cayennes, you get an all-new dashboard loaded with a fully digital instrument display and the latest-generation Porsche Communication Management touchscreen user interface. You also get the same toggle-style gear selector as you'll find in the Taycan. The switch (you can barely call it a lever) is positioned by the steering wheel. This, in turn, has freed up space in the cabin for the new climate control panel, which is down on the centre console.

In truth, none of these changes equate to a masterclass in ergonomics, and they certainly haven't transformed the Cayenne driving experience, but they do

go a long way to making this Porsche feel more modern. That said, we'd forgotten the first-generation E3 Cayenne was six years old when the facelift version was unveiled for the 2024 model year. At a point some brands would feel the need to bring out a whole new model, Porsche simply has to make a few changes to the cabin.

This is testament to just how premium this Porsche really is. Even in its cheapest form (with a price tag of less than £70,000, remember), the Cayenne feels just as upmarket as any other luxury SUV, but it's a long way ahead of the competition. As we've come to

Above The looks are fairly unassuming for a new Porsche, but don't be fooled into thinking the new base Cayenne is basic

Below With a gigantic 1,708 litres of storage space when the rear seats are folded forward, there isn't much you won't fit in the back of this SUV



PORSCHE

1955 PRE-A SPEEDSTER

Years ahead in engineering, miles ahead on the road



Mille Miglia Contender - Private Collection - Porsche Knock-Off Wheels

Offered to you by E&R Classics - Europe's #1 Classic Car Dealer
Contact Lars van Dongen for more information +31 416 751 393

ERclassics.com

Kleiweg 1, Waalwijk | +31 416 751 393 |
info@erclassics.com | The Netherlands



expect from our favourite manufacturer, every switch feels brilliantly machined and engineered. All the materials are first-rate and the standard partial leather interior is more than adequate, although some of the optional finishes take the Cayenne's cockpit from upmarket to unparalleled. Even so, this isn't the sexiest or the most stylish of interiors — there's a decidedly Germanic whiff of function over form in here, but changes to the Cayenne cabin have somewhat improved the balance. We're particularly fond of the optional wood-and-bronze colour schemes on offer, which give the dash a touch of class. The upshot is that this entry-level Cayenne never makes you feel as though you're in a cheap facsimile of the real thing.

You will, however, feel as though you're in the spacious seats. Both the Coupe and SUV versions of the Cayenne are roomy in the extreme, with huge

amounts of space in both the front and rear. There's plenty of adjustability and headroom for the driver, along with the typically impressive Cayenne driving position. Elbow room isn't too shabby, either. Further back, this Porsche isn't quite as generous as a long-wheelbase limousine, but it's easily a match for the average executive saloon.

Even passengers well over the six-foot mark won't get too cramped when spending hours back there. And while the Coupe has marginally less headroom than the SUV, there's enough space to keep things comfortable for most occupants.

Then there's the luggage area, which is nothing short of cavernous. Whereas those who choose the E-Hybrid have to 'make do' with a 545-litre load area (on account of the hybrid system), the standard Cayenne gets the full 698 litres, which is a big uplift. Admittedly, there's

no seven-seat option, but working on the principle it's better to have a big boot than seats adults can't easily use, this no great loss. And if you only need to carry one passenger, the Cayenne's rear seats can be folded down to achieve a whopping 1,708 litres of capacity.

Above Stealthy silver paintwork does its best to avoid drawing attention, unlike the new Cayenne's specification, which includes a twin-turbo V6 developing 348bhp and 396lb-ft

POWER PLAY

The real distinction between the cheapest Cayenne and its more expensive siblings is the engine. In essence, the three-litre petrol V6 is the same turbocharged engine you get in the Cayenne E-Hybrid, except it doesn't have the assistance of an electric motor. And while the 348bhp output — a 13bhp increase on the pre-facelift E3 — might look slightly paltry when compared to the E-Hybrid's 464bhp, it isn't to be sniffed at. In fact, with a zero-to-62mph time of six seconds flat, the base Cayenne accelerates faster than a Volkswagen

TECH SPEC

Model	Cayenne
Price	From £97,400
Powertrain	3.0-litre twin-turbocharged V6, eight-speed PDK dual-clutch auto with Porsche Traction Management (PTM), all-wheel drive
Economy	23.3-26.2mpg
CO ₂ emissions	246-275g/km
Top speed	154mph
0-62mph	6.0 seconds (5.7 with Sport Chrono Package)
Power	348bhp at 5,400-6,400rpm
Torque	369lb ft at 1,450-4,500rpm
Weight	2,055kg (DIN)





Above and facing page Interior features all the trappings of modern Porsche sports cars, such as a fully digital dash, as seen in the Taycan

Golf GTI. And, if you option the Sport Chrono pack fitted to our test car, you can shave another three tenths from that time. You don't have to worry about cruising on the autobahn, either, because the Cayenne tops out at 154mph. Put it this way, while this might be the least powerful model in the Cayenne stable, it's a bit like being the poorest person on *The Sunday Times* Rich List. Everything is relative, friends.

On the road, where such things really matter, the Cayenne is more than quick enough to make good progress. Even the aforementioned six-second dash feels fast in a car this big. And because the V6 is a big engine with lots of grunt, it has plenty of poke for overtaking, as well as for nipping in and out of traffic. This Porsche is never out of breath or short on potency.

Without the electric motor on hand, the engine won't quite give you the same shove in the back as you'll get from the E-Hybrid. Nor will it prove as efficient. Official figures peg the base Cayenne at between 23.3 and 26.2mpg,

which makes it barely more economical than the V8-powered S, a model with enough power to achieve the same performance in exchange for a bit less effort. As you'd expect, this level of fuel economy is a long way behind the E-Hybrid. In many respects, it's a shame the basic Cayenne isn't a diesel.

JUST BECAUSE THE V6 ISN'T AS POWERFUL AS THE V8 DOESN'T MEAN THE ENTRY-LEVEL CAYENNE ISN'T GREAT FUN TO DRIVE

Porsche's sister brand, Audi, has some good three-litre V6 diesels kicking about, after all. Alas, in the wake of Dieselgate, Porsche is in no mind to reintroduce derv-drinking engines to its product range. Fuel economy has suffered as a result. Nevertheless, the base Cayenne will get somewhere near its claimed figures on a long run, and when you still only get 30mpg or so from a modern hot hatchback, the trade-off for the Cayenne's extra space and luxury isn't such a bad one.

Burning petrol allows the Cayenne to make a great noise. It isn't ostentatious

or rowdy — the V6 soundtrack is smooth, refined — but there's a pleasant rumble when you give it more than a light prod of power. It isn't as fruity as the V8 in the S, but this isn't necessarily a bad thing. The V6 is whisper-quiet, and only when you poke it with a stick does it start to express its full vocal range. It's at its

best slightly lower down, where you get a snarl hinting at the performance hidden deep in the bent-six's back pocket.

Straight-line speed has never

been the Cayenne's forte, no matter which version you choose, but this is a spectacular SUV that somehow manages to handle like a focused sports car, despite its bulk. On this front, the entry-level Cayenne is at something of an advantage.

Weighing in at just over two tonnes, it's about four hundred kilos lighter than the E-Hybrid and almost two hundred lighter than the S. The reduction in weight makes a difference, albeit an infinitesimally small one, allowing the standard Cayenne to feel comparatively light on its feet.



Not that the E-Hybrid or the S feel anything other than sublime. Both models have the trademark Porsche steering feel making every new Cayenne (and, indeed, every other new Porsche) such a class act. Though nobody will mistake the base Cayenne for a lightweight sports car, this is a Porsche which turns into corners keenly — body roll is limited and the grip in corners is bountiful. There's also just enough feel to let you know what's going on without ever endangering the ride comfort. And all this is in the default driving mode.

Speaking of comfort, Porsche has subtly retuned the Cayenne's suspension in a bid to make it more supple over bumps, which strikes us as an interesting decision, given the ride quality of the previous entry-level Cayenne, which wafts over imperfections in the road and allows for traversing rough terrain without reducing body roll. The factory's chassis engineers have done it again, only this time the result is a slightly softer ride. While our test car rode on the optional air suspension, we found it to be an effortless motorway cruiser, soaking up any bump or cat's eye with aplomb. It was almost as good around town. Yes, the odd pothole makes its presence felt, but this about as harsh as it gets, despite

the use of (standard) twenty-inch alloy wheels. Whichever way you cut it, this is very impressive.

Rotating the little switch on the steering wheel will make changes to the car's chassis settings, but not all are improvements. Opting for Sport mode will sacrifice a little bit of bump absorption in exchange for an equally

excellent stopping power — especially for a vehicle this heavy — giving the driver a great deal of confidence in the Cayenne's ability to slow quickly and efficiently. This doesn't necessarily make the base Cayenne a more exciting Porsche than the E-Hybrid or the S. Just because the V6 isn't as powerful as the V8, for example, doesn't mean the entry-

level Cayenne isn't great fun to drive — all new Cayennes deliver hugely rewarding seat time. What's more, with a list price almost £10,000 lower than that

of the E-Hybrid, there's no doubting the excellent value for money delivered by the entry-level model.

And though its V6 engine might not be the last word in performance or economy, it's more than powerful enough for the majority of drivers to be getting on with. In terms of bang for buck, this Porsche is difficult to beat. The fact of the matter, however, is people tend to buy the car they want, rather than the car they actually need.

Due to there being seemingly more engaging and more exciting versions of the Cayenne available, the lure of bigger power units will be too much for many showroom visitors to resist. This is a shame because the base Cayenne is utterly brilliant on all fronts. ●

Above Great levels of performance, excellent practicality and a very agreeable price point suggest the new Cayenne will be a big hit in Porsche dealer showrooms

THE LURE OF BIGGER POWER UNITS WILL BE TOO MUCH FOR MANY SHOWROOM VISITORS TO RESIST

small improvement in body control and feel for what the wheels are doing, which seems like a fair trade on a good back road. Sport Plus, on the other hand, makes the Cayenne a little bit too firm for UK road use, although it was fine when we tested the Porsche across mainland Europe.

While the Cayenne's suspension is impressive, we can't wrap up our review without a word on the brakes. Whereas the E-Hybrid has to balance the demands of regenerative braking and conventional calipers, the standard Cayenne doesn't have to deal with the same compromise. As a result, the pedal feels far more dependable and consistent, with more natural feedback. Combine this with the reduction in weight and you're left with



356 Speedster

Signal Red • Black Leather Sports Seats
15" Steel Wheels with Chrome Hub Caps
Chassis No. 83032 • Certificate of
Authenticity • Tool Kit & Jack • Previously
Sold & Serviced by Paragon • 1957

£314,995



911 2.4 S

Silver Metallic • Black Leatherette Seats
15" Fuchs Wheels • Original Radio • Left-
Hand Drive • Matching Numbers • Porsche
Certificate of Authenticity • Previously
Sold & Serviced by Paragon • 1972 (K)

£174,995



911 Turbo (991.2)

GT Silver • Bordeaux Red/Black Dual-
Tone Leather • PDK Gearbox • 20" Turbo
III Wheels • Sport Chrono • Glass Electric
Sunroof • Previously Sold & Serviced by
Paragon • 18,583 miles • 2016 (66)

£102,995



911 Turbo (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Turbo Centre Lock
Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Carbon
Interior Pack • 16,012 miles • 2015 (15)

£91,995



911 Turbo (997.2)

Meteor Grey • Black Leather Adaptive
Sports Seats • PDK Gearbox
19" Turbo II Wheels • Sport Chrono
Touchscreen Satellite Navigation
33,619 miles • 2010 (60)

£79,995



911 Carrera 2 (993)

Arena Red • Classic Grey Leather Seats
Manual Gearbox • 17" Cup Wheels
Electric Sun Roof • Air Conditioning
Previously Sold & Serviced by Paragon
72,325 miles • 1996 (N)

£74,995



911 Carrera 4 GTS (997)

Meteor Grey • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Sport Chrono • Switchable
Sports Exhaust • Previously Sold & Serviced
by Paragon • 33,829 miles • 2012 (12)

£69,995



911 Carrera 4 S (991)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Carrera S Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Bose Sound
System • 22,782 miles • 2014 (64)

£67,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Carrera Classic Wheels
Switchable Sports Exhaust • Sport Chrono
Touchscreen Satellite Navigation
39,561 miles • 2013 (63)

£62,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports
Seats • Manual Gearbox • 17" Cup Wheels
Air Conditioning • Blue Power Hood
Previously Sold & Serviced by Paragon
63,365 miles • 1997 (P)

£59,995



911 Turbo (997)

Meteor Grey • Black Leather Adaptive
Sports Seats • Manual Gearbox
19" Turbo Wheels • Sport Chrono
Previously Sold & Serviced by Paragon
60,258 miles • 2008 (08)

£56,995



911 Turbo (996)

Seal Grey • Black Leather Seats
Manual Gearbox • 18" Turbo II Wheels
Fully Electric Heated Seats • Electric
Sunroof • Previously Sold & Serviced by
Paragon • 47,872 miles • 2003 (52)

£54,995

01825 830424

sales@paragongb.com

www.paragongb.com

We have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/unlimited mileage comprehensive parts and labour warranty. See more of our current stock at paragongb.com

PARAGON GB LTD

FIVE ASHES

EAST SUSSEX

TN20 6HY

THE BULLETIN

News from the world of Porsche

RUF LAUNCHES NEW CTR3 EVO AND R SPYDER MODELS AT MONTEREY

Monterey Car Week presented a tantalising array of new product launches, from reimagined classics to brand-new sports cars. For Porsche fans in attendance, two releases ranked high among the attractions on offer: RUF Automobile's new CTR3 Evo and R Spyder models.

Introduced in 2007, the CTR3 is a mid-engined RUF sports car (differing from the rear-engined CTR and CTR2) mixing elements of the 987 Cayman and first-generation 997 Turbo in a RUF-designed body developed in partnership with Multimatic, the Canadian engineering firm providing Porsche with the new 963 race car's chassis. Developing 691bhp and 656lb-ft torque from its 3.8-litre twin-turbocharged flat-six, the CTR3 looks part Carrera GT, part Le Mans racer, and was unveiled at the RUF factory at Bahrain International Circuit exactly twenty years after the debut of the CTR 'Yellowbird'.

Following on from 2012's CTR3 Clubsport, the new CTR3 Evo heralds what RUF describes as "the pinnacle of our water-cooled engines" and is the most powerful RUF sports car to date. Developing close to 800bhp at 7,100rpm and 730lb-ft torque at 4,000rpm, the 3.8-litre boxer is bristling with modern tech, ensuring a smooth and powerful pull to the redline. The double-clutch seven-speed gearbox receives commands from shift paddles, while six-piston brake calipers with fifteen-inch carbon-ceramic brake discs ensure all eight hundred ponies are reined in effortlessly. The steel chassis, meanwhile, utilises an integrated roll cage inside a lightweight carbon-Kevlar body shell for maximum strength and low kerb weight. A rear wing ensures ample downforce at the CTR3 Evo's top speed of 236mph.

The 991-based R Spyder is RUF's take on unusual classic sports car design. "A radical



study enveloping both driver and passenger in their own cocoons." So says Alois Ruf Jr, a man proud of the four-litre normally aspirated chop-top, which produces almost 515bhp at 8,400rpm and 350lb-ft torque at 6,250rpm.

MONTEREY POP

Carbon-fibre rules the roost — the lightweight weave has been used for the rear hood, ducktail spoiler, integrated air intakes, helmet compartment, dashboard and centre bar. The latter plays host to a Sport Chrono-style stopwatch and passes between passenger and driver. Recognising it might be difficult for the car's occupants to communicate, RUF supplies the R Spyder with two safety helmets incorporating an intercom system. The car's six-speed transmission features an auto blip system.

Though the CTR3 Evo and R Spyder took a starring role in RUF's exploits at Monterey, there was room for the announcement of upgrades for customer cars. Specifically, RUF has revealed details of its newest performance packages for the 992-generation 911. What's on offer is beyond the scope of this news story, but in essence, all 992 Carrera and Turbo models, including the 992 Turbo S, can benefit from optimisation of engine ECU and turbochargers, as well as the appointment of sports air filters and a RUF sports exhaust system with valve control. For the base Carrera, power is lifted from 385bhp and 332lb-ft torque to a hefty 580bhp and 450lb-ft torque. For further information, visit rufautomobile.co.uk.





RSR SPA TEAM REVEALS 2024 TRACKDAY EVENTS FOR EUROPEAN CIRCUITS

Circuit de Spa-Francorchamps, located in the Ardennes, is undoubtedly one of the most spectacular race tracks anywhere in the world. It's also easily accessible from anywhere in Western Europe and, due to its close proximity with the Nürburgring, is a popular stop-off destination for any UK-based Porsche owner passing through Belgium en route to the Green Hell.

Visiting hallowed ground such as this – even if for nothing more than to pay tribute to the cars, drivers and teams responsible for contributing to some of motorsport's most iconic scenes – is one thing, but what about taking to the asphalt yourself? Regardless of whether you've never been on a track before or are a seasoned regular, you'll want to enjoy time at a circuit in the best possible conditions. Predominantly, this equates to a low number of cars on track at any given time, as well as being in the company of like-minded enthusiasts sympathetic to the fact drivers of different experience are at play. You'll also want a guarantee you'll be grinning from ear to ear when you're working your way around the track, as well as when you're taking stock of the day thereafter. The team at RSRSpa is on



hand to help. Offering a variety of open pitlane track days and giving you the opportunity to either drive with your own car or rent a specially prepared track attacker for the duration, the company has been hosting its own events at Spa and the Nürburgring for many years. In other words, RSRSpa has intimate knowledge of both tracks, meaning you couldn't be in safer hands.

The company's remaining track dates for Spa in 2023 are as follows: Monday 9th October, Tuesday 10th October and Saturday 11th

November. The team is also hosting trackdays at French circuits in the same timeframe: Monday 2nd and Tuesday 3rd October at Circuit Dijon Prenois, and Wednesday 4th October at the legendary Magny-Cours Grand Prix circuit.

RSRSpa is also welcoming big groups of drivers from North America (approximately twenty-five attendees in high-end sports cars) at the end of September and in mid-October. These groups are being sent via the Hooked on Driving members club and by driving coach,

Ross Bentley, author of the popular Motorbooks Speed Secrets series.

New (and still in the finalisation stages) for 2024 is the RSRSpa team's combined trackday event at Portimao and Estoril, slated for mid-April. As soon as the details are confirmed, we'll also be bringing you news of the company's new trackdays at Hockenheim, Red Bull Ring,

Hungaroring and other equally impressive European circuits.

If you like the sound of a professionally operated track day, but don't have

BIG GROUPS OF DRIVERS FROM NORTH AMERICA AT THE END OF SEPTEMBER AND IN MID-OCTOBER

a Porsche to take with you, rest assured RSRSpa has secured use of more than a hundred track-prepared rental cars, covering every sports car segment. Naturally, you'll want to know about the Porsches on offer.

Choose between tuned versions of the 981 Cayman, 718 Cayman, 991 GT3, the 718 Cayman GT4 RS (in both standard and Weissach trim), 991 GT3 RS, 992 GT3 and more. For all the details, to book a rental car and to secure your place at an RSRSpa event, visit rsrbooking.com.





PORSCHE CELEBRATES HIP-HOP ANNIVERSARY WITH FILM DOCUMENTARY

On 11th August 1973, DJ Kool Herc hosted a party in the Bronx that would go down in history. With two turntables connected together, he created beats for his friends to accompany with raps and acrobatic breakdancing. This New York evening fifty years ago is considered a key moment in the formation of hip-hop.

Half a century later, German music journalist, Niko Hüls, has embarked on a journey through the US, taking in stops to talk with many artists involved in the genre. In New York, Los Angeles and Atlanta, he speaks to Xzibit, DJ Muggs (Cypress Hill), Tony Touch, L'il Fame (M.O.P.) and Speech (Arrested Development), plus many more, about the impact hip-hop has had on their lives. In partnership with Porsche, the result is an almost two-hour documentary, which you can view for free on the YouTube channel of Hüls' *Backspin* hip-hop magazine.

In addition to the four hip-hop elements of breakdance, graffiti, rap and DJing, the documentary focuses on a value system characterised by respect, tolerance and creative self-realisation. Artists reveal how hip-hop helped them to break free from the barriers of their social backgrounds and to realise their dreams in a self-determined way. The social



worker, JC Hall, follows the same approach with his *Hip-Hop Therapy* project, which features in the film. He uses the tools of hip-hop culture to therapeutically reintegrate disadvantaged youths from the Bronx district of New York into everyday school life, and to show them ways to positively shape their lives.

"Respect, tolerance and integration are values the hip-hop movement has exemplified for fifty years," says Hüls. "It has therefore shaped several generations and decades, certainly in terms of language, music and fashion. Hip-hop is much more, though. It is a unifying system with common codes all over the world. The beauty is there are so many ways to celebrate it."

Since 2018, *Backspin* and Porsche have been jointly committed to giving space to the values of hip-hop as a youth culture. The first *Back to Tape* film reported on the history of hip-hop in Germany. The production was awarded numerous industry awards, including the German Prize for Online Communication. *Back to Tape 2* followed in 2020 and saw Hüls

travel in a Porsche to European cities, including Barcelona, Paris and London, to explore hip-hop culture beyond Germany's borders. Then, in 2021, a 212-page culture and travel guide named *Hip-Hop Culture* was published by *Backspin* and Porsche. The book portrays seventeen

artists from Germany, Holland, the UK, France, Spain and Denmark, all of whom have made a significant

NUMEROUS INDUSTRY AWARDS, INCLUDING THE GERMAN PRIZE FOR ONLINE COMMUNICATION

contribution to the development of hip-hop in recent years. Now, the newly released *Back to Tape 3* documentary takes viewers to the USA as Hüls traces the origins of the movement.

While the content is being played out digitally via YouTube, as well as through photos on Instagram and by way of a dedicated playlist published on Spotify, a special exhibition dedicated to Porsche and hip-hop will feature at the Porsche Brand Store in Stuttgart.

View all instalments of the series and access all *Back to Tape* Spotify playlists by visiting the dedicated project page on the Porsche website: bit.ly/porschebacktotape.





THE PORSCHE 914 REBORN

BUILT IN GERMANY | REBORN IN DERBYSHIRE





PORSCHE CELEBRATES ITS MOST SUCCESSFUL SEASON IN FORMULA E

In its most successful season to date, the TAG Heuer Porsche Formula E Team took home four victories with the Porsche 99X Electric. The squad from Weissach was fighting for the world championship title until the last race of the season, which took place in London.

"We've become stronger as a team," says Florian Modlinger, Director of Factory Motorsport Formula E. "Compared to last season, we've made a huge step forward and established ourselves among the top teams."

The ninth season of the ABB FIA Formula E World Championship was gripping from start to finish, with the battle for top honours going down to the wire at the season finale in London. Porsche had reason to celebrate in the capital: with the Weissach-developed 99X Electric, Jake Dennis, who races for the Porsche customer team, Avalanche Andretti, was crowned world champion after an outstanding season.

"It was a successful season for Porsche because, with the 99X Electric, we developed a car capable of winning," Modlinger reflects. "With four victories, we have established ourselves firmly at the top. Nevertheless, in the end, the factory team didn't achieve what we set out to



do and what was within our reach. We'll analyse the season carefully and try to make another step forward for the championship's tenth season."

By his own admission, Porsche's qualifying performance was decisive, especially during the last two race weekends (Rome and London). "Our race performance was very good, which we saw in London, when António Félix da Costa drove

a sensational race, starting from seventeenth on the grid and finishing in P2. To have only finished fourth in the teams' and drivers' championships is hugely disappointing, especially when you consider we led the teams' championship for the majority of the year and only occasionally dropped back to second place. Clearly, more was possible for us this season."

After a superior performance in the first races of the season, the new 99X Electric simply wasn't able to maintain the lead it built up. "Superiority wasn't really there," Modlinger asserts. "In terms of performance, Jaguar and Envision Racing were on par with us, but they dropped a lot of points in

the opening races. We didn't make any mistakes and banked the spoils. The situation flipped as the season progressed. Punctures and collisions set us back, and we went to tracks where we couldn't turn our qualifying performance into a decent result. Rivals were simply stronger. I acknowledge this, but our package was competitive all season, as Jake Dennis showed

by winning the world title in a customer 99X."

Avalanche Andretti's participation with the all-electric Porsche marked the first time

THE FIRST TIME PORSCHE HAS SUPPORTED A CUSTOMER TEAM IN FORMULA E

Porsche has supported a customer team in Formula E. The team is owned by motor racing legend, Michael Andretti.

With the Taycan Turbo S, Porsche again supplied Formula E's official safety car, thus underlining the importance of the series for Porsche Motorsport. "The off-season is full-throttle," Modlinger reveals. "The cars are back in Weissach, where they are disassembled, reassembled and prepared for a return to racing." Here's to victory in the 2024/2025 season.



Sotheby's
motorsport



A luxury online automotive auction experience is here. Finally.
sothebysmotorsport.com

ESSENTIALS

Hot products for you and your precious Porsche...

SUBSCRIBE TO
911&Porsche
SEE PAGE 120
FOR DETAILS

CARGRAPHIC AIRLIFT EVOLUTION FRONT AXLE LIFT KIT

The patented Cargraphic AirLift Evolution is a pneumatic lifting device for the front of your Porsche, enabling easy and safe crossing of road obstacles, such as thresholds or unfavourably angled entrances. In addition, the system is suitable for uncomplicated loading of your car onto a transporter, a process significantly assisted by a raised vehicle nose. Lifting the front-end of your Porsche (a variety of models are catered for) by fifty-five millimetres and compatible with 911s equipped with or without PASM, AirLift Evolution centres on rubber bellows installed beneath the upper chassis dome bearing. The only requirement is for your car to make use of coilovers with cylindrical suspension springs. Alternatively, the kit can be fitted to Bilstein, Öhlins and KW coilover suspension kits, which are available to purchase direct from independent Porsche parts retailer, Design 911. Taking a maximum of fifteen seconds to lift the front of the vehicle, the kit takes less than three hours to install and carries full TÜV certification.

Price: £2,905

design911.co.uk or call 0208 500 8811

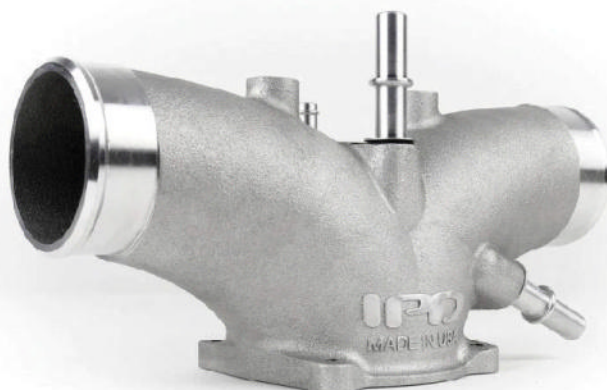


IPD PLENUM FOR 992 CARRERA/GTS/CARRERA S

IPD's performance plenum for the 992 Carrera/S/GTS/Dakar is a great upgrade to reduce turbocharger lag and gain power through a more efficient, optimised design in place of the standard Porsche plenum. Development started with a 1D simulation to fine-tune treatment of pulse peaks in the intake tract using different pipe geometry and known 992 engine parameters. IPD then graduated to optimising 2D slices of the plenum in CFD, paying special attention to where adverse pressure gradients might cause separation. The bulk of the power and torque gains are realised from 4,000rpm to redline, with peak gains of 30+whp and 25+ wheel torque achieved at 6,200rpm.

Price: \$995

bbiautosport.com or call +1 714 843 0200

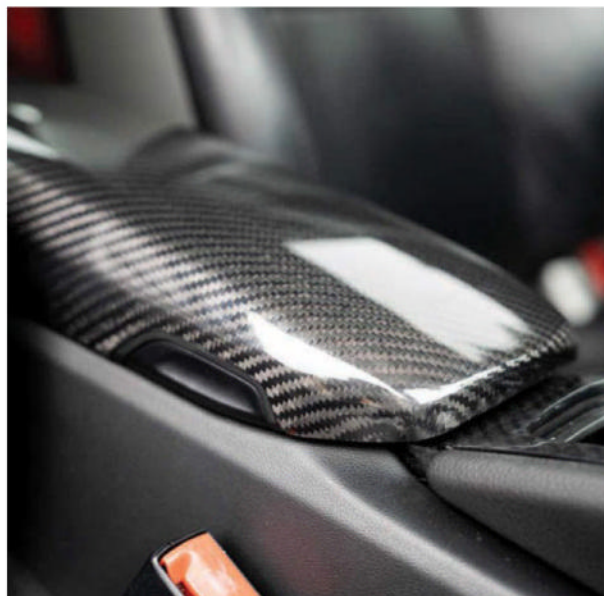


RENNLINE CARBON ARMREST FOR 991 GEN II/718

Rennline's carbon-fibre arm rests are a great way to give your second-generation 991 or 718 Cayman/Boxster interior a subtle modern upgrade. The factory armrest for these Porsches is a high-wear item and does not hold up well over time. Rennline's carbon-fibre replacement armrest is a straight swap with the original part and is manufactured from premium carbon-fibre using the latest manufacturing techniques. Highly durable (resisting common wear and tear) and reusing OEM fitting hardware from the standard armrest, this stylish, lightweight component can be installed in minutes using basic hand tools. This is the latest addition to Rennline's extensive catalogue of carbon-fibre parts for modern and modern-classic Porsches. Highlights of the range include a carbon armrest for the 997-generation 911 and its corresponding Boxster/Cayman, carbon air duct splitters and front grille blades for the first-generation 991 Carrera (and its derivatives), carbon door armrests for the 996-generation 911 and 986 Boxster, and carbon paddle shifters for the Panamera, Cayenne, Macan and 918 Spyder.

Price: \$300

rennline.com or call +1 213 224 7393





Supporting Your Porsche Passion Since 1957

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

Complete Floor Pan Kits

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



New Steel Wheels

Chrome or Silver Paint
Factory Tooling For
356C, Early 911
Made in USA.



LED Bulbs & Headlights

Modern Illumination
6 or 12 Volt
Low Current Draw



Fuel Tanks

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



Concours Correct Lockposts

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



Ignition Wire Sets

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



Door and Window Seals

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



Precision Bent Brake Lines

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



Stoddard/Hawk Brake Pads

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

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

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

NEW FREE MACHINE MART CATALOGUE LAUNCHES

Exciting news for tooling and machinery fanatics: Machine Mart's new autumn/winter product catalogue is out now. Comprising 492 pages and including more than a thousand discounted prices, this essential addition to any home garage or professional workshop is now in its seventy-first edition and includes in excess of five thousand products. Add the additional fifteen thousand products listed on the Machine Mart website and it's clear the company is sure to have what you need, whether you're a hobbyist, DIY enthusiast or professional tradesperson. The catalogue is free to obtain — simply visit the Machine Mart website or call the company's order hotline. Alternatively, visit one of Machine Mart's sixty-five well-stocked superstores, which are located across the UK. Established in 1981, Machine Mart is Britain's biggest specialist supplier of tools and machinery, providing professional workshop equipment for just about every application. Best of all, Machine Mart's products are offered at hugely competitive prices.

Price: Free!

machinemart.co.uk or call 0844 880 1265



MOREL IP-UNI82 SLIMLINE COMPONENT SPEAKERS

The IP-UNI82 is a compact, powerful, two-way universal component system featuring a pair of ultra-slim eight-inch (200mm) woofers delivering Morel's renowned natural sound, dynamics and articulation. Morel systems prioritise ease of installation and feature innovative inverted neodymium magnet motors, allowing design of a proprietary chassis with a compact form factor and minimal mounting depth, meaning the IP-UNI82 can fit where other eight-inch woofers won't. The superb one-inch (25mm) compact soft-dome tweeters are a cinch to fit in most standard speaker locations and are protected by an easy-to-install inline crossover delivering incredible clarity and detail in the high-frequency range, integrating smoothly with the bass-rich woofer.

Price: £449

Order online at celsusice.co.uk

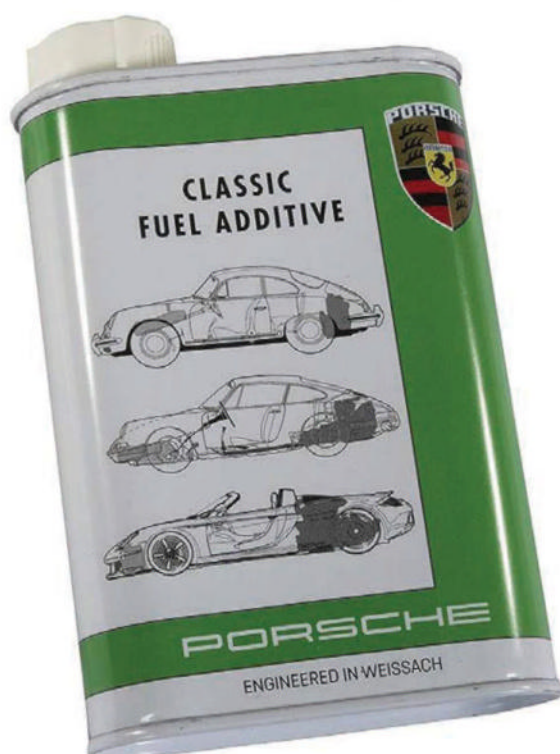


NEW GENUINE PORSCHE CLASSIC FUEL ADDITIVE

True strength comes from within, particularly when it comes to classic Porsches — it is extremely important to keep an eye on what is happening to the mechanical components of these valuable cars. For example, when not used on a regular basis, such as during winter storage, the condition of fuel is something to be considered. Enter Porsche Classic's fuel additive, forming a protective layer between metal and petrol, thereby protecting the tank and fuel system against corrosion and harmful deposits. The specially formulated additive even shields areas not covered by fuel, including the air zone within the fuel tank. Special molecules in the additive form a corrosion protection layer throughout the fuel system, thus ensuring condensation already formed in the fuel system is bonded by the chemical elements and does not cause any damage. Additionally, the additive dissolves already formed deposits and adhesions, proved by the results of several long-term tests in collaboration with the Porsche Development Centre in Weissach. A number of experiments to determine the compatibility of Porsche Classic's fuel additive with materials used to manufacture new Porsche Classic Genuine Parts was also successfully carried out. The 300ml of additive supplied in the container is sufficient for fuel tanks ranging from fifty to ninety litres and remains effective in stationary vehicles for up to seven months. Look for part number 00004420602 (the US variant is listed under 00004420622).

Price: £16.14 / \$21.48

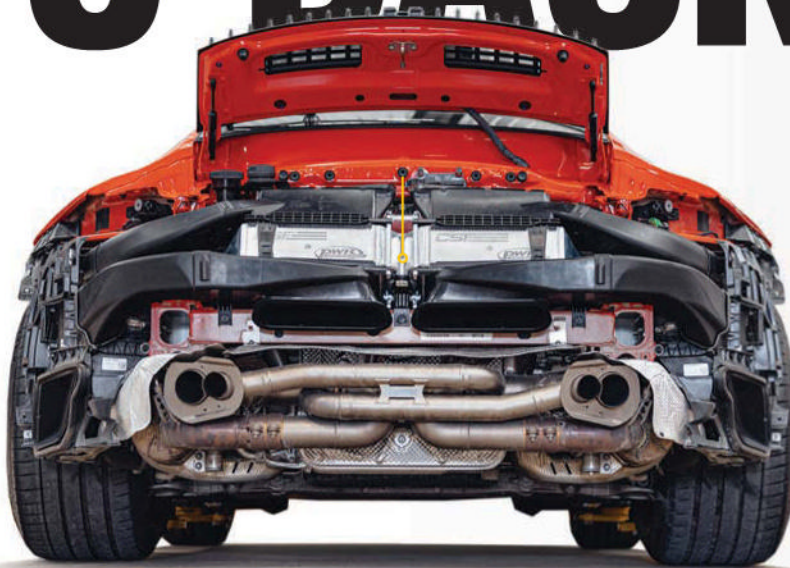
design911.co.uk or lnengineering.com



Porsche 997 GT3 3-Piece Radiator Kit



FROM FRONT TO BACK.



Porsche 992 Carrera/S/GTS Intercooler System

CSF offers a full range industry leading cooling products for Air-Cooled, Water-Cooled, Modern, and Classic Porsches. Oil Coolers, Radiators, and Intercoolers, CSF has the ultimate cooling solutions for your Porsche.

CSF

DROP IN FIT | HIGH-PERFORMANCE | OEM+

CSFRACE.COM

PRODUCT CALL

OUR LATEST SUBSCRIPTION DEALS

Get every issue of *911 & Porsche World* magazine delivered direct to your door by taking advantage of our latest subscription deals. You'll get every issue before the official on-sale date, plus you'll receive a discount off the regular retail price. Shipping is included in the cost of subscription and we deliver internationally — enjoy *911 & Porsche World* no matter where you are in the world. Simply turn to page 120 of this issue to view our latest offer. shop.kelsey.co.uk or call 01959 543 747



NEW CLARKE TYRE INFLATOR AND POWERBANK

New from Clarke is this handheld tyre inflator, which doubles up as a portable powerbank. Ideal for pumping up flat tyres and general inflatables to a maximum pressure of 150psi, the unit can deliver a twenty-litres-per-minute flow rate and comes with four preset values: car, motorbike, bicycle and ball, each pre-configured with its own pressure adjustment and automatic shut-off. A setting for variable pressure is also included. The unit is shipped with a fifteen-centimetre hose, valve adapters, a storage bag, plus charge cables.

Price: £56.39

machinemart.co.uk or call 0115 956 5555



GAZ RACE SUSPENSION PACKAGE FOR 944/968

British suspension system manufacturer, GAZ Shocks, now offers double adjustable race suspension kits for the 944 and 968. The coilover dampers are both height and damper-rate adjustable. Ride height is altered by means of adjustable spring seats. The height adjusters feature a coarse acme form thread for ease of use. Damper bounce and rebound rates are independently controlled. The bump setting is adjusted on the remote canisters, which are filled with a high viscosity index multigrade oil to prevent cavitation and to reduce fade under racing or trackday conditions. Rebound setting is adjusted on the strut body. The front struts also feature elongated bolt holes to allow for camber adjustment. All units are individually tested before leaving the factory and carry a two-year warranty.

Price: £2,579

gazshocks.com or call 01268 724585

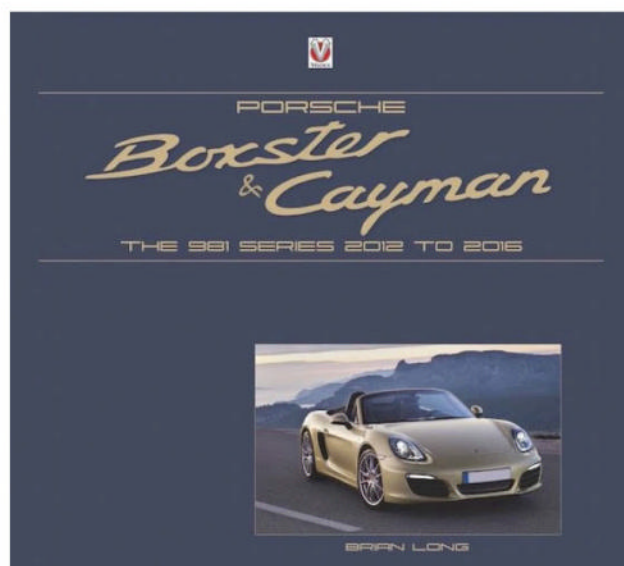


RECOMMENDED READ BOXSTER & CAYMAN 981

Billed as the full history of the 981-generation Boxster/Cayman twins and written by marque expert, Brian Long, with assistance from the Porsche factory, this 192-page hardback (measuring twenty-five centimetres square) includes no fewer than 293 photographs and is the latest book in Veloce's acclaimed *Boxster & Cayman* series. All major markets are covered, as are standard paint and trim combinations for each model year. Competition versions of the Boxster and Cayman are also documented, and though contemporary illustrations are used to highlight information throughout, Long has taken full advantage of Porsche's approval and co-operation in his work to reproduce official showroom sales brochures. Background to the 981 is provided by a history of Boxster design and development, and there's even an introduction to the 718-generation Boxster/Cayman twins, including the GT4 Clubsport. The third in Long's series of Boxster books for Veloce, this terrific tome is available to order direct from the publisher's website.

Price: £55

veloce.co.uk or call 01305 260068



DESIGN911

Centre for Porsche

f design911.co.uk
i design911uk
t design911uk

EVERY PART FOR EVERY PORSCHE



 **SUPPLIER TO**
PORSCHE SPECIALIST
GARAGES & WORKSHOPS

 **1 BRAND**
PORSCHE

 **1995**
ESTABLISHED

 **598**
SUPPLIERS

 **151,000**
SKU'S

 **118,000**
CUSTOMERS

 **1.6M**
PARTS

 **180**
DELIVERY COUNTRIES

WORLDWIDE SHIPPING

UK DISTRIBUTION CENTRE

+44 (0) 20 8500 8811
sales@design911.com

EUROPEAN DISTRIBUTION CENTRE

+31 (0) 165 788 911
sales@design911.com

DESIGN911.COM

NORTHWAY PORSCHE LTD

Independent Porsche Specialist

Sales, servicing and repairing Porsches for over 25 years

USED PORSCHES IN STOCK
AND WANTED FOR
OUTRIGHT
PURCHASE



T: 0118 971 4333 M: 07831 424 911

Workshop: info@northway.co.uk Sales: ray@northway.co.uk

www.northway.co.uk



Engine parts for Porsche 996 / 997 / Cayman / Boxster

Cylinder Liners Mahle Motorsport Pistons
Piston Rings 3.7 / 3.9 Conversions
Oversize Crankshaft and Con Rod Bearings



Tel : +44 (0) 1905 799470

sales@westwoodcylinderliners.co.uk

www.westwoodcylinderliners.co.uk

Service Sales Upgrades
The Midlands Leading Porsche Specialist

Cavendish
INDEPENDENT PORSCHE SPECIALISTS



PIWIS 3 Diagnostics for latest cars
Latest workshop equipment
Servicing and repairs
Engine Rebuilds
Restoration and Backdates
Porsche cars for Sale

From air-cooled classics to the very latest water-cooled Porsche cars, we have over 30 years experience.

Call 0115 972 2001

or visit www.cavendishporsche.co.uk

TIM HARVEY

With most major roads now plotted with speed cameras of various types, it is little wonder trackdays are becoming increasingly popular. There is, however, an argument for a common sense approach to speed limits, so much so one law enforcement officer told me there should be no such thing...

Tim Harvey is best-known for being 1992 British Touring Car Champion and for being crowned Carrera Cup GB victor in 2008 and 2010. He's contested the 24 Hours of Le Mans four times, competed in British GT and currently serves as a presenter for ITV4's extensive BTCC coverage. Find him at @timbo_harvey



Do any of you remember when it felt okay to drive fast on the motorway, as long as you kept below 100mph (the speed we were all led to believe would result in an automatic ban)?

Contrast this with today's inappropriately named 'smart' motorways, where everyone has cruise control set at 72mph and feels cheeky travelling even at that speed. It always makes me chuckle when, on leaving the smart section of a motorway, all cars speed up to (or past) 80mph. Boy, does that feel fast and naughty!

Times have certainly changed, and whilst I have made efforts to alter my driving style (as the points on my licence attest), I do now recognise we can't drive the way we used to. It's not just motorways — along most major roads, there are mobile speed vans and curiously named 'traffic safety cameras' (even though their positioning and sole purpose is to extract cash from drivers), average speed cameras and policemen with speed guns (usually hidden behind trees). Put simply, in today's motoring world, there are far fewer places for you to enjoy

your car's performance, especially if you drive a vehicle with the capabilities of a Porsche.

I used to think I enjoyed 'spirited driving' for about twenty percent of the time I was behind the wheel. For the other eighty percent, I just wanted to be comfortable getting from A to B without exploring the car's performance. I'd say this ratio has dramatically reduced in recent years, and not in the good direction — I estimate I now get to enjoy my car's performance between only five and ten percent of the time I'm driving. Fortunately, I love the experience of being on the road, be it in a van, a 'regular' car or a Porsche, meaning I can always find ways to enjoy time at the wheel. Sadly, I have less opportunity than ever stretch my car's legs.

Perhaps this is why I like trackdays so much? Many people think that because I enjoyed years of competitive racing, there can't be any enjoyment for me to find on a trackday, complete with all the restrictions organisers put in place. The option to really push a car hard, however, can now only be safely and lawfully explored on a trackday. Whilst this isn't racing, it still gives me enormous pleasure and

gratification, the kind I can't get from driving on the public highway. Trackdays also take away the temptation to speed on the road. With this in mind, I look forward to restoring my driving license to 'nil points' in the near future.

As for the cars I like to pedal, I guess my dream garage has changed in recent years. Whilst my mile-munching daily is a BMW M4 — and, as regular readers will know, I'm lucky enough to own a 992 GT3 for circuit work — I feel it might be time for a Macan or Cayenne. Ultimately, the opportunities to explore the performance of even my M4 are limited.

I can scarcely believe I just wrote that last paragraph. Remember when Porsche manufactured only sports cars? And yet, SUVs now account for the majority of the brand's sales. Maybe everyone is having similar thoughts to me? Am I late to the party? Probably. What I do know is I couldn't survive with just one car and nothing suitable for track action.

Back to my earlier rant about speed limits. A wise policeman once said to me there should be no such thing as a speed limit, merely recognition for inappropriate speed for the surroundings and conditions. What he was trying to say was that 85mph on a deserted motorway at two in the morning shouldn't be considered an offence, whereas travelling 70mph twenty yards from the back bumper of the car in front during rush hour should be. I couldn't agree more, but, of course, working out whether an offence has occurred would rely on an officer's judgement and would therefore be impossible to police effectively. Cameras, of course, cannot exercise this level of judgement, so don't expect the clear-thinking policeman's viewpoint to be implemented any time soon.

On a different note, I recently tried to order some luggage from the official Porsche store. As I discovered, if your house has a name instead of a number, the process is impossible. I'll venture a good many Porsche owners live in houses with names in place of numbers. I gave up and visited my local Porsche Centre in the hope a member of staff could place the order for me. Imagine my surprise when even the company's own staff couldn't complete the transaction. There are likely many lost sales taking place here, Porsche. Over to you. ●



BEVERLY HILLS CAR CLUB

SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



1971 Porsche 911T Coupe #16719

Presenting this extremely coveted 1971 Porsche 911T Coupe featured with matching numbers and finished in Gold Metallic (8888) combined with a Black interior. This early 911 comes equipped with a 5-speed manual transmission, 2.2-liter Zenith carbureted engine, four-wheel disc brakes, single exhaust outlet, and VDO instruments. An highly desirable Longhood that is mechanically sound. **For \$72,500**



1952 356 Pre-A 1500S Reutter Cabriolet #14567

Presenting this extremely sought-after 1952 Porsche 356 Pre-A 1500S Reutter Cabriolet that is available in this gorgeous color combination of Strawberry Red with a sand beige interior. The vehicle comes equipped with a 4-speed manual transmission, 1953 Flat 4 Cylinder 1500 engine, dual carburetors and Telefunken radio. An excellent opportunity to acquire a rare hard-to-find early low production 356 Pre-A that is mechanically sound.

For \$245,000



1976 Porsche 911S Targa #14868

Presenting this 1976 Porsche 911S Targa featured with 90,016 miles on the odometer and finished in its special order color Silver Metallic (938) combined with a Black interior. Equipped with a 5-speed manual transmission, Flat 6-cylinder engine, four-wheel disc brakes, single exhaust outlet, and VDO instruments. A highly collectible Porsche 911S Targa that is mechanically sound.

For \$56,500



1979 Porsche 930 Turbo Coupe #14909

Presenting this amazing color combination 1979 Porsche 930 Turbo Coupe featured with matching numbers and 73,614 miles on the odometer. Available in Petrol Blue Metallic with a black interior. The 930 Turbo comes equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, and air conditioning. An extremely sought-after air-cooled Porsche Turbo that is mechanically sound.

For \$119,500



1979 Porsche 911SC Coupe #16368

Presenting this 911SC Coupe featured with matching numbers and finished in its factory color Black (700) combined with the same color interior. Equipped with a 915 five-speed manual transmission, 3.0-liter flat-six engine, dual exhaust outlets, four-wheel disc brakes, and VDO instrumentation. A highly desirable air-cooled Porsche 911SC Coupe that has been with the same owner for years and is mechanically sound.

For \$67,500



1982 Porsche 911SC Targa #16387

Presenting this 1982 Porsche 911SC Targa featured with matching numbers and finished in its factory color Mocha Brown complemented with a Tan interior. Equipped with a five-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, four-wheel disc brakes, single exhaust outlet, and VDO instruments. A highly desirable 911SC Targa that has been with the same owner for many years and is mechanically sound.

For \$56,500



2000 Porsche Boxster S #16729

Presenting this 2000 Porsche Boxster S 6-Speed featured with 50,967 miles on the odometer and finished in Forest Green Metallic complemented with a matching Green interior. Equipped with a 6-speed manual transmission, four ventilated disc brakes, Porsche-branded calipers, twin tailpipes, black convertible soft top. A well-equipped Boxster S that is ready to be enjoyed and is mechanically sound.

For \$24,750



1982 911SC Sunroof Delete Coupe #16430

Presenting this 1982 Porsche 911SC Sunroof Delete Coupe featured with matching numbers finished in Guards Red complemented with a beautiful Black interior. Equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.0-liter engine, power windows, 4-wheel disc brakes, and Dunlop wheels. A very clean and presentable air-cooled 911SC that is mechanically sound.

For \$54,500



1984 Porsche Carrera Targa #16623

Presenting this 1984 Porsche Carrera Targa featured with matching numbers and 69,813 miles on the odometer. Finished in its factory special order color Slate Blue Metallic (661) complemented with a Blue interior. Equipped with a 915 five-speed manual transmission, 3.2-liter air-cooled flat-six engine, fuel injection, single exhaust outlet, four-wheel disc brakes, and VDO instrumentation. Mechanically sound.

For \$72,500



1985 Carrera Coupe Turbo Look M491 #14637

This rare limited production 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 29,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, and automatic speed control. An extremely collectible Porsche that is mechanically sound.

For \$135,000



1986 Porsche Carrera Targa #16207

Presenting this 1986 Porsche Carrera Targa featured with matching numbers and 51,634 miles on the odometer. Finished in its factory special order color Meteor Metallic (961) complemented with a gorgeous Burgundy interior. Equipped with a manual transmission, 3.2-liter air-cooled flat-six engine, four-wheel disc brakes, single exhaust outlet, and VDO instruments. Extremely sought-after and mechanically sound.

For \$83,500



1986 Porsche 944 Turbo #16687

Presenting this 1986 Porsche 944 Turbo 5-speed that is finished in its factory color Garnet Red Metallic (LM3Y) complemented with a Tan interior. Equipped with a 5-speed manual transmission, inline-four engine, four-wheel disc brakes, single exhaust outlet, power steering, and VDO instruments. An extremely charming Porsche 944 Turbo 5-speed that is ready to be enjoyed and is mechanically sound.

For \$22,750



1987 Porsche 911 Carrera Targa #15716

Presenting this low mileage one-owner 1987 Porsche 911 Carrera Targa featured with matching numbers and only 9,103 miles on the odometer. Equipped with a five-speed G50 manual transmission, 3.2-liter flat-six engine, four-wheel disc brakes, single exhaust outlet, VDO instruments. An extremely low mileage Carrera Targa in exceptional condition that is mechanically sound.

For \$119,500

LOOKING FOR CLASSIC OR LUXURY SPORTSCARS?

• We Buy and pick up from any USA location • Worldwide Shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063
T: (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com



KARL MEYER

With now being the busiest time for Porsche Centres, the brand holds its head high against the competition, but drilling into the model mix paints a somewhat confusing story. The upshot is there are deals to be done on new and nearly new Porsches, especially if you like your sports cars all-electric...

Karl Meyer is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit theporschebuyer.com



The goal with my market insights each month is to provide you with the definitive insider's perspective, sharing data, sentiment and secrets of the trade to help you make better

Porsche buying and selling decisions. To ensure the intel I provide is bang on the pulse, I finalise this column as close to print deadline as possible, thereby allowing the very latest sales data to trickle in. In this instance, we've just passed the first of September, arguably the most significant date in your local Porsche Centre's calendar. In the lead up to this period, offices of Porsche sales managers across the land will look like modern-day war rooms, complete with whiteboards decorated with Magic Marker scribbles planning shipping schedules, PDI, customer preferences, finance payouts and the all-important handover diary ensuring each customer's new Porsche is prepped, cleaned, wearing number plates and facing the showroom door ready for the big reveal.

It's a military-like operation. It needs to be — some Porsche Centres will process more than a hundred new vehicles in the space of thirty days. As a former Porsche sales manager, it's a scenario I know well. Truth be told, I'm relieved this kind of pressure is behind me, although I spare a thought for Porsche's workshop and

sales teams at this time of year — go easy on your Porsche Centre's sales executive if he or she looks a tad under the cosh.

In the UK each year, to spread sales traffic, we make use of two new registrations separated by six months. Even so, a combination of tradition (harking back to when there was just one new registration period a year) and vehicle allocations mean September is the big one. It's a telling time for those of us watching this space. It provides solid data regarding the ongoing desirability of Porsche products, whilst opening our eyes to what customer part-exchanges are worth in the real world. Think of it as a unique birds-eye view of new and used vehicles in a single, data-rich month. With this in mind, I thought it relevant to dedicate this month's op-ed to Porsches new and nearly new — let's take a look behind the scenes at what's happening at most Porsche Centres.

Whilst many of you will enjoy collecting your new Porsche, some buyers will face a frustrating wait as the dreaded 'stop sale' monster plagues Porsche yet again. Think Taycans affected by battery sealant concerns. Think Cayenne wiring issues threatening to remind us all of one of my favourite automotive corporate lawyer terms of reference: "thermal incident".

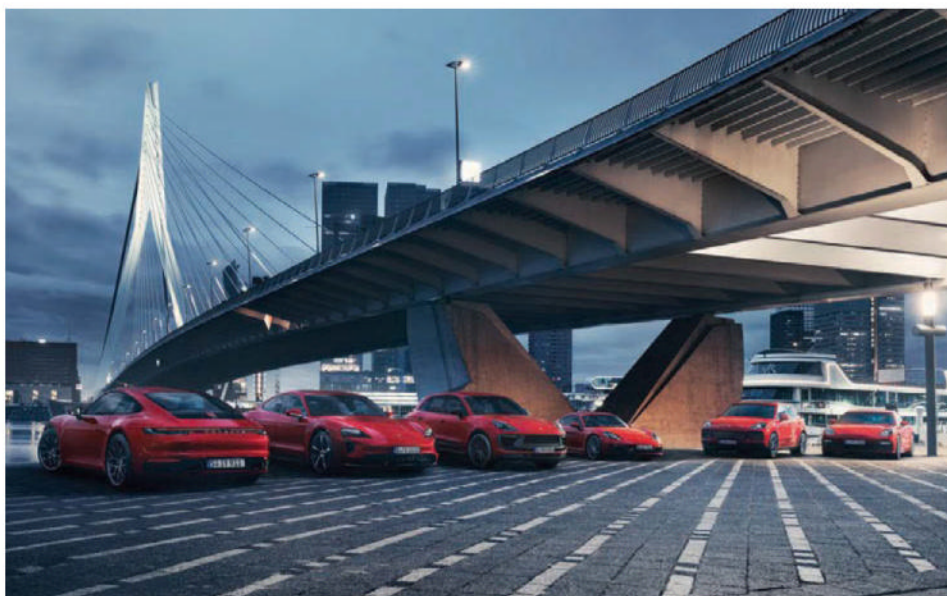
In terms of sales year on year, despite the bumper two years Porsche has already experienced, I'm both pleased and unnerved to

see this month is likely to be a record breaker. I'm pleased because I love our brand roaring on when competitors are having a seriously tough time out there. On the other hand, I'm unnerved because this level of sales success flies in the face of every other data point used to monitor and navigate sales markets, such as those concerning UK property, US vehicle auctions, recruitment, energy, material indices and used car transactional information. All of these reports tell a vastly different story to that of record sales.

If you're a professional in the industry, it's perfectly healthy to speculate why this contradiction exists. Gut-feel will form part of how franchise directors, sales managers and independents steer their Porsche businesses during the coming months. Conversations with fellow industry professionals will also help to draw conclusions (alongside fact-based data). My take is simple: we are experiencing latency in moving toward a buyer's market. Specifically, the data we review has a two-to-six-month wash-out period from the day it presents itself as raw numbers to becoming reality in the retail sector.

For the past two years, when owners checked the value of their Porsche, it had mostly increased month on month. The opposite is now happening. I predict more cars coming to market in Q4 than the previous three. Add the fact more than fifty percent of households are coming off fixed rate mortgages between now and February and I believe prices will cool. Whilst this is concerning, the aforementioned latency gives the industry a serious amount of time to react with the multitude of tools at its disposal. Balancing prices and incentivising sales are the obvious moves. We've seen it happen before. Price drops can never be a given, of course, but in my opinion, are likely.

With all this taken into account, what's hot and what's not? Over-production of Taycan and rising finance rates means there are deals to be done for Porsche's all-electric sports car. Macan is a different story — great news if you're a seller. At theporschebuyer.com, we will pay strong money for Macans. We simply can't get enough of them. Demand is very high. To my surprise, the same goes for nearly new Cayennes, despite having the new model in showrooms. Give me a call. ●





KEEP IT IN THE FAMILY

Three generations of Porsche sports car matched with three generations of a Porsche-mad family. We visit Macclesfield and delight in the 944 Lux, Carrera 3.2 Supersport and 997 Carrera S owned by the Cowling clan...

Words **Dan Furr** Photography **Dan Sherwood**

There are hand-me-downs and there are hand-me-downs. Forget having to wear your elder sibling's discarded clothes — what we have here are passed-on Porsches. Ownership has transferred from father to son to son, charting not only successive generations of a family obsessed with sports cars, but also the generational shift in automotive design and development, as well as boardroom thinking, at Porsche headquarters in Zuffenhausen.

The story starts with Cowling family patriarch, Tony, whose first experience of owning a Stuttgart-crested sports car occurred with the purchase of an early 944 Turbo. "It was one of the first examples of the model to land in the UK," he remembers. "My daily driver was a BMW 325i, which produced approximately 170bhp and 164lb-ft torque. By contrast, the Porsche, which I used as a weekend plaything during summer months, developed near 220bhp and 245lb-ft in standard trim, producing well over 250bhp after an ECU chip upgrade, fuelling and ignition changes."

After many miles and many smiles, the turbocharged transaxle was sold (and subsequently written-off by its next owner), but as many marque enthusiasts with experience behind the wheel of a 944 Turbo will attest, shaking the bug is easier said than done. Needless to say, Tony found himself yearning for another 944, and although the car he ended up with offered the same 2.5 litres of displacement as the Turbo, it was an altogether different beast.

First registered in 1985 (coincidentally, the year of the 944 Turbo's launch), the 944 he bought was a Lux, complete with 'square' dashboard, carried over from

the earlier 924. Extensively developed throughout its production run, the 924 yielded high-performance Turbo and Carrera GT variants, as well as the 245bhp Carrera GTS. Sadly, despite the big power and impressive specification offered by these models, the 924 failed to shake off the image of being a Porsche with a borrowed VW/Audi engine. In contrast, its successor, the 944, was embraced as a purely Porsche product.

The 944 was revealed at the Frankfurt Motor Show in September 1981. Looking as though the 924 had spent every waking moment in the gym after being picked on by the motoring press, the

To deal with the shrugging off of increased performance, disc brakes were fitted at each end of the new arrival, while even better weight distribution was achieved with a 51/49 front/rear balance. Just like the 924, the 944 was built at Audi's former NSU factory in Neckarsulm, with the all-Porsche engine transported from Zuffenhausen.

To begin with, as the car Tony bought demonstrates, the 944 shared the 924's interior. What it didn't have in common with the much-criticised older car was a reputation for being a 'bitsa'. Yes, the 944 borrowed much of its style, some of its oily bits and most of its cabin furniture

from the 924, but it was ordained as a 'proper' Porsche. It suited the era's mobile telephone-toting yuppies to a tee — more than 26,500 944s were sold in 1984, half of

which made their way to the USA.

By 1985, the 944 was rolling on 'Teledials' (wheels so-called because they resemble the dial of an old telephone) and had screamed past sales off fifty-five thousand units. It's worth remembering, despite how polarising the 924 was among fans of Porsche's air-cooled sports cars, it was the manufacturer's fastest-selling product. The 944 eclipsed its stablemate's achievement — after just one year on sale, the 944 accounted for more than fifty-one percent of total Porsche production. Make no mistake, this cool coupe saved the brand's bacon when its coffers looked decidedly empty.

Despite sharing the same overall look as the comparatively narrow-bodied 924, the 944 forged its own path, helped by Porsche going to great lengths to put distance between the two models in sales literature and marketing materials. Somewhat muddying the water was Tony's decision to fit a 924 Turbo nose to his 944 Lux. "Unlike the later 944 S2,

SOMEWHAT MUDDYING THE WATER WAS TONY'S DECISION TO FIT A 924 TURBO NOSE TO HIS 944 LUX

new Porsche inherited its muscular, wide-arched styling from the 924 Carrera GT. The wedge had a familiarity about it, but there was no wheezy VW/Audi engine for purists to complain about. This time, a new 2.5-litre four-cylinder powerplant designed and developed by Porsche was used. It was essentially the same unit proven under the bonnet of the 1981 924 Carrera GTP Le Mans racer. A development of a single cylinder bank from the 928's V8 (and equipped with twin counter-rotating balancer shafts to suppress vibration), the base 944 engine pumped out 163bhp, just seven horses shy of 1978's 924 Turbo.

Standard 944 equipment included air-conditioning, electric windows, fog lights and tinted glass, all wrapped up in a 137mph performance package delivering the sprint from rest to 62mph in less than nine seconds. Priced at DM38,900 in Germany and £12,999 in the UK, the 944 sat somewhere between the 924 and 924 Turbo in model hierarchy.

Facing page 997 Carrera S features factory Aerokit, as well as a host of other desirable goodies



earlier normally aspirated 944s didn't share the 944 Turbo's interior or its more integrated polyurethane bumpers, meaning early 944s portray a different aesthetic, arguably more in keeping with the design of the 924. I therefore reasoned fitting a 924 Turbo front grille panel would suit my car perfectly and would serve to give it a more aggressive look."

FUTURE INFLUENCE

In terms of the car's appearance, the wheels are the only other significant deviation from standard specification. Already in place by the time Tony's name appeared on the car's logbook in 2012, they're seventeen-inch Cup 2 five-spokes, standard equipment on the 968, meaning this 944 makes use of parts from each generation of Porsche's front-engined, four-cylinder, transaxle line-up.

"The driver's seat was badly torn when I bought the car, necessitating repair," he continues. "The rear headlining was also in a bad way." In fact, Tony worked his way through the car fixing and correcting everything he wasn't happy with. To this end, the rear hatch glass was replaced, a new driver's side sill was fitted, the boot lining and boot cover were renewed, a new sunroof cover was bought, as were new carpets, dashboard lights, handbrake cover and glove box door. Further enhancing the car's appearance (so much so it won silverware at a Porsche

Club Great Britain event), the engine bay has been painted and detailed.

After half a decade of 944 Lux ownership, it was time for Tony to sample an air-cooled Porsche. At the time, his son, Rob, was competing in Time Attack, one of today's most significant and engaging forms of motorsport. Originating on Japan's racetracks in the 1960s, the series welcomes amateur and professional drivers on a level playing field — each entrant races against the clock to register the quickest lap in a production-based car.

Modifications are openly encouraged, resulting in truly mind-boggling vehicles taking to the track, a consequence of the Time Attack rulebook promoting the idea of running a car to its absolute limit. This no-holds-barred approach to racing means engines are often running on a knife's edge, while chassis equipment is put to the test in the most punishing of automotive environments.

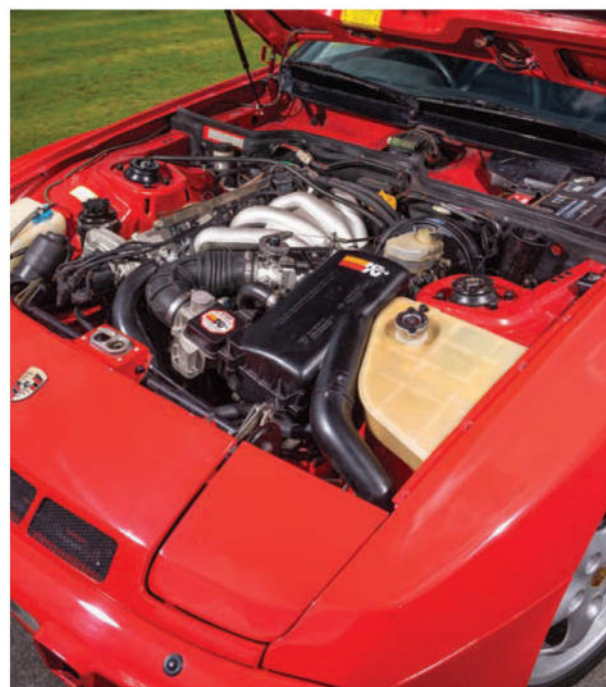
Rob's weapon of choice was a modified Mitsubishi Lancer Evolution VII, stripped by him and Tony to a bare shell before being built back up as a lightweight, wide-bodied competition machine. "I was chatting with friends, who knew I'd been a massive Porsche enthusiast as far back as my teenage years, when I had a poster of an Arena Red 993 Turbo pinned to my bedroom wall," Rob recalls. "I'm a big trackday fan, and although I owned an Evo, I wanted a

more forgiving car I could use not only at race circuits, but also on the road."

The solution came in the form of a 987 Cayman R. Lightweight and track-focused, the mid-engined coupe ticked a lot of boxes, but the lack of air-conditioning proved difficult to live with in the long term, leading the car to move on to pastures new. M-badged Bimmers subsequently came and went, as did a 981 Cayman GT4, which made way for a McLaren 570S. "The McLaren was awful," Rob frowns. "Don't get me wrong, it was

Above Three special Porsches passed down from generation to generation

Below 944 Lux engine bay is immaculate, a consequence of Jacob, Tony and Rob all being devoted to automotive detailing





RSJ SPORTS CARS

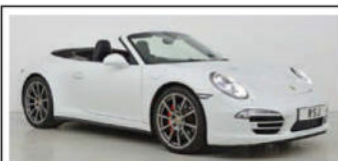
Specialising in Porsche Cars



911 (997) Turbo 3.8 pdk (10 - 2010)
Basalt black with black leather
61,000 miles **£65,000**



911 (991) '4S' 3.8 pdk (63 - 2014)
Agate grey with black leather
41,000 miles **£64,000**



911 (991) '4S' 3.8 pdk cab (14 - 2014)
White with black leather
45,000 miles **£62,000**



911 (911) '2S' 3.8 pdk (64 - 2014)
Sapphire blue with black leather
50,000 miles **£60,000**



911 (991) '2S' pdk (12 - 2012)
White with black leather
38,000 miles **£56,000**



718 Cayman 'GTS' pdk (18 - 2018)
Carmine red with black leather/
alcantara. 22,000 miles **£54,000**



911 (991) '2S' 3.8 pdk (13 - 2013)
Basalt black with black leather
58,000 miles **£54,000**



911 (991) '2S' 3.8 pdk (61 - 2012)
Basalt black with black leather
76,000 miles **£48,000**



911 (997) '4S' 3.8 pdk cab (10 - 2010)
Basalt black with black leather
41,000 miles **£48,000**



Macan 'GTS' 3.0 v6 pdk (18 - 2018)
Basalt black with black leather
29,000 miles **£46,000**



Cayman 'GTS' 3.4 pdk (64 - 2014)
White pearl with black leather/
alcantara. 46,000 miles **£45,000**



718 Cayman 'S' 2.5 pdk (67 - 2017)
Agate grey with crayon and black
leather. 22,000 miles **£45,000**



718 Cayman 'S' 2.5 (67 - 2017)
Red with black leather
28,000 miles **£45,000**



718 Cayman 2.0 pdk (68 - 2018)
Carmine red with black leather
15,000 miles **£43,000**



911 (997) '2S' 3.8 pdk (10 - 2010)
Basalt black with black leather
74,000 miles **£43,000**



718 Cayman 2.0 pdk (19 - 2019)
White with black leather
28,000 miles **£43,000**



911 (997) '2S' 3.8 (09 - 2009)
Meteor grey with black leather
72,000 miles **£42,000**



911 (997) '2S' 3.8 pdk (58 - 2008)
Basalt black with black leather
70,000 miles **£41,000**



718 Boxster 2.0 pdk (18 - 2018)
GT Silver with black leather
29,000 miles **£38,000**



911 (997) '4S' 3.8 tip (06 - 2006)
Arctic silver with black leather
61,000 miles **£36,000**



Cayman 2.7 pdk (16 - 2016)
Agate grey with black leather
38,000 miles **£36,000**



Cayman 2.7 pdk (16 - 2016)
Pearl white with black leather
36,000 miles **£36,000**



Cayman 'S' 3.4 pdk (14 - 2014)
Red with black leather
53,000 miles **£35,000**



Boxster 'S' 3.4 pdk (63 - 2013)
Agate grey with sand leather
35,000 miles **£35,000**

PORSCHE WANTED (2006 TO 2018)



ONSITE SERVICE CENTRE

Our expert, professional trained staff care
about Servicing your Porsche.

BOOK YOUR PORSCHE SERVICE ONLINE

Visit rsjsportscars.co.uk/porsche-servicing/
to view our detailed service options and prices



great on the road, but it was abysmal on a track. It made me realise how brilliant the 981 Cayman GT4 really is. I shouldn't have sold the Porsche." Purchase of a first-generation 991 GT3 RS somewhat softened the blow.

FINE SELECTION

Today, Rob is the proud owner of a brand-new 718 Cayman GT4 RS ("equally as good as the GT3 RS") and a Radical SR8 roadster. Along the way, he became the owner of Tony's 944. "He'd had his fun with the 944 and bought a low-mileage Carrera 3.2 Supersport from Scottish classic Porsche dealer, Border Reivers. To make way for the air-cooled 911, I took ownership of the 944."

Originally supplied by AFN (the sole UK concessionaire of Porsche cars prior to the formation of Porsche Cars Great Britain, a move which successfully separated importing functions from sales of Porsche products in Blighty) in 1986, the car is immaculate from every angle, a consequence of Tony using the Turbo-aping 911 to indulge his passion for entering show and shine competitions.

This breed of 911 is, in many respects, the bedrock of air-cooled annals. In production for six years, it epitomises the 911 shape, arguably more so than the long-bonnet classics. It certainly does so more than the play-it-safe 964 and its successor, the 993, which softened the 911's shapely curves.

Arriving for the 1984 model year, the Carrera 3.2 was arguably the purest incarnation of Porsche's sports car

icon. A big step forward from the SC it superseded, the new and improved 911 was still very much an 'analogue' sports car, bereft of driver aids and powered by the traditional air-cooled flat-six. It was, of course, based on the 'impact bumper' G-series body introduced a decade earlier, yet the Carrera 3.2's familiar shape and galvanised body panels clothed a substantial evolution in the 911's timeline.

The Carrera 3.2 was available from day one in coupé, Targa and Cabriolet body styles. It marked the first time *Carrera* script had appeared on a 911 since 1977, but the biggest change was hinted at in the new car's designation: the Carrera 3.2 made use of a 3,164cc flat-six, which Porsche claimed was eighty percent new. The higher displacement was arrived

at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 911 Turbo's 74.4mm crankshaft stroke, along with compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability, while new inlet and exhaust pipework joined the party. Power was up to 231bhp, with 209lb-ft torque delivered at 4,800rpm.

This was the most powerful normally aspirated 911 to date, managing the sprint to 60mph from rest in 6.1 seconds and racking up top speed of 152mph. The first production 911 to feature an ECU controlling ignition and fuel systems, the Carrera 3.2 achieved the dash to 100mph from a standing start in just 13.6 seconds. At a stroke, with performance

Above 924 Turbo nose and 968 Cup 2 wheels serve to confuse admirers

Below Jacob reckons an early normally aspirated 944 is not only a great entry point to Porsche ownership, but also an easy sports cars to spanner at home





Above Interior was stripped and refurbished following a leak causing carpets to get wet

Below Guards Red takes years off the 944's shape, which would become even more streamlined with the arrival of the 944 Turbo in 1985

nipping at the heels of the original 911 Turbo of 1974, the 'regular' 911 had gone from sports car to junior supercar.

Carrera 3.2s destined for North America were more *super car* than supercar. 9.5:1 compression ratio and a catalytic converter reduced power by 24bhp, resulting in 207bhp (still at 5,900rpm), while the scramble to 62mph took 0.2 seconds longer. The sometimes recalcitrant 915 five-speed manual transmission, however, was fitted to all Carrera 3.2s after working well in the SC, while brakes were enlarged with 286mm front and 294mm rear discs bringing the new 911 to a swift halt. Elsewhere, the well-documented cam chain tensioner

bugbear was remedied with a new oil-feed system, and a fit-for-purpose finned

AS WAS THE CASE WITH THE 944, TONY WORKED HIS WAY THROUGH THE 911, CORRECTING ANY ERRORS ALONG THE WAY

oil cooler replaced the serpentine lines in the passenger footwell. There was a thermostatically controlled cooling fan for Carrera 3.2s built from 1987, but all this extra kit came at the expense of the car's weight: the Carrera 3.2's bulk was up fifty kilograms on the 911 SC.

It's not easy for the layman to tell the difference between the Carrera 3.2 and its SC-badged predecessor, but look closely and the clues are there. The

new car wore Teledial wheels — Fuchs were offered as an optional extra —

while an air dam with integrated fog lamps tidied up the front end. Until a change of design for the 1987 model year, a red reflector panel featuring Porsche

script filled the gap between the rear lights. Thereafter, fog lights muscled in. Elsewhere, it was business as usual. In other words, the classic coupé's curves were left intact. This is, of course, unless you ticked the Turbo Look box when specifying options for your new 911.

Officially known as the M491 option, listed as Super Sport Equipment (SSE) and eventually given the Supersport model designation, the Turbo Look Carrera 3.2 was available for an extra DM25,590 through Porsche's Sonderwunsch (Special Wishes) department. The host 911 gained Turbo-aping wide wheel arches, a 'whale tail' wing and a wraparound front spoiler. The 911 Turbo's stiffer suspension, superior braking system (itself derived from the 917 sports-prototype Le Mans racer) and wider sixteen-inch wheels also migrated to this flavour of Carrera 3.2. Largely thanks to the non-availability of the Turbo in the USA during the early-to-mid-1980s (on account of the turbocharged 911's inability to adhere to strict Stateside emissions regulations), the wide-hipped, big-tailed Supersport was especially popular in North America, becoming





an unmistakable 1980s cultural icon. A separate Sport pack (comprising a reduced equipment list) was also offered in the UK.

Until the arrival of the 964-generation 911 in 1989, Turbo Look Carrera 3.2s received the same updates as the regular model. In 1986, for example, standard equipment was upgraded, including minor tweaks to the fascia, such as larger air vents. A more significant development came in readiness for the 1987 model year: the Getrag G50 five-speed gearbox was adopted, replacing the 915 and introducing a hydraulic (as opposed to cable-operated) clutch, its larger casing necessitating altered rear suspension mounting points. Incidentally, the G50 is identified by its reverse position, which is to the left and next to first.

For the 1988 model year, the Supersport was offered not only as a coupe, but also with Targa and Cabriolet body styles. An estimate by Porsche Club Great Britain puts the total number of Turbo Look and Supersport 911s delivered worldwide at 1,580. What we have here is a rare thing, then.

As was the case with his 944 Lux, Tony worked his way through the 911, correcting any errors along the way, going as far as refurbishing the spare

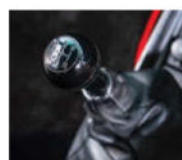
wheel and factory tool kit. Well, concours trophies don't earn themselves. "He took care of all cosmetic details and accessories," Rob confirms, going on to highlight a front-end respray, a new chin spoiler, the appointment of an original Blaupunkt Toronto head unit, new front glass, refurbishment of the engine cover, a replacement period-correct tyre inflator, cosmetic enhancement of the rear spoiler, restoration of exterior brightwork

(chiefly headlight surrounds and window frames), replacement of engine bay stickers and the renewal of hidden wiring to concours standard. Even the fuel tank was afforded new paint. With the car in the air, the underside was stripped and finished in original colours.

Among other updates, the interior benefits from restoration of the superb black leather seats and accompanying red piping, as well as the door cards.

Above Bought from Border Reivers, this Carrera 3.2 Supersport has covered little more than 48,500 miles

Below Interior is typical of the mid-1980s, with red piping and a car phone complementing soft black leather



Suspension and Brake Packages

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

The screenshot shows the Elephant Racing website's Package Builder interface. At the top, there's a navigation bar with links for Car Builds, Tech, Instructions, Newsletter, and Shopping Cart. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. The main header features the Elephant Racing logo and a search bar. Below the header, a row of car models is displayed: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. The 'Package Builder' section is divided into three steps: 1. Select Year & Model, 2. Select Your Package, and 3. Customize Package. Step 1 shows a dropdown for Year (2004) and Model (911, 996/997/986/987, 991, 993, 914, 964, 944). Step 2 shows a dropdown for Street Performance 2. Step 3 includes a table for adding, updating, or removing parts. The table has two sections: Suspension and Brakes. The Suspension section shows various components like shocks, springs, and control arms. The Brakes section shows brake pads, discs, and calipers. A 'Package Characteristics' table on the right shows Ride Comfort (41) and Performance (63). An 'Add To Cart' button is at the bottom.

Elephant Racing

Car Builds | Tech | Instructions | Newsletter | Shopping Cart

ORDERS OVER \$250 SHIP FREE WORLDWIDE

Sales & Support +1.408.297.2789

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

Package Builder

ONLINE TOOLS
Brake Builder
Suspension Builder
Suspension Navigator

1 Select Year & Model

Year 2004 ▾
Model 911 ▾
996/997/986/987
991
993
914
964
944

2 Select Your Package

Street Performance 2 ▾

3 Customize Package
Add, update, or remove parts using the tables below

Add To Cart

Suspension

Brakes

PACKAGE CHARACTERISTICS

RIDE COMFORT	41
PERFORMANCE	63

Suspension • Brakes

Free Shipping Worldwide

+1 408.297.2789
ElephantRacing.com
California, USA





Little wonder the car bagged a stack of rosettes at Porsche Club Great Britain concours events. "Dad always wanted a 911 and really lucked out with this car," Rob beams. "Its history file confirms a lifetime of main dealer servicing, with independent specialist, Strasse, taking care of work while the car has been in our family's custody. The thing is, though, dad hardly drove this Porsche, adding little more than a few hundred miles a year to the odometer. It was very much a show car under his ownership, seeing the road only when it was taken to and from club events."

Recognising the air-cooled classic's exceptional cosmetic condition had made him apprehensive about using the car in anger, Tony announced his intention to part with it. "I couldn't believe what I was hearing!" Rob gasps. "I told him he was mad. When would he get the opportunity to buy another Carrera 3.2 with such low mileage and at a reasonable price point? I was sure he would regret his decision, which is partly why I stepped in and offered to buy the car. I figured the 944 could pass to my son, Jacob, as his first Porsche."

And so, the Supersport passed to Rob, the 944 passed to Jacob and Tony was

in the market for a new toy to play with. We'll come to this shortly. Beforehand, Rob relays his Carrera 3.2 ownership experience. "While the car looked fabulous, it hadn't been mechanically restored. I'd detected minor oil burn and a synchro issue on the gearbox. This wasn't a major concern when my dad was in charge and covering low mileage, but I wanted to put the car to good use, which is why I handed it to Warrington-

fraction above 48,500, but in Rob's own words, "if I'm going to buy it, I'm going to use it. I always exercise mechanical sympathy when driving my cars, whether I'm in this 911 or my GT4 RS. The air-cooled Porsche is great for leisurely drives on a Sunday afternoon, but when I put my foot down, I do sometimes feel like I'm kicking a puppy in the head. Don't get me wrong, I intend to use the car as Porsche intended, but I'm well

aware of the value in retaining its low mileage and excellent cosmetic and mechanical condition, something I'm keen to preserve at least long enough for

the car to pass in good order to Jacob at some point in the future."

Coming from a family with a passion for Stuttgart's finest, Cowling the Younger was preordained as a dyed-in-the-wool Porscheophile before he ever set foot in the 944 passed down from his grandfather to his father and now to him. "I took ownership this year," reveals the twenty-one-year-old apprentice engineer. "I'd driven Porsches previously, when dad let me take to the wheel of his cars, but this is my first personally owned Porsche." The family is very much hands-on when it comes to maintenance

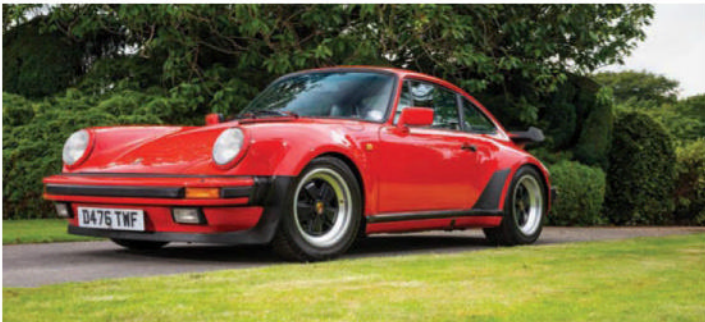
THE AIR-COOLED CLASSIC'S EXCEPTIONAL COSMETIC CONDITION MADE HIM APPREHENSIVE ABOUT USING THE CAR IN ANGER

based independent Porsche specialist, Ninemeister, for a full engine and transmission rebuild."

Strasse replaced the rear shocks at Tony's instruction prior to Rob taking ownership. Further improving handling, the car was taken to chassis tuning outfit, Suspension Secrets, after Rob lowered the rear-end by way of re-indexing the torsion bars. A MOMO Prototipo steering wheel and retro-look Blaupunkt Bremen SQR46 DAB were added to the cabin thereafter. "With every aspect of the car fully refurbished, it is more or less perfect," he reasons. Mileage sits a

Above This gorgeous 911 was primarily a show car under Tony's rule, but Rob is piling on the miles, hence the recent engine and gearbox rebuild at Ninemeister

Facing page Jacob can rest assured his future Supersport is in safe hands





and servicing, which is why it comes as no surprise to learn Jacob has replaced the 944's under-bonnet belts and seals. He also stripped, refurbished and reinstated the interior after the cockpit sprang a leak, causing carpets to get soaked. "I have to say," he continues, "I've been to quite a few events with this car and it's almost always the oldest Porsche in attendance. Also, I've driven my dad's Carrera 3.2 Supersport and there's no doubt in my mind a 944 handles better than a same-age 911. The 944's front-to-back weight distribution is nothing short of fantastic and, with a little care and attention, handling can be seriously sharpened."

Rob concurs. "I was a teenager back when my dad owned his 944 Turbo. I'd not long passed my driving test. Dad had given the car to our local MOT tester for its annual bill of health and almost immediately went on holiday. While he was away, the test centre called to say the work was complete and the Porsche was ready for collection earlier than anticipated. It was a bit naughty of me, but I collected the car and took it for a spirited drive on the way home. My experience behind the wheel of that

Turbo, plus my Carrera 3.2 Supersport and the 944 Jacob is now in possession of, convinces me anyone visiting a Porsche main dealer in the mid-1980s and test driving a 911 and a 944 back-to-back would have been out of their mind to buy the air-cooled car. Put it this way,

UNDERSTANDABLY, PORSCHE WAS CONFIDENT IN ITS NEW CAR'S PACE AND TECHNICAL SUPREMACY

Jacob's 944 is a year older than my 911, but the front-engined Porsche feels a decade newer."

Jacob suggests part of the early 944's appeal is its status as a Porsche perfectly suited to an enthusiastic home mechanic. "Everything is accessible," he shrugs. "Jobs often proving difficult on a 911 are much easier on a 944. Someone with little technical knowledge and a basic automotive tool kit won't be daunted when faced with the servicing and maintenance of this model."

After the 944 and Supersport each passed down a generation of the Cowlings clan, Tony was left with a Porsche-shaped space on his driveway. Enter his first-generation 997 Carrera S. Another low-mileage 911, the car has covered

only thirty-three thousand miles from new. Originally supplied by Porsche Centre Leeds in 2006 and bought by Tony from Apex Prestige Cars in Luton at the back end of last year, the car was originally optioned with hardback leather sports seats, BOSE audio, manual transmission, factory Aerokit and staggered Carrera Classic nineteen-inch wheels, which Tony recently painted black and treated to Richbrook valve covers (a feature of

every Porsche on these pages).

Introduced in 2004, the 997 is sometimes referred to as little more than a revised 996 with round(ish) headlights. This oversimplification is an error. Development began in late 1998. Porsche design wizards, Grant Larson and Matthias Kulla, ably guided by then department head, Harm Lagaay, conceived the 997 as a cabriolet first and a coupé second. The rationale for this seemingly unorthodox approach to vehicle design? It was argued the additional chassis stiffness needed for the open-top would also benefit the fixed-roof model. Traditional cues, such as the narrow waist and the aforementioned headlamps, recalled past iterations of the 911, while aerodynamic honing reduced

Above Tony bought his first-generation 997 Carrera S toward the end of 2022 and has since enhanced its cosmetic condition with corrective paintwork and a ceramic coating


29 YEARS OF AIR & WATER COOLED EXCELLENCE

**2 NEW U.S.
PATENTS AWARDED**



Fabspeed Motorsport has been designing the world's finest Porsche performance products for over 29 years. We use the most advanced 3D laser scanning and dyno developed techniques to engineer and manufacture high-performance exhaust systems, air intakes, and ECU tunes for Porsche and the world's most coveted exotic cars.

All of our products are designed and engineered in Fort Washington, Pennsylvania.

USE THIS PROMO CODE  AT CHECKOUT FOR SPECIAL SAVINGS

FAB911PW

FABSPPEED

M O T O R S P O R T

215-713-3585 | sales@Fabspeed.com | www.Fabspeed.com



drag coefficient to 0.28. Broad wheel arches covered wider track and revised suspension. Eighteen-inch rims were offered as standard equipment on entry-level Carreras.

MODERN CLASSIC

Where the 996 banished the 993's hugely dated cabin furniture and dash layout, the 997 introduced another completely new design, one incorporating hints of what had already been warmly received by reviewers of the Cayenne SUV. Standing the test of time, the 997's cockpit still feels fresh today.

The £58,380 Carrera and £65,000 Carrera S were first from the blocks. The former produced 321bhp from its 3.6-litre six-pot and sprinted to 62mph in five seconds. With an enlarged 3.8-litre lump and 295lb-ft torque, the 350bhp Carrera S was speedier still. This was the first time in twenty-seven years the 911 was offered with a choice of different engine sizes from the off. Better yet, as explored elsewhere in this issue of *911 & Porsche World*, the optional X51 power pack lifted the Carrera S's output to a lofty 376bhp. A six-speed gearbox was shared between models, while the hugely capable five-speed Tiptronic S transmission was a key feature on the Porsche dealer options list.

The Carrera S rode on nineteen-inch rims with Porsche Active Suspension

Management (PASM) as standard. A Porsche debut — and the first time electronically controlled springs and dampers had been offered since the 959 — PASM enables firmer suspension at the touch of a button. The optional Sports Chrono Package Plus (clearly identified thanks to the presence of a dash-top stopwatch and lap timer) added more dynamic polish, adjusting engine and throttle pedal mapping, as well as intervention of Porsche Stability Management (PSM) and, for Tiptronic-equipped cars, a more compelling shift map. Variable ratio rack-and-pinion steering also debuted

on the 997, delivering a distinctly direct-yet-progressive feel. The upgrades were transformative, as proved when the 997 Carrera S lapped the Nordschleife a full twenty seconds faster than the equivalent 996.

Understandably, Porsche was confident in its new car's pace and technical supremacy, as highlighted by a relaxing of service intervals to eighteen thousand miles, thereby easing the ownership experience, although most specialists and owners err on the side of caution by recommending more frequent fluid changes. Tony is one such stickler, commissioning Strasse to change fluids

Above Tony swiftly personalised the car by switching its Carrera Classic wheels from standard silver to gloss black

Below Fabspeed carbon-fibre induction system adds extra power and improves throttle response





Above and below
The 997 Carrera S is an excellent 911 to use for everyday driving, as well as for spirited blasts around along rural backroads

and filters well ahead of Porsche's suggested intervals.

Once again, he's tied the car to the nth degree, detailing its underside, refurbishing the sill kick plates, installing Zunsport front grilles (to protect the air-conditioning condensers from impact damage caused by flicked-up stones and other debris) and shelling out for corrective paintwork. Not long before this magazine went to print, the car was treated to a Gtechniq ceramic coating.

Lift the bewinged engine lid and you'll spot a Fabspeed carbon-fibre competition intake system. Claimed to unleash trapped ponies and deliver an additional 21lb-ft torque at 7,000rpm, the

kit has been CAD-designed for maximum airflow through dry-style (not oiled) reusable cone air filters. A direct bolt-on replacement for the factory air box, the system produces a substantial increase

IF HISTORY IS TO REPEAT ITSELF, JACOB WILL EVENTUALLY BECOME THE PROUD OWNER OF A CARRERA 3.2 SUPERSPORT

in induction note over the stock intake system and works exceptionally well with a derestricted exhaust, the purchase of which Tony is currently contemplating.

True to form, he's entered the Guards Red road rocket into various show and shine competitions, scoring 242 points out of a possible 265 at a Porsche Club

Great Britain concours event in July. "The Supersport is a lovely car, but it lacks power steering, which isn't a problem on the move, but I'm fast approaching my seventy-ninth birthday and wanted a 911

I could use easily at all speeds. I considered buying a modified 991 Carrera T producing close to 550bhp, but the insurance premium I was being quoted was

astronomical. The 997, on the other hand, qualifies for classic car insurance, which can be acquired at relatively low cost. Besides, I've had plenty of silly cars over the years! I'm perfectly satisfied with this 911, which apes the GT3 look, and the Fabspeed induction system makes a positive difference to the engine sound and performance. I'm very pleased with my purchase."

If history is to repeat itself, Jacob will eventually become the proud owner of a Carrera 3.2 Supersport and Rob will take to the controls of the 997. Tony isn't thinking that far ahead, but whichever Porsche he ends up with after his Aerokitted Carrera S, you can bet your bottom dollar it won't have to wait long to be on the receiving end of trophies. "Truth be told, I'm not fussed about walking away with awards," he says. "I get more pleasure from people stopping in their tracks to admire my Porsches. This is the primary reason I enter them into competitions." They get a gold star from us, Tony. ●





Richbrook

Perfect fit indoor car & bike covers,
available in Red, Blue, Black & Green.

Supersoft

Superstrong

Superstretchy

Auto EXPRESS RECOMMENDED 2022

£46

£119

Full info and shop www.richbrook.co.uk or call 01328 862387



Highly skilled coach trimming

SPECIALISING IN PORSCHE SINCE 1998

Interiors and more

BESPOKE AND AFTERMARKET HOODS, TONNEAU COVERS, CARPET SETS, FOOTWELL MATS, HEADLININGS, TORN OR WORN SEATS, TAILOR-MADE SIDE SCREENS AND HOOD BAGS, HAND-STITCHED STEERING WHEELS, RETROFIT HEATED SEATS, EMBROIDERY, BROKEN SEAT FRAMES, CIGARETTE BURNS, WORN SEAT PIPING, TORN OR WORN SEATS, DOOR PANELS

see even more  

01908 585 039 | 07825 873 535
dave@davethetrimmer.com
davethetrimmer.com

WWW.CMSPORSCHE.CO.UK

Independent Porsche & Prestige Car Specialist
in Telford, Shropshire EST: 1997

- Specialists with over 25 years experience
- Specialists in the Purchase & Sales of all Prestigious Sports & Supercar models
- Specialists in new & used Porsche Parts
- Specialists in the servicing & repairs of Porsche models with fixed rate servicing & competitive & affordable labour rates
- Specialists in the supply & fitment of next generation Thatcham & Insurance Approved S5 & S7 categorised Vehicle Tracking Systems

 sales@cmsporsche.co.uk  @CMSPORSCHE  T: (+44) (0)1952 608-911 



INDEPENDENT PORSCHE SPECIALISTS



Servicing on any model of Porsche
Engine rebuilds
Gearbox rebuilds
Full custom one off builds

Full restorations
Jig and body work
Interior trimming
Speedster builds

4 wheel alignments
Cabriolet roof servicing
Full diagnostic machines
AC servicing

mlrporsche.com
+44 (0)7780 119550
Staffordshire





Tailored '4 layer' StormGuard™ Outdoor Car Covers From £149

Full info and shop www.richbrook.co.uk or call 01328 862387



Waterproof & breathable

Soft non-scratch lining

Ultimate protection



William Hewitt
PORSCHE SPECIALIST

Experts for classic and new Porsche

Norfolk Specialist with over 40+ years experience

Servicing & Repairs • Diagnostics
Engine Builds & IMS Upgrades • Tyres
Air Con Servicing & Repairs • Vehicle Sales

For friendly advice call 01328 821429 or email whporsche@outlook.com
Unit A, Bunkers Hill, Egmore, Norfolk, NR22 6AZ | www.williamhewittporsche.co.uk

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB



PRECISION PERFORMANCE SINCE 2002

All logos and trademarks used for product identification purposes only. Porsche 911, 912, 914, Boxster, Cayman are registered trademarks of Dr. Ing. H.C.F. Porsche AG, Stuttgart, Germany. LN Engineering LLC, its products, services and affiliates are not endorsed by or connected with Dr. Ing. H.C.F. Porsche AG in any way.

INTERMEDIATE SHAFT BEARING UPGRADE KITS FOR M96 AND M97 ENGINES.



THE FIRST. THE ORIGINAL. IMS RETRIFIT

Ceramic Hybrid Dual Row or Roller Bearing. No oil feed needed.

NO MOVING PARTS. DESIGNED FOR LIFE OF THE ENGINE.



IMS SOLUTION

Pressure-fed plain bearing like in Mezger engines.



TRUSTED WORLDWIDE

PERFORMANCE BILLET ALUMINIUM AIR-COOLED CYLINDERS AND SLEEVES.



NICKIES COOLER. STRONGER. MORE POWER.
PERFORMANCE CYLINDERS

356° 911° 912° 914°
Boxster° Cayman° 911°



WITH CHOICE OF PISTONS:



COOLING AND RELIABILITY SOLUTIONS FOR STREET AND TRACK.





Deep Sump Kits for M96 and M97 engines



Billet Deep Sumps for 9A1 and 9A2 engines



Engine and Transmission Cooling

VISIT LNBR.COM FOR FULL LINE OF BRS PRODUCTS

SINCE 2008 | **45,000+ INSTALLED** | **4 U.S. PATENTS**

EXCLUSIVE DISTRIBUTOR FOR EU AND UK. WHOLESALE INQUIRIES WELCOME.
CUSTOM-CONCEPTS.NL | +31(0)6 2275 6519

PURIST PERFECTION

The Carrera T recipe has been refined for the 992-generation 911, and it's a tastier dish than ever...

Words **James Fossdyke** Photography **Barry Hayden**



992 CARRERA T





Offer most 911 purists a lighter, pared-back, rear-drive Carrera with a manual gearbox and they'll snap your hand off. This is exactly what Porsche is banking on with the new Carrera T. As was the case with the widely celebrated 991 Carrera T, the 992 version is a more focused version of the standard Carrera, with some of the base model's weight stripped out and a manual gearbox dropped in to make for a more involving drive. This very recipe made the earlier Carrera T one of the highlights of the 991 line-up. Porsche will be hoping the newer, more refined Carrera T will be equally appealing.

As before, the basic idea is pretty simple: the 911 Carrera is a quick car, so rather than adding power to the already fairly rapid equation, why not just bring what's there into even sharper focus? As a result, and with an unladen weight of 1,470kg, the new Carrera T is thirty-five kilograms lighter than the basic Carrera and just twenty kilos heavier than the new GT3 RS.

In the main, the drop in weight is down to the switch to a seven-speed manual gearbox, which replaces the PDK semi-automatic transmission fitted to the entry-level Carrera. There are other contributing factors to the ridding of bulk. For one, the back seats have been removed. Porsche has also

fitted lighter glass and left some of the Carrera's soundproofing material on the factory floor. Thankfully, what we have here isn't a wholesale strip-out. Indeed, the new Carrera T feels more luxurious than its predecessor, which went down the route of fabric door pulls, among other exercises in lightweighting. By contrast, the 992 Carrera T is trying to offer all the equipment of the stock Carrera, but attempts to do so while shedding a bit of timber.

Porsche has made a few visual tweaks, too, just to make sure those in the know are aware this isn't a common or garden 911. At the front, you get

twenty-inch alloys, while the rears measure twenty-one inches in diameter. All four rims are painted Titanium Grey. The grey theme is mirrored elsewhere, with grey logos on the lower doors and grey trim strips on the rear grille. To top it all off, the door mirror caps are painted Agate Grey, although the sports exhaust system outlets are finished in high-gloss black, which feels like a missed opportunity.

The Carrera T's appearance is also subtly altered by Porsche Active Suspension Management (PASM), which is fitted as standard equipment. Dropping the ride height by ten

Above New Carrera T follows the same formula as the old Carrera T, one of the highlights of the entire 991 line-up





Max Protect[®]
Ultimate Car Care & Paint Protection

Bespoke Porsche Detailing Studio
Paint Protection Film
Paintless Dent Repair
Bodyshop Services
Ceramic Coatings
Luxury Valet

TEL: +44 1923 519 682

Unit 5, Kings Park Ind Est, Kings Langley,
Hertfordshire, WD4 8ST, United Kingdom

**Exclusive Discount for 911
& Porsche World Readers -10%**

Code: s4agtG*&3Tw!HmpqSHfa6VJh6!PjLzx2KEE4Zn2&MrAB5Y1URh7a13fMtzwu



**Follow us on
social media**

www.max-protect.co.uk
info@max-protect.co.uk





millimetres might not sound especially drastic (because it isn't), but it makes the car look a little more purposeful, as well as fulfilling the technical role of improving handling.

For all this, though, the Carrera T hasn't changed a great deal. Of course, the 992-generation 911 brought its own upgrades. Alongside a late 991, it's clearly a more modern machine, even if the older 911 has aged remarkably well. Nevertheless, the difference is the same no matter which version of the 992 you care to sample. Put it this way, when you park a 991 Carrera T next to a 992 Carrera T, which is something we did, it's immediately apparent you're looking at the same version of two different cars.

As it is, the new Carrera T gets

the same basic interior as the stock 992, which comes with part-leather upholstery and black plastic door handles. In this respect, it feels a little bit drab, but the quality is impeccable. Of course, you can add individual equipment from Porsche's options list, but to be perfectly honest, we have no real desire to focus on the interior. After all, what matters is the driving experience. This is supposed to be a 911 for purists, remember?!

What it isn't, though, is an especially fast 911. No matter who is driving, the manual gearbox doesn't shift as quickly as PDK, thereby limiting straight-line speed, even though the Carrera T is lighter than the standard 911. Whereas the PDK-only Carrera gets from rest to 62mph in 4.2 seconds, the Carrera T is

three-tenths slower. A zero-to-62mph time of 4.5 seconds makes it anything but a slouch, and the 181mph top speed will be more than enough for most buyers, but if you want bragging rights, the new Carrera T might not be the car for you.

Nevertheless, with PASM and the manual gearbox at play, as well as Sport Chrono (standard kit) and a sports exhaust, the new Carrera T feels sharper and more aggressive than its predecessor. The old Carrera T was hardly soft, but the new model feels a cut above in every department.

This is predominantly because of the tactility inherent in every modern 911, especially lighter models. Just as the 992 Carrera feels tighter and more engaged than the 991 Carrera, the

Above In the long term, will the new Carrera T be as highly regarded as the earlier model?

Below Grey as an accent is a hallmark of the new Carrera T, just as it was on the discontinued model

TECH SPEC

Model	911 (992) Carrera T
Price	From £105,700
Powertrain	3.0-litre turbocharged flat-six petrol and seven-speed manual gearbox
Economy	25.9-27.4mpg
CO ₂ emissions	234-247g/km
Top speed	181mph
0-62mph	4.5 seconds
Power	380bhp at 6,500rpm
Torque	332lb ft at 1,950-5,000rpm
Weight	1,470kg (DIN)





Above Interior doesn't feel as motorsport-inspired as that of the earlier Race-Text-trimmed 991 Carrera T, with the new model feeling far more focused on comfort, despite being sharper in handling and feel

new Carrera T is another step forward. You might not expect a thirty-five-kilo drop in weight to make much of a difference, but it makes this Porsche feel a fraction sharper and pointier than the base Carrera, with the slightly more responsive front end providing extra agility and liveliness.

The addition of PASM gives the new Carrera T more of an edge, particularly if you switch to a more aggressive suspension mode. This isn't necessary most of the time — body control is always very good, and the ride is reasonably supple in the softer setting — but on a track, switching things up will provide more control and immediacy. As you might have guessed, doing so makes the ride arguably too firm for use around town, although it's certainly more acceptable than that of the GTS. While the 992 Carrera T is less harsh than some of its siblings, however, it has taken a more hardcore route than the earlier 991 Carrera T. This is part of the trade-off for improving sharpness in the steering and the

suspension, but it's a price some buyers might prefer not to pay. Then again, if you're buying a 911 to be comfortable, you probably won't have much interest in a Carrera T anyway.

The other big difference between old and new Carrera Ts is the option of four-wheel steering for the 992 model. This

WHILE THE 992 CARRERA T IS LESS HARSH THAN SOME OF ITS SIBLINGS, IT HAS TAKEN A MORE HARDCORE ROUTE THAN THE EARLIER 991 CARRERA T

isn't available on the stock 992 Carrera. The system is designed to make the car more manoeuvrable — at low speed, the rear wheels turn slightly in the opposite direction to those at the front, but at higher speed, the wheels turn in the same direction, thereby improving stability. Without testing a 992 Carrera T lacking four-wheel steering — our test car was equipped with the £1,830 option — it's hard to tell exactly how much difference it made, but it certainly makes the 911 feel wieldier around town. Parking is easier than it otherwise would be, and tight corners otherwise

proving bit tricky are suddenly a little bit easier to navigate.

Due to the fact Porsche has, in part, reduced weight by removing soundproofing and by installing thinner glass, the 992 Carrera T follows its predecessor in feeling more visceral than the standard Carrera. The noise of

the turbocharged flat-six feels a mite closer than it would in the base model, meaning you're that bit more exposed to (and therefore more in tune with)

the mechanical aspects of the 911. This is helped by the valved exhaust system, which comes with a louder, sportier setting, magnifying an already pleasing sound. In truth, the difference is quite subtle — it doesn't completely change the character of the boxer at the back, instead building on what's already there to bring you closer to the action without introducing an antisocial soundtrack. It's kind of old-school when compared with the rather luxurious Carrera, although it doesn't go far enough to completely alienate those who primarily see a Porsche as a luxury accessory,



rather than an out-and-out sports car. Nevertheless, the new Carrera T is more interested in sporting prowess than cross-country comfort.

The combination of exhaust note, sharper suspension and more direct

handling makes the new Carrera T feel even more involving than its predecessor, which was already an engaging machine.

The drive is a more dramatic, but even without rear seats, this is a 911 you can use for commuting, long weekends away or blasts around a circuit on a track day. Admittedly, it probably won't be the 911 you use for the school run — it's too much of a toy for that — but this is a remarkably good all-rounder for a sports car with such a focus on performance. Certainly, it's more useful than a GT3.

Pleasingly, the Carrera T remains one of the cheaper 911s available in dealer showrooms. To put this into

perspective, a basic Carrera is yours for £97,000 on the nose, while the Carrera T costs £105,700, representing a premium of just £8,700. Given the Sport Chrono package is a £1,937 option for the Carrera, not to mention

THIS IS A REMARKABLY GOOD ALL-ROUNDER FOR A SPORTS CAR WITH SUCH A FOCUS ON PERFORMANCE

the fact the Carrera T brings you a stack of lightweighting measures to boot, the asking price seems perfectly reasonable. It looks even better when you consider the not insubstantial £122,000 you'll need to find for a new GT3.

Then there's the GT3, which runs perilously close to £150,000. Although the Carrera T may not be as quick around a race track, it'll probably be just as much fun for the overwhelming majority of Porsche's customers.

For our money, then, the new Carrera T is the yardstick by which all other track-oriented 911s should be measured. More supple than the GT3, cheaper than the GT3 and more aggressive and engaging than a Carrera, the Carrera T

is the best-value offering among the most driver-focused models in the current 911 range. The same was true of the 991 Carrera T, but the new version is a

noticeably more impressive car, bringing even more focus to the recipe without sacrificing, well, very much at all.

Sure, the 992 Carrera T might not be quite as comfortable as the earlier 991 Carrera T, but it's close. It's certainly good enough for a high-performance sports car designed to be a part-time track weapon. And with an agreeable price tag, the new Carrera T is just about the perfect 911 for those most enthralled with the breed. ●

Above No question, the 992 Carrera T is a fantastic-looking 911 from any angle



PORSCHA *Care*
PORSCHE SPECIALISTS



ESTABLISHED & HIGHLY REGARDED PORSCHE SPECIALIST WORKSHOP BASED IN STEVENAGE HERTFORDSHIRE

Factory trained technicians with **decades** of Porsche knowledge and experience



- Fixed price servicing
- Hunter Elite Wheel Alignment & corner weighting
- Factory Porsche PIWIS diagnostics
- Track day preparation & performance upgrades
- Engine & gearbox building
- IMS upgrades
- Tyres
- Air conditioning
- Vehicle detailing
- Brake calliper & alloy wheel refurbishing
- Pre purchase inspections
- Vehicle sales

All Porsche models covered from classic to modern

"Friendly supportive team that are always happy to help. More than 5 stars if I could. Good prices and quality workmanship."

- Steven Monk

"Diagnosed and replaced a worn wheel bearing on our Macan in the same day. Good rates and Matt is a really nice guy. Will be returning for all future Porsche needs."

- Mark Slater

🌐 WWW.RENNWORKS.CO.UK ☎ 01438 504 571 📷 📱 [RENNWORKSLTD](https://www.instagram.com/RENNWORKSLTD)
📍 UNIT 8, SHANGRI-LA, TODDS GREEN, STEVENAGE, HERTFORDSHIRE. SG1 2JE





PORSCHE AIMS AT INDY

In the first instalment of our two-part series examining Porsche's ambition to win the Indianapolis 500, we explore how the company tied the knot with an established team to develop a dramatic new car and fresh engine concepts...

Words **Karl Ludvigsen** Photography **Porsche Corporate Archives, Ludvigsen Partners**

During 1976, Porsche scored its third victory at the 24 Hours of Le Mans, the European race of greatest interest to the brand's all-important North American sales market. Porsche had flaunted its engineering skills in the Can-Am series, besting the all-conquering McLarens, but what could it do for an encore? Specifically, what else could Porsche do to please its present and potential buyers in the USA? A four-cornered oval racetrack in Indiana beckoned.

The appeal of the Indianapolis 500 proved irresistible — Porsche could hardly ignore the attraction of an historic event monopolising the attention of America's racing enthusiasts for the entire month of May. Jo Hoppen, Porsche's racing representative in the US, was lobbying strongly for participation at Indy, not necessarily with a Porsche race car, but certainly with a Porsche engine.

Accordingly, a small but influential delegation from Weissach and Zuffenhausen arrived in Indiana in mid-May 1977 to have a first-hand look at the Indy phenomenon. Manfred Jantke and Helmut Flegl flew to Indianapolis, accompanied by Hoppen. Jantke was Porsche's public relations and sports director, while Flegl was an engineer whose curriculum vitae included the Can-Am 917, the 936 and the 928 road car. Their ostensible link with the Speedway doings was Volkswagen of America's sponsorship of USAC's Mini-Indy series for Super Vee cars at a time VW was importing Porsche cars. USAC, which was in charge of the Indy rulebook, arranged convenient accommodation for the Porsche men and placed a motorcycle at their

disposal for the commute to the track.

In Gasoline Alley, the trio were taken under the wing of Leo Mehl, the gregarious and popular Goodyear racing chief. Any effort to keep their presence low-key was doomed to failure. Word quickly spread Porsche people were at the Speedway. Anthony Joseph Foyt, a three-time winner of the 500, didn't beat around the bush. "What are you doing here?" he asked the delegates. In response to being told the visitors

At San Diego's Porsche Parade a few weeks later, Ferry Porsche made his views clear. "Porsche does not intend to race at Indianapolis next year or any other year. At this time, I would say an absolute no to racing at Indianapolis." He had a specific reason for his views.

"When the winner of the Indianapolis 500 is discussed," he explained, "talk is only of the driver. The car never gets a mention. I prefer to have our cars in a series of races where the public notes

Porsches and their finishing positions, remembering a one-two-three, rather one race a year where the car doesn't share attention with the driver. Ultimately, in terms of sales

THE SURFACING OF PORSCHE PERSONNEL IN AN OTHERWISE QUIET INDIANA CITY DIDN'T GO UNNOTICED BY THE AMERICAN PRESS

were simply having a look around out of curiosity, he asked if Porsche intended to participate in the Indy 500. When Jantke and Flegl protested they didn't know if it was even a possibility, the pugnacious Foyt looked Flegl in the eye and laid down the gauntlet. "You come, we race you!" he said.

This fighting talk made a strong impression. So too, in a way, did the main event — Indy was a sports phenomenon, attracting 750,000 spectators to its practice, qualifying and race. Tom Sneva qualified for the year's pole at 198.880mph in a Penske McLaren-Cosworth, one of four Cosworth V8-powered cars to make the thirty-three-car field. Sneva finished second behind none other than Foyt, who collected his unprecedented fourth win at the Speedway. Another Cosworth-powered car placed third, ahead of a shoal of Offenhauser-powered racers.

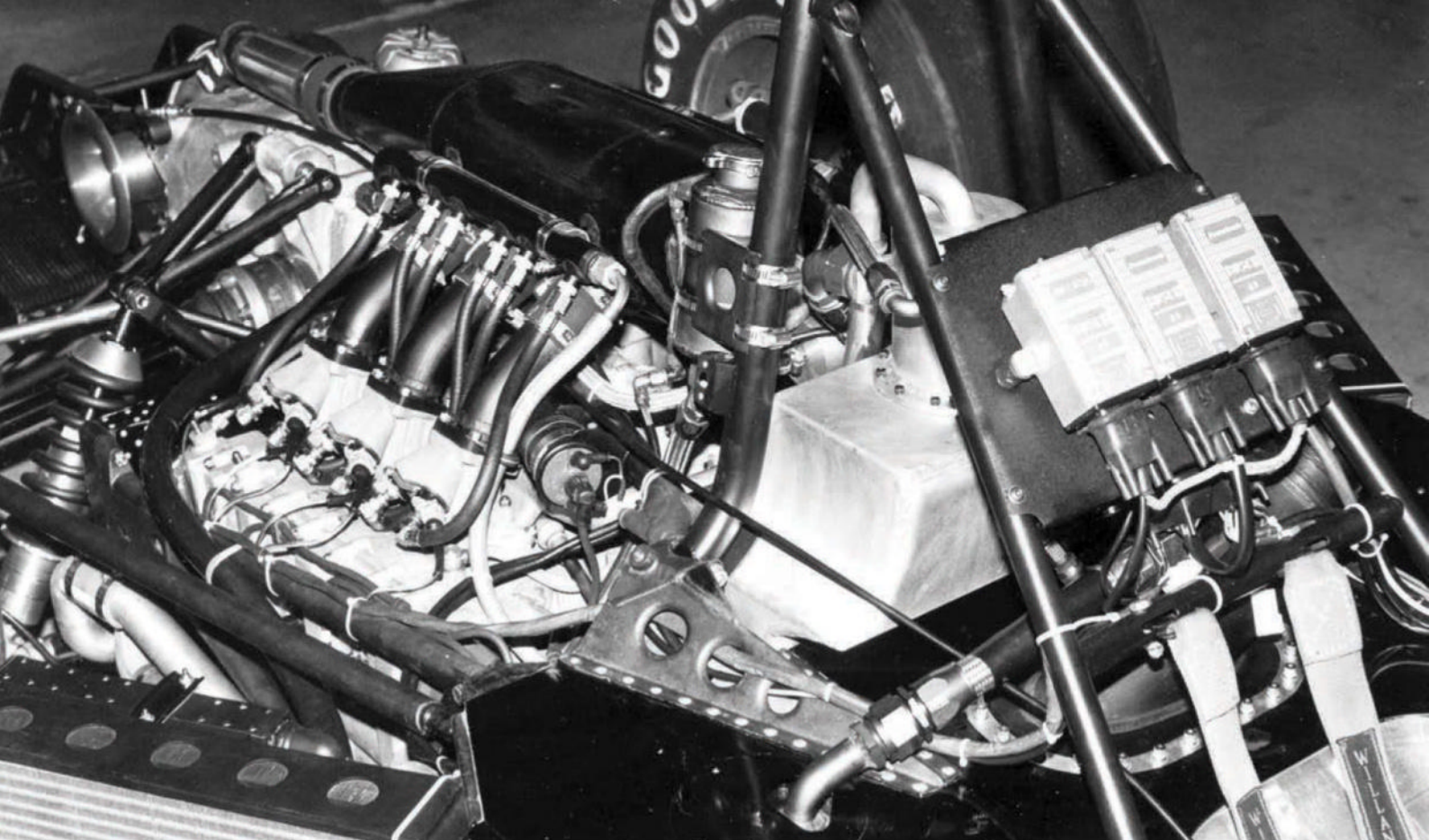
"It's an endurance race. It's actually kind of boring," Jantke reported after the event. "Foyt has won here four times," added Flegl. "Now it's time Porsche was in attendance." He was willing to accept Foyt's challenge, but what would his superiors in Germany think?

promotion, I think we would get a better result if we won other races. Besides, a Porsche race car being near to our production cars it best from not only a sales perspective, but also from an engineering standpoint."

Indy regulars were wary of the potential of a Porsche entry. Their views were reflected by a McLaren mechanic who knew only too well of Porsche's impact on the Can-Am series. "If Porsche comes, all others can pack up and go home," he exclaimed. The surfacing of Porsche personnel in an otherwise quiet Indiana city didn't go unnoticed by the American press, either. Word spread. Journalists were quickly speculating about a Porsche Indy entry for 1978. This speculation gained substance when USAC revealed it had received a request from Porsche for a copy of Indy 500 technical regulations.

Hoppen did little to discourage the rumours. "It would be harder for Porsche to build an Indy car than it would for any other manufacturer," he reasoned. "Other companies would take the best engine, the best transmission, the best brakes and build a chassis around them. We would have to do things the

Facing page Pictured during testing of the Porsche-powered Interscope Indy Car in 1979 is star driver, Danny Ongais, with Vasek Polak (left) and Valentin Schäffer (second left)



Porsche way." His words would have a certain echo in a Porsche venture a decade later, but for now, Porsche was considering only the supply of a suitable engine, not building of a complete car. This approach was more acceptable to Ferry Porsche. "If somebody wishes to try Porsche engines at Indianapolis, I am happy to confirm they are for sale."

This wasn't the first time Porsche had been offered an Indy opportunity. Its Can-Am partner in 1972 and 1973 was Roger Penske, who had been competing at Indianapolis since 1969, when Mark Donohue was rookie of the year. Donohue took time out from his first 917/30 season to win Indy for Penske's team in 1972.

In 1974, searching for his team's treasured 'unfair advantage' (in this case, an alternative to the ubiquitous four-cylinder Drake-built Offenhauser engine), Penske bought five Cosworth V8s specially reduced to the Indy displacement of 2.65 litres. Changing his mind, however, he sold them to the Vel's Parnelli team, which used one of the bent-eights in a race for the first time at the end of 1975. Penske may well have had a better idea: during that year, he was in direct contact with Porsche about possible engine supply for the Indy 500. With turbocharged engines in the ascendancy at Indianapolis, who had more expertise in the field than the wizards at Weissach?

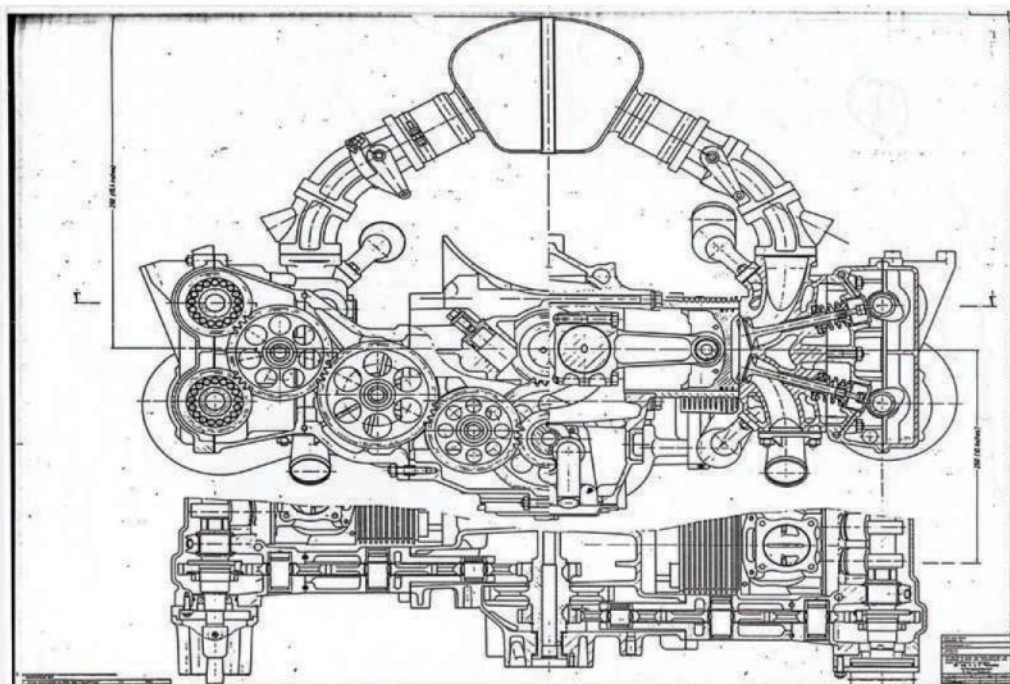
Using his own dynamometer test facilities in Reading, Pennsylvania, Penske briefed Porsche on the performance needed to compete at Indy. On his behalf, Donohue did so in a telex to the factory's forced induction specialist, Valentin Schäffer, on February 26th 1975. Donohue provided data on an Offenhauser powerplant running at boost pressure of 30.5psi and delivering in excess of 830 horsepower over the speed range from 7,600rpm to 8,800rpm, a clue to the venerable Offy's

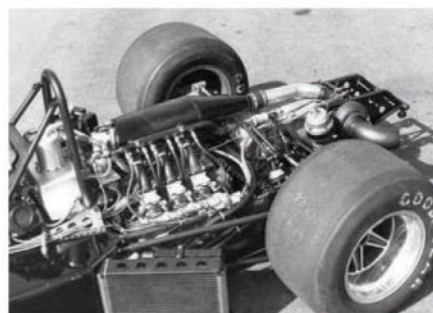
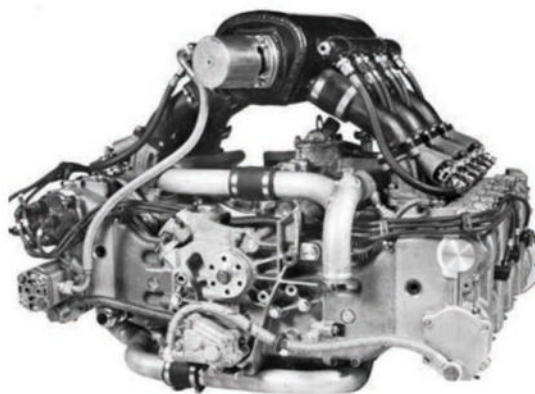
ability to launch drivers out of the Indy Speedway's four daunting turns.

Penske signed a telex of September 2nd 1975 to Porsche chief, Ernst Fuhrmann, setting out the performance of the then latest Offenhauser engine with boost at 20.5psi, as well as its output with the lower boost-pressure limit of 18.25psi, which would be enforced by USAC for 1976 by way of a new-fangled pop-off valve (an officially supplied pressure-relief device). At the lower boost setting, the engine showed

Above By October 1979, Interscope had installed the 935/72 in a four-year-old Parnelli chassis in order to evaluate the engine's capabilities

Below The Type 935 engine took Porsche into a new racing era and, as the 935/72, offered a bid for glory at Indianapolis





Above A former drag racer, Ongais was considered one of the top drivers of his day

Top middle The 935/72 had a pressurised central plenum chamber to which the mandatory USAC boost-control valve was attached

Top middle The Porsche engine required additional tubular bracing at its sides because it did not serve as a stressed element of the car's frame

Below During trials in the unpainted car, Ongais turned in lap speed of 197mph

peak torque of 466lb-ft at 7,200rpm and maximum power of 721bhp at 8,800rpm, which was largely maintained all the way to 9,200rpm.

Details of fuel consumption and engine specification were also provided to Fuhrmann.

Penske was in Europe the week following his telex and made arrangements to meet with the Porsche boss. In an important respect, their meeting was sombre. Only days had passed since Donohue's regrettable death from injuries suffered in a crash during the warm-up for the Austrian Grand Prix. Driver-engineer,

Donohue, was the vital link between Penske and Porsche, resulting in great success in the Can-Am series. With

Donohue gone, was Penske's team likely to be the same formidable force? The deceased's many friends and colleagues at Porsche were entitled to have their doubts.

Another factor at work was how Penske had received much of the credit for the success of the Can-Am

campaign. Donohue admitted he was "disappointed I get all the credit for what Porsche did." His dismay was shared

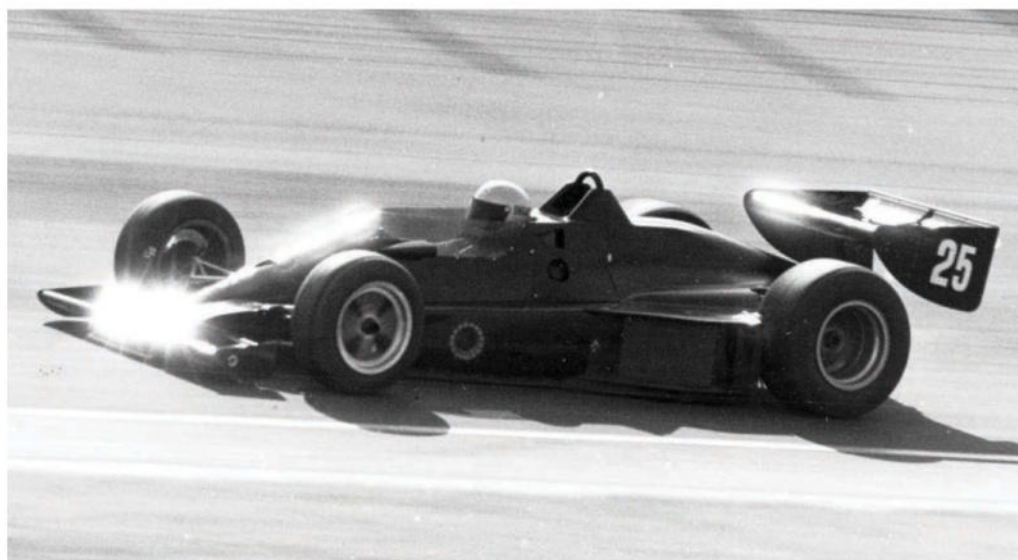
by many in Stuttgart and its surroundings — without Donohue's demanding perfectionism, the 917 might never have succeeded in the Can-Am series, but clearly, without

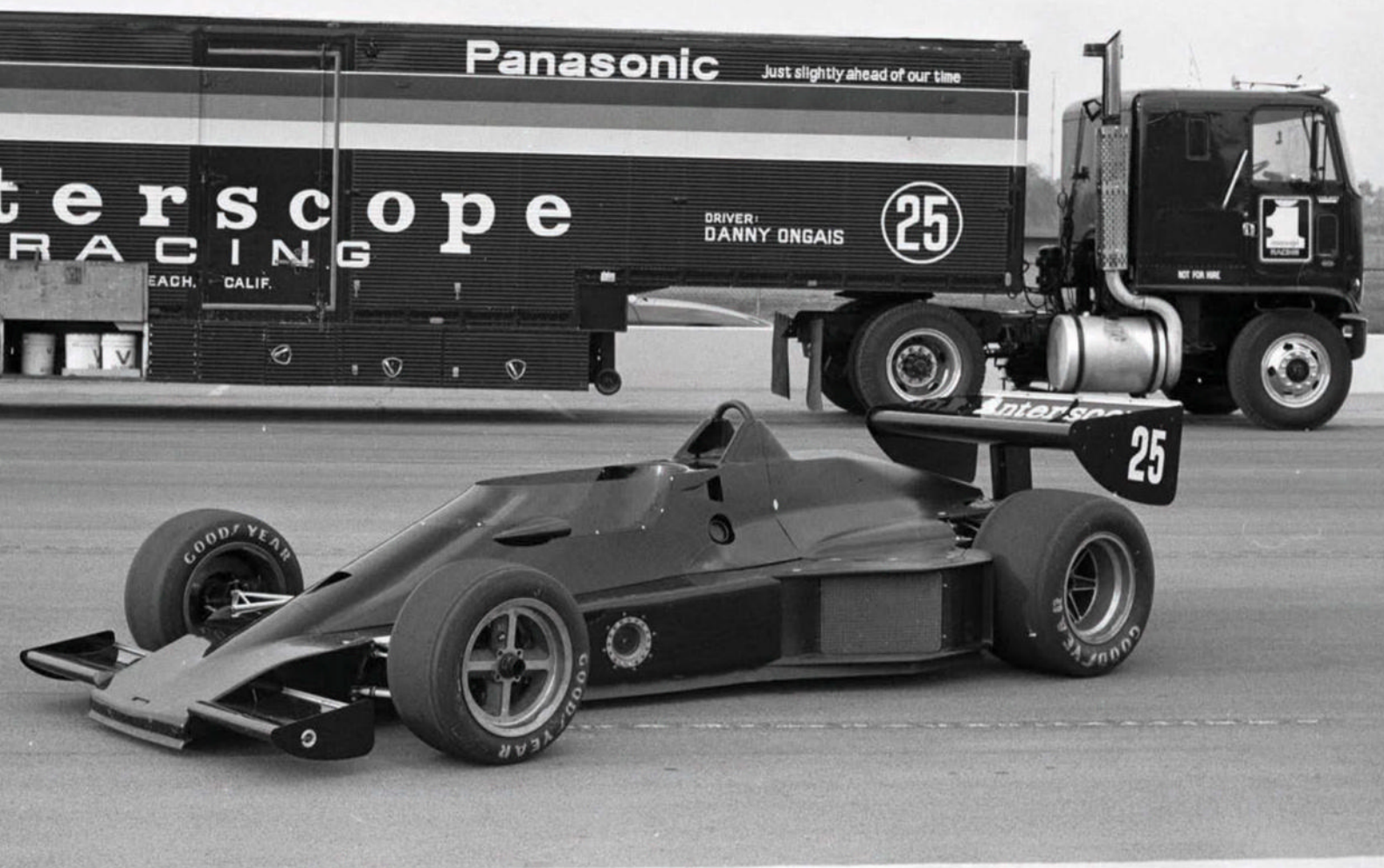
Porsche, the Penske team would never have trounced the dominant McLarens.

The issue of a suitable Indy partner was moot after a meeting held in Weissach on Wednesday June 22nd 1977 to discuss findings of the scouting trip to Indianapolis. Led by Fuhrmann and including all the responsible parties, the gathering concluded with a decision to reject an official involvement with Indy. A week and a half earlier, Porsche had won Le Mans for the second time running after a dramatic tussle with the participating Alpine-Renaults. The new V8-powered 928 grand tourer had just been launched and there was plenty of work to do to get it reliably on the road. For the time being, Indy could wait.

In the style of Porsche engineering under Helmuth Bott, this did not prohibit the conduct of discreet experiments. Using a 2,857cc Type 935 engine, tests were run in December to ascertain the effects of using Indy-mandated methanol as fuel instead of gasoline. "Methanol and gasoline are very different," cautioned Flegl. "Methanol is

TESTS WERE CARRIED OUT TO ASCERTAIN THE EFFECTS OF USING INDY-MANDATED METHANOL AS FUEL INSTEAD OF GASOLINE





a one-phase fuel. At one temperature, methanol is a liquid, but at the next, it becomes vapour." It was also highly corrosive, requiring the use of special materials and coatings wherever it flowed. With methanol, however, the experimental flat-six (eight percent larger than Indy permitted), delivered a reported 890bhp. Very promising.

In March 1978, tests with methanol fuel were carried out on an updated engine serving as a test bed for the Indy project. The results were promising enough to warrant another expedition to Indiana. The trip took place in May 1978. This time, Jantke and Flegl were joined by Schäffer, but only for qualifying, not for the "boring" race. The visit sparked further rumours and, indeed, a leak to the press corresponding to a specific plan being considered by Porsche: the providing of engines for the manufacturer's first year at Indy, the building of a chassis for the second year and the entry of a fully-fledged works team in the third year.

The 1978 Indy race saw the coming of age of new entrant, Interscope. This was a team with Porsche connections. In IMSA racing, an impressive swathe had been cut by Hawaii-born Danny Ongais driving a 935 entered by the

Interscope team, which was owned by wealthy businessman-driver, Ted Field. Always excellently prepared, the black Interscope entries (wearing their enigmatic 0 or 00 numbers) were invariably fast in the hands of Ongais, who was aptly nicknamed *On-the-gas* for his take-no-prisoners driving style. Interscope's crew chief was Jim Chapman, a Brit who had found a home in America after his first visits to the USA as nursemaid to Can-Am Lolas.

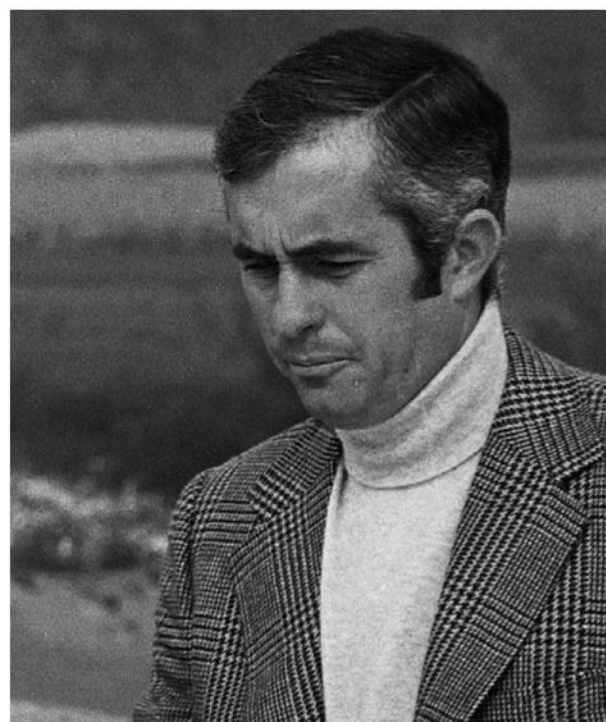
Ongais and Interscope were much in the news during the first Porsche reconnaissance at the Speedway in 1977. Ongais qualified his Interscope Parnelli-Cosworth the fastest of that year's rookie intake, making seventh on the grid. The car was provided to Interscope under contract and maintained by Vel's Parnelli Jones, the racing business set up by former racer, Parnelli Jones, and auto dealer Vel Miletich, a keen fan of Ongais and a backer of his earlier drag racing career.

Interscope's race performance was less impressive, ending in engine failure before half distance. With similar equipment, Ongais qualified in the middle of the 1978 front row with a searing four-lap average of 200.122mph, one of only four drivers to qualify

better than 200mph. Tipped as a likely winner, he jumped into the lead at the start. He and eventual race victor, Al Unser, duelled for the lead until lap 145 of 200, when the crowd groaned with disappointment after a cloud of smoke signalled the end of the Interscope Parnelli's engine.

Above The unpainted car at Ontario in October 1979

Below Roger Penske pictured at Weissach





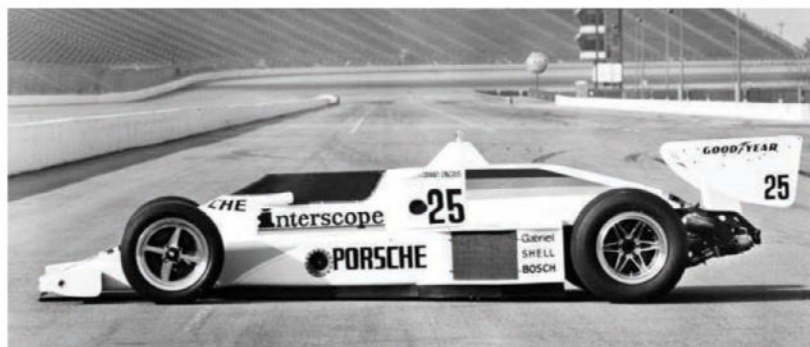
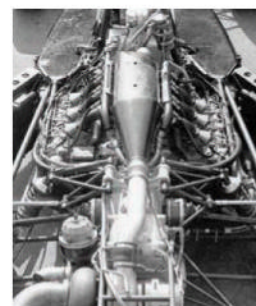
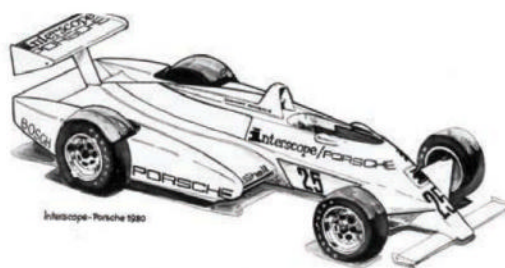
Above Mark Donohue and Helmut Flegl together at Weissach

Top middle

Interscope planned a new car designed by Roman Slobodinskyj to exploit the Porsche engine for 1980

Right Although looking every inch the purposeful race car at Ontario, the first Porsche-engined Interscope Parnelli didn't represent the latest in Indy technology

Below Ongais at Ontario Speedway with the now painted Interscope challenger



Interscope seemed an outfit on the rise. Its credentials were praised in Stuttgart by California-based Porsche dealer, Vasek Polak, whose opinions were held in high regard in the corridors of Zuffenhausen. Polak was not only an advisor to Field, but also a close friend of Hoppen. Polak and Hoppen therefore helped forge links between Porsche and Interscope. Informal contacts were made with the intention of confirming engine supply for the team as the first phase of Porsche's Indy involvement. When Indy cars raced at Silverstone

during an overseas promotional trip at the end of September 1978, Flegl and Schäffer were on-hand to look over their

director, Jantke, Bott reached a key decision on 18th October. He approved allocation of half a million deutschmarks (around \$250,000) for the development of a Porsche Indy engine. He also agreed to the preparation of estimates outlining the cost of a full Porsche Indy programme. By December, an

WITH A WIN FOR ONGAIS, FIELD AND HAYWOOD IN THE 24 HOURS OF DAYTONA, INTERSCOPE STARTED THE 1979 SEASON WELL

technology, increasingly dominated by the Cosworth DFX V8, a derivative of the successful DFV Formula One engine. Although the four-cylinder Offenhauser was allowed higher boost pressure by USAC, it was hard pressed to match the performance of the Cosworth.

In a meeting with Flegl and racing

agreement was in place. It provided for the shipping of an engine mock-up to Interscope for Field's crew to assess the unit's installation in the Parnelli chassis.

During winter 1978-1979, Schäffer made three trips to the Interscope workshops in Costa Mesa, California, to discuss the engine and its adaptation to the Parnelli. Among the many issues were the supply of oil, fuel and coolant — at 9,000rpm, the engine's two pumps circulated 120 gallons of water every minute. Also of concern was the source and type of clutch and bellhousing. No Porsche gearbox was suitable. Consequently, a new transmission was produced using Hewland internals and a locked differential. The unit boasted the required attachment points for a tubular structure alongside a Porsche flat-six, which couldn't act as the rear portion of the frame as the Cosworth V8 did.

With a win for Ongais, Field and Hurley Haywood in the 24 Hours of Daytona, Interscope started the 1979 season well. In their Porsche 935, they set a record for distance and were 192 miles





ahead of the nearest rival. In March, the team tested its Cosworth-powered car at Indianapolis. Schäffer was there to observe. By April, he could also check the marriage of the mock-up engine to the Parnelli chassis in California. Assisting in the adaptation was Ukraine-born automotive designer, Roman Slobodyskyj, who had led the design of the successful All-American Racing Eagles of the early 1970s.

In the meantime, at Weissach, the sports-car-racing Type 935 engine was being transformed into an Indy contender labelled 935/72. Its bore and stroke dimensions were both unique for the engine series, measuring 92.3x66mm for 2,650cc. A crucial question was whether the fins of the air-cooled cylinders would require blower cooling. "We checked the temperature of the cylinder at the critical point, just below the weld to the head," said factory motorsport engineer, Hans Mezger, much later. "We reasoned it was unlikely to exceed ninety degrees centigrade. In fact, with methanol, we had six times the internal cooling effect of gasoline, meaning we could dispense with the blower."

A disadvantage of methanol, added Mezger, was how "it has only forty-six percent of the heat value of gasoline, meaning we had to use more fuel." A first thought was to use a twelve-cylinder injection pump, such as that of the 917, but room was lacking. Bosch came to the rescue with a fully electronic injection system capable of metering fuel in response to engine speed, boost pressure

and throttle position. Bosch's racing liaison man, Fritz Jüttner, proudly referred to it as "a drive-free system bringing us fuel savings."

Mezger accommodated methanol dictating additional fuel volume by doubling up the electronically controlled injectors feeding each cylinder. These squirted methanol upstream within the individual inlet ram pipes, which curved inward to a single central plenum chamber. The USAC pressure-relief valve was mounted at the front of the chamber. For quick throttle response, Porsche would certainly have preferred two turbochargers, but Indy rules mandated a single Garrett turbocharger of preordained size. This was mounted at the car's rear, aft of the gearbox.

Methanol's good anti-knock qualities allowed Mezger and Schäffer to increase the 935/72's compression ratio more than two points above the level used in the gasoline-fuelled engine. By adjusting the depression in the piston crowns, the ratio was raised to various levels between 9.3:1 and 9.8:1, depending on the installation.

Most of the nine units manufactured were in the range of 9.5-9.7:1. "We had problems with connecting rod lubrication during early testing," recalled Mezger, "because the 911 crankcase and its standard oil feed was not designed for continuous operation between 9,000rpm and 10,000rpm. We had to get it under control." While early test engines used individual throttles for each ram pipe, these were replaced by a single throttle

at the inlet to the turbocharger, thereby meeting the needs of the new Bosch injection system, also responsible for controlling the engine's electronic ignition. In tests using Kugelfischer mechanical injection in place of the electronic Bosch system, the engine delivered a maximum of 904bhp at 8,800rpm and peak torque of 560lb-ft at 6,800rpm, but at boost pressure of 22psi. This was more boost than the Indy rules would permit. The engine's performance, however, showed a clear advantage over the figures Donohue had provided for the Offenhauser engine.

In July 1979, the first 935/72 engine was airlifted to Costa Mesa for installation in the modified Parnelli chassis. Schäffer followed close behind. On July 9th, the Porsche team of Bott, Flegl, Jantke and Schäffer met with Field, Ongais and Polak to begin concentrated planning for the launch of a 1980 Indy 500 campaign. The final decision to race had not been made. This, it was made clear, would only follow completion of successful track tests. Interscope announced its intention to build a completely new Slobodyskyj-designed car to take the Porsche engine. The outlook was alluring for both race team and engine builder. ●

Above Pictured in 1979, the Porsche-powered Interscope Indy Car was ready to take on the best, a challenge laid down by Indy 500 legend (and 911 IROC contender), AJ Foyt

Don't miss next month's issue of 911 & Porsche World, when we will conclude our look at Porsche's Indy 500 programme, documenting highs and lows the brand faced when racing in the famous enduro. Subscribe to the magazine and get every issue delivered direct to your door. For our latest discounted deals, turn to page 120.

SERVICE • MAINTENANCE • PERFORMANCE • RESTORATION • SALES



PIE PERFORMANCE

PPT
PIE PERFORMANCE TUNING

 WhatsApp us via our website

 @pie_performance

 PIE Performance



T 01787 249924
E INFO@PIEPERFORMANCE.CO.UK
WWW.PIEPERFORMANCE.CO.UK
SUFFOLK, UK

PERFORMANCE ENHANCEMENTS FOR ROAD AND RACE



RESTOMOD REDEFINED

The best days are the ones you weren't quite expecting. The same applies to cars. Enter the near 400bhp Fifteen Eleven Design 914. Put simply, we didn't see this one coming!

Words **Steve Bennett** Photography **Dan Sherwood**

It doesn't happen often, but every now and again, a build comes along and stops you in your tracks. It's even better if you're least expecting it. No surprises, then, this is one of those 'least expecting it' moments. It started with a call from the boss, Dan Furr. Can I get my backside over to photographer Dan Sherwood's gaff tomorrow? Yep, I can. What's the gig? A 914 restomod from an outfit named Fifteen Eleven Design, located in Bakewell, Derbyshire.

Vague cranial bells chime. A quick Google search reveals news stories announcing the project as far back as 2021. Renders of a proposed prototype exhibit a selection of vivid Porsche colours from the 1970s. Yep, I remember now: Cayman S-powered, destined to reach production, rally team connections.

The proposed car looks good, but anyone can put out a few CAD images. There's nothing more for me to find online, other than the same teasers multiplied many times by content-hungry online news outlets. Hang on a minute. What's this? I've spotted a snatched photo taken during a cars and coffee event at boutique automotive hangout, Caffeine & Machine, two days ago. The 914-looking creation I'm eyeballing looks pretty cool and very much pretty real.

I don't mind admitting the name Fifteen Eleven Design hadn't registered on my radar, but the name of parent company, Mellors Elliot Motorsport (MEM) most certainly had. It sometimes pays to be old. Chris Mellors of MEM is a well-known name on the British rallying scene. As a driver, he was often sideways in a variety of formidable four-wheelers, most notably the mighty Ford Sierra RS Cosworth and MG Metro

6R4, which he made good use of in the 1980s. I doubt he'll remember, but our paths crossed at many events, back when I wielded a notepad for a motorsport weekly. It's always good to have a connection like this when reviewing a car in the present, however tenuous the link.

A further confession: I'm a little sideways myself, certainly in terms of MEM's more recent rallying achievements. As I discover, it all

Released, and slightly embarrassed, I babble effusively. The old maxim of 'if it looks right, it is right' has never been so spot-on, which is half the job done. But there's so much more. Time for a chat over a coffee.

First up, Fifteen Eleven Design is run by Ben. It's separate, but closely associated to MEM and handles bespoke builds and restorations. Fifteen Eleven? It's the date Ben's daughter, Poppy, was born. Recent work?

Recommissioning the Williams FW07 ground-effect Formula One car Alan Jones raced to victory in 1980. Ben has also overseen development of a Speedster-styled

Mk1 Ford Escort and a stunning Maserati 3500 GT Inezione, runner up at Salon Privé. Diverse, but not necessarily pointing in the direction of the Porsche restomod scene.

LOOK TO THE FUTURE

"It was a moment of wondering what Fifteen Eleven Design should do next," Ben relays. "The idea of a Porsche restomod appealed, but I didn't want to build a 911, which I felt would be too obvious. I've always had a soft-spot for the 914. Decision made!" It sounds easy, but then again, when your company is closely associated with a hugely successful enterprise recognised for preparing world-class rally cars, you're already halfway there. As I am about to discover, rallying and the ethos of what makes a good all-terrain competition car looms large in the concept and build of the Fifteen Eleven Design 914.

It looks amazing, in a short, stubby sort of way. The overall aesthetic is complemented by wide wheel arches, side scoops and arch-filling eighteen-inch replica Fuchs wheels. What exactly are we talking about, though? A Cayman S chassis with a 914 body grafted on? A

EDITOR FURR HAS SENT MYSELF AND MR SHERWOOD TO TAKE CARE OF BUSINESS A FULL DAY BEFORE THE OFFICIAL PROJECT PRESS RELEASE GOES LIVE

happens out of Bakewell. Specifically, MEM has twelve FIA World Rally Championship titles to its name and is currently running Proton's works team with great success.

Excuse the slight ramble, but this is how these things sometimes happen, not least because *911 & Porsche World* is the very first media outlet to arrive and drive the Fifteen Eleven Design 914. In fact, Editor Furr has sent myself and Mr Sherwood to take care of business a full day before the firm's official project press release goes live. A scoop, then? Absolutely. I confess, I'm quite excited.

Nestled in the heart of Derbyshire's Peak District, Bakewell is a pretty place, but it's not half as arresting as what awaits. This is the 'stopped in my tracks' moment. I am genuinely taken aback, as is snapper Sherwood. In a world of 911 restomods and Singer 964 lookalikes, we've been craving something new, something different, and here it is, complete with its retro Porsche shade of Stone Grey. There is a moment of comedy as Sherwood manages to lock me in the camera car, leaving me to bang on the window as he makes first contact with Chris and son, Ben.

Facing page Powered by a 3.8-litre flat-six, Fifteen Eleven's 914 is a very rapid roadster



914 chassis and body, but with Cayman S mechanicals in place of the old flat-four? Is there a donor Porsche? No, not really.

Let's get the 914 connection out of the way. The Fifteen Eleven Design car uses only the 914's floorpan, doors and windscreen, plus some interior bit and bobs. That's it. The rest is bespoke, built on a jig from the floorpan up. A deeper detail dive to come, but at this point in our story, it's worth talking about the car's dimensions. You'd be right in thinking this striking two-seater is bigger than a standard 914, but by only five millimetres in the wheelbase, sixty millimetres in height and three hundred millimetres in width.

The initial body design was created in CAD with the assistance of Derby-based DG Design, a company well-known in the world of automotive design and development. The DG team helped to create a Virtual Reality (VR) prototype, which could be viewed with VR goggles to give Ben a full 360° perspective of the car. The process also allowed the refining, adding and subtracting of details in more or less real time. "We spent nearly a year spinning the full-scale model," he recalls. "There's nothing quite like bringing a design to life. With VR, we could walk around the car, making sure every element of it was perfectly in proportion, eliminating awkward angles or curves."

As you can see, the look is entirely faithful to the 914, albeit without pop-up headlights. Illumination is instead taken care of by big, circular LEDs recalling the spotlights fitted to the front of the 935/78 'Moby Dick' race car. They're built into an all-in-one carbon front-end and splitter channelling air to a front-mounted radiator, which is vented through the curvature of a swooping bonnet scoop. Extra width in the track is accommodated by the wider arches, while the Targa rollover hoop is slightly wider and chunkier for additional strength. At the rear, a full-width ducktail-inspired spoiler sits proud

above a one-piece carbon apron.

With all parties happy with the concept and the overall look, DG Design supplied the CAD data to design partner, Rallytech 3D. In the world of rallying, Rallytech is the go-to manufacturer of carbon-fibre panels and even full bodysells. The Chorley business serves MEM, as well as individual clients and motorsport teams around the world. Like I said earlier, influence from rallying features heavily in Fifteen Eleven Design's thinking.

Technical drawings and body panels sorted, it was back to the prototype jig. For sure, a floorpan, doors and a

Above 914's pop-up headlights have made way for 935-style circular LEDs housed in a carbon apron





Above Climbing into the lavishly appointed cabin requires you to step over a massive sill emphasising how stiff the chassis is, but thanks to carefully considered suspension, the ride is never too firm

windscreen does not a chassis make, but this is where the Fifteen Eleven Design 914 differs from other restomods, save, perhaps, for seriously high-end creations, such as carbon-tubbed cars from RUF Automobile or the 911s we see rolling out of Singer Vehicle Design and Gunther Werks. Indulge this little flight of fantasy, if you will: think Group B tarmac rally car and you're not far off. You see, what Ben and his team have created is a custom chassis and steel shell with integral T45 tubular structural reinforcement,

including massive sills and suspension turrets for absolute maximum rigidity, something the original 914 wasn't exactly known for.

TALK FROM BEN AND CHRIS IS OF REAL-WORLD COMPLIANCE AND DISDAIN FOR SUSPENSION INCAPABLE OF WORKING EFFECTIVELY ON UK ROADS

Torsional stiffness is crucial for any competition car. More so for a rally car, especially when considering suspension, which I'll come to shortly. Interestingly, when designing the custom shell, Ben's team took the opportunity to move the bulkhead

forward to enhance cabin space and legroom.

With a complete carbon-clad custom bodyshell ready and waiting, it was time to introduce the Cayman element of the build. The suspension pick-up points have been engineered to directly take the 987-generation Cayman's front

and rear suspension and subframes. This makes perfect sense. There is, after all, very little out there that can better this all-alloy multi-link set-up. Even the 987 Cayman S's brakes have been carried over, but Ben didn't rely solely on Porsche equipment. This is where rally influence once again enters the equation: Fifteen Eleven Design substituted standard 987 Cayman S dampers for Reiger three-way adjustable coilovers. Unfamiliar with Reiger? The Dutch brand is renowned in the world of rallying and rallycross for its class-leading suspension solutions.

The super-stiff shell, combined with Reiger damping and MEM know-how, promises much. Talk from Ben and Chris is of real-world compliance and disdain for suspension incapable of working effectively on UK roads. These are men after my own heart — we have a good nerd-off about suspension, spring rates and "hateful" polybushes. On this note, the Fifteen Eleven 914 is making use of standard rubber bushes and "sensible tyre profiles".





Indeed, sticky Michelin Pilot Sport tyres are wrapped around the deep-dish staggered Fuchs replicas, produced by Group 4 Wheels.

SUPERSIZED SIX

The engine and gearbox? Cayman S, of course! While the 987's standard flat-six would be perfectly adequate, Fifteen Eleven Design has really gone to town, taking capacity out to 3.8 litres and fitting forged pistons, steel rods, a custom exhaust and a Life Racing ECU for maximum control over ignition and fuelling. Talking of which, as is the case with either a 914 or Cayman, the fuel tank is at the front. Far from standard issue, however, it's a bespoke carbon fuel cell with an FIA-compliant bladder. Also up-front is a custom-made aluminium radiator. Power? Between 380bhp and 400bhp. Plenty for a car weighing just a thousand kilograms.

I've used the words *custom* and *bespoke* liberally. In reality, with the exception of the running gear, there's not actually much Cayman in this build, so much so Fifteen Eleven Design won't be sourcing complete donor cars for series production — Ben confirms his company will buy the required components off the shelf, direct from Porsche. "The cost of stripping and refurbishing parts from a donor vehicle isn't far off what you'll spend buying the same parts new," he confirms. Buying individual items also means he doesn't need to concern himself with the disposal of redundant Cayman shells. Effectively, then, this is a brand-

new car, the result of a huge amount of manhours, all of which goes toward justifying the price. If you've made it this far, you'll know the numbers are going to be punchy. Again, this something I'll come to momentarily.

In the meantime, the interior beckons. It's a bit of a stride to get over the elevated and beefed-up sill, but the inviting, leather and Alcantara-trimmed Recaro driver's chair adds a touch of class and refinement to what has thus far been a motorsport-dominated build. There is much exposed metal, but the rear bulkhead is neatly carpeted and the inner sills are leather-bound, as are the door cards. The 914's simple dash layout is retained and looks good, trimmed in a combination of dark brown and grey hide. Down in the driver's footwell, AP Racing pedals sprout from the floor. Finishing touches? A MOMO Prototipo steering wheel (obviously)

and a tactile 917-style wooden gear knob decorated with the Fifteen Eleven Design rainbow motif, a design reference to the colours of one of Chris's early sponsors.

The paintwork is flawless, a state not always easy to achieve when working with carbon-fibre. It's the work of motorsport specialist body shop, Normandale. Clients include several Formula One teams, plus a number of independent Porsche specialists you'll know from these pages. Suffice to say Normandale knows a fair bit about the dark art of painting composite materials — look closely and you'll notice the Porsche stripes on the sills are, in fact, exposed carbon-fibre. Elsewhere, gold badging adds a nice touch of bling to the sombre grey.

Is there a duff angle? Not to my eye. Really, I'm quite infatuated and I haven't even driven the car. That's Ben's

Above and below
Four hundred galloping ponies let loose in a carbon-clad bespoke shell weighing a tonne are kept in check by motorsport-spec Reiger coilovers and Cayman S brakes





Above Considering the 914's mid-engine layout, not to mention the 914/6's use of a Porsche flat-six, 987 Cayman S powertrain makes perfect sense

prerogative, what with this semi-open-top stunner being his creation. I'll hop in the for the ride and control briefing in advance of taking to the wheel.

Like father, like son. Ben is a skilled rally driver, currently competing in the British Historic Rally Championship, where — rather like his 914-inspired creation — his boxy weapon of choice is decidedly leftfield:

a Toyota RA40. It's a replica of the car campaigned by Björn Waldegård in the 1980 World Rally Championship and pretty much the only RA40 currently competing worldwide. It's also super-rare enough to be invited to the Goodwood Festival of Speed.

We trickle out of Bakewell (no tarts, yet) in search of some Peak District asphalt to play on, turning heads as we go. From the passenger seat, the car feels solid, planted and suddenly, very, very quick. I'm talking GT3 levels of quick, but unlike so many ultra-stiff

modern GT Porsches, this car simply glides over the rough and rippled surface below.

Ben generously invites me to take up residence in the driving seat. To begin with, I engage in a couple of runs with

THE FOOTPRINT AND WEIGHT DISTRIBUTION ARE NEAR IDENTICAL TO THOSE OF THE 987 AND THE DRIVING POSITION IS JUST FINE

Sherwood taking photographs from the passenger pew. As regular readers will know, he's no stranger to modified cars, as highlighted by his ownership of a modified second-generation 996 GT3, along with various tweaked and tuned Japanese sports cars. "The suspension is amazing," he exclaims, noting how cars of this ilk usually bounce around all over the place, doing their best to prevent him from capturing a sharp picture. No such frustration today.

Finally, a full bite of the Bakewell tart cherry. Logic suggests driving the

Fifteen Eleven Design 914 should feel very much being in charge of a Cayman. The footprint and weight distribution are near identical to those of the 987 and the driving position is just fine for my lofty dimensions. Comfort and full

control equates to confidence behind the wheel.

The best cars are not fast and furious. No, the best cars are those you can relax into.

This sounds like

a crazy description for a near 400bhp roadster weighing just a tonne, but the way this modernised (weaponised?!) 914 lookalike gets down the road is beguiling. The faster you go, the better it gets. The super-stiff shell allows the suspension to work brilliantly. I've often thought the perfect UK-biased chassis set-up is probably something akin to a tarmac rally car.

Fifteen Eleven Design has proved the theory. After all, what is rallying all about if it isn't to go very, very fast on rough surfaces? Too many modified



cars are conceived for the track, but race circuits don't represent the real world. Conversely, the Peak District's roads are very real in every sense. They're turbulence in distressed tarmac form. This modern take on the 914,

complete with its Cayman and Reiger underpinnings, simply rises above the mayhem and skims across the broken surface. Skims? Maybe it would be more

appropriate to say it dances across the surface — the mid-engine layout's influence over changes in direction is apparent. Turns are startling in their immediacy, as is stability under braking and cornering, the Michelins never overwhelmed by sudden spikes in weight transfer.

The amazing chassis control allows the power to be properly utilised, helped along by the car's dinky proportions, which are compliant with the narrow roads. The 987 Cayman S's

six-speed manual gearbox is one of Porsche's best cog swappers and the S-specification brakes make easy work of slowing the action when required, which isn't often. Reassuringly, this Fifteen Eleven Design build encourages

Eleven Design has done is use Porsche parts to build a mid-engined sports car from the ground up.

There is a price to pay. £350,000, in fact. Steep? Well, sure, it's out of my league, but that's not really the point.

This is a bespoke, hand-built sports car. I confess, I pinged a few pictures to a well-known player in the restomod game, who wasn't at all surprised at the

price tag. I can't wait to see the first Fifteen Eleven Design customer cars. Imagine one of these in Viper Green? We'll make a return visit for that one.

MEM and Fifteen Eleven Design might be new players on the Porsche scene, but sometimes it takes a step back and fresh perspective to challenge the status quo. The 914 is a leftfield approach and all the better for it.

Having said that, what if Ben could sprinkle the same genius on a 911? There's a thought. ●

Above It's fantastic to see a fresh take on the 914, a Targa-topped two-seater providing the blueprint for the all-conquering Boxster

ULTIMATELY, WHAT FIFTEEN ELEVEN DESIGN HAS DONE IS USE PORSCHE PARTS TO BUILD A MID-ENGINED SPORTS CAR FROM THE GROUND UP

speed to build and to be carried.

As mentioned at the top of this article, the best days are the ones you don't quite expect. This is definitely one of them. "What do you think?" asks Ben, back at base, when I'm finally prised from the driving seat. "I think I've just driven one of the best Porsche restomods, bar none," I reply, but really, this is much more than a restomod. It may look like a 914, but there's barely any 914 in the mix. There is obviously more 987 Cayman, but ultimately, what Fifteen

SEACOAST

SPECIALIST CARS

INDEPENDENT PORSCHE SPECIALISTS



REPAIR



MAINTENANCE



PRE PURCHASE
INSPECTIONS



SERVICE



RESTORATION



DIAGNOSIS



PORSCHE BOUGHT AND SOLD

www.sscarsnh.com
(603) 782.0870

174 Raymond Rd, Suite B
Candia, NH 03034 , USA



SENSE OF CRAFT

Based on the outskirts of North London, family-run Porsche sales and repair specialist, Portiacraft, has been supplying, fixing and maintaining Stuttgart's finest for more than four decades...

Words and photography **Dan Sherwood**

Many enthusiasts can attribute their proclivity for Porsche to formative years spent in or around a Stuttgart-crested sports car owned by a relative. Even so, few fans of the marque can boast the kind of family connection to Porsche enjoyed by thirty-seven-year-old Ollie Ioannou, who grew up in the company of countless Porsches on account of his father, Harry, buying and selling Zuffenhausen's finest for a living.

"I established Portiacraft back in 1982," explains Harry, now seventy years old. "The aim was to start a business specialising in the sales, maintenance and servicing of pre-loved Porsches." He can trace his love of Porsche to the purchase of the "slightly ropey" 911 T he bought in 1974, back when he was just twenty-two-years-old. "I've been a petrolhead all my life," says the straight-talking North Londoner. "When I was a teenager, I used to race go-karts in the Class 1 National series at Rye House in Hoddesdon and at other circuits in the southeast of England, activity which not

only fed into my need for speed, but also my love of engineering, which was the subject I was studying at Barnet College while working as an apprentice tool maker at Cambridge Instruments."

Even back in the mid-1960s, karting wasn't a cheap pastime. To support this pursuit, Harry put his engineering nous to good use by working on his own kart and

under a bonnet. My 911 T was just the same — the air-cooled flat-six required work in order to get it running properly. I was also faced with minor rust repairs. It was a great car, though, and through owning a 911, I was introduced to many fellow Porsche enthusiasts, many of whom asked me to take care of the maintenance and repair of their cars."

At the time, Harry was swinging spanners on his home driveway, servicing and repairing not just Porsches, but also Triumph Stags. Regarding

HARRY WAS SWINGING SPANNERS ON HIS HOME DRIVEWAY, SERVICING AND REPAIRING NOT JUST PORSCHEs, BUT ALSO TRIUMPH STAGS

fabricating many of his own parts. As he describes, "buying them off-the-shelf was prohibitively expensive".

Predictably, as the years progressed, his interest in karts evolved into a passion for working on cars, resulting in him building a reputation within the local motoring community for being handy with a set of spanners.

"I owned a wide variety of cars throughout my late teens, including various MGBs, Ford Anglias and a Jensen-Healey," he recalls. "Back then, they were cheap, but more often than not, needed a serious amount of maintenance to keep them running. Consequently, I always had my head

the latter, he seemed to have a knack for improving the model's traditionally unreliable nature.

"In order to fund the purchase of a car I planned to recommission and sell, I sold the 911 T around nine months after buying it," he says. Resurrecting tired vehicles and affording them a new lease of life eventually led him to expand his fledgling start-up to encompass car sales, alongside the repair and maintenance work he was already known for. All was going swimmingly until local authorities stepped in to spoil his fun.

"The council said I could no longer run the business from my home because neighbours were complaining about the

Facing page

Portiacraft buys and sells exceptional examples of the 911, focusing primarily on clean 996s and 997s

Below The company's showroom and workshops are a familiar sight to anyone passing through Mill Hill





number of cars in the street," he shrugs. Unbeknownst to Harry at the time, his nose-y neighbours did him a favour insofar as their dissatisfaction forced him to seek suitable premises to work from, a move which saw the business grow exponentially.

HUMBLE BEGINNINGS

"In 1978, I began renting the unit my business occupies to this very day," he says. "Back then, it was just a single workshop, but it was a big step up from trading on my driveway." Located just off Watford Way in Mill Hill, North London, the unit was in a prime location to serve affluent motorists residing nearby. Within a year, Harry was confident enough in the upward trajectory of his sales charts to buy the unit outright and make the move permanent.

"The business continued to grow across the course of the next few years. In 1982, I decided to focus solely on Porsches," Harry reveals. "I could see Triumphs were already long in the tooth, whereas the 911 was a car continually gaining admirers. The business went forward as Porsche Craft."

You read that correctly — not Portiacraft, but Porsche Craft. "We traded under the Porsche Craft name for years, but in the late 1990s, Porsche AG started clamping down on companies

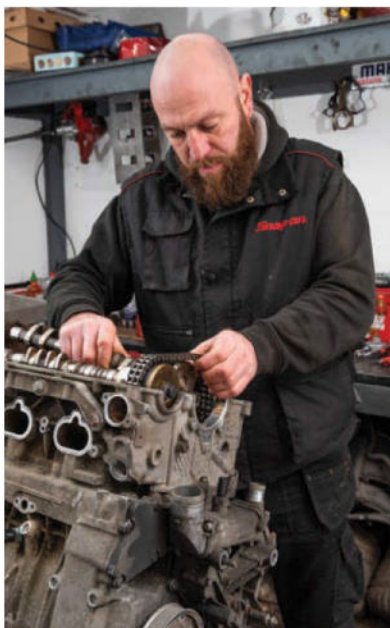
incorporating the Porsche name in its branding. As the new millennium came into view, it was clear we would have to change the name of the business or potentially face an ugly legal battle against one of the world's biggest sports car manufacturers. Spelling the name phonetically was a sneaky way around the rules, but it seemed to satisfy Stuttgart's men in suits and has been the name of the business ever since."

As much as Harry has been the backbone of the business since its

inception, he has had help along the way. Indeed, one of Portiacraft's key members of staff is Martin Robinson. "I grew up across the road from Portiacraft and loved seeing the amazing cars Harry spread around the forecourt," he reminisces. "One day, when I was about fourteen years old, I walked in and asked if the company needed someone to clean its sales cars." Impressed by Martin's gumption, Harry gave him a part-time job cleaning cars after school and at weekends. That was in 1985.

Above The company took up residence in Watford Way in 1978, back when Harry was maintaining Triumph Stags alongside Porsche sports cars

Below Harry oversees a wide range of mechanical work at Portiacraft, including full engine rebuilds





The original Fuchsfelge® **Evolution**

New production with weight reduction



Surface variant: Star black or anodized

Dealer enquiries are welcome

15"-Fuchsfelge

6J x 15 ET 36	579,00 €
7J x 15 ET 23,3	604,20 €
8J x 15 ET 10,6	612,60 €
9J x 15 ET 3	663,00 €

16"-Fuchsfelge

6J x 16 ET 36	671,40 €
7J x 16 ET 23,3	621,00 €
8J x 16 ET 10,6	654,60 €
9J x 16 ET 15	671,40 €

Steel wheel

Design: OE look steel - colour: silver

Dealer enquiries are welcome

15"- Steel rim

4,5 x 15 ET 42	227,00 €
5,5 x 15 ET 42	239,90 €
6,0 x 15 ET 36	259,00 €

all steel wheels with ECE number



Steel wheel

Design: OE look steel - colour: silver

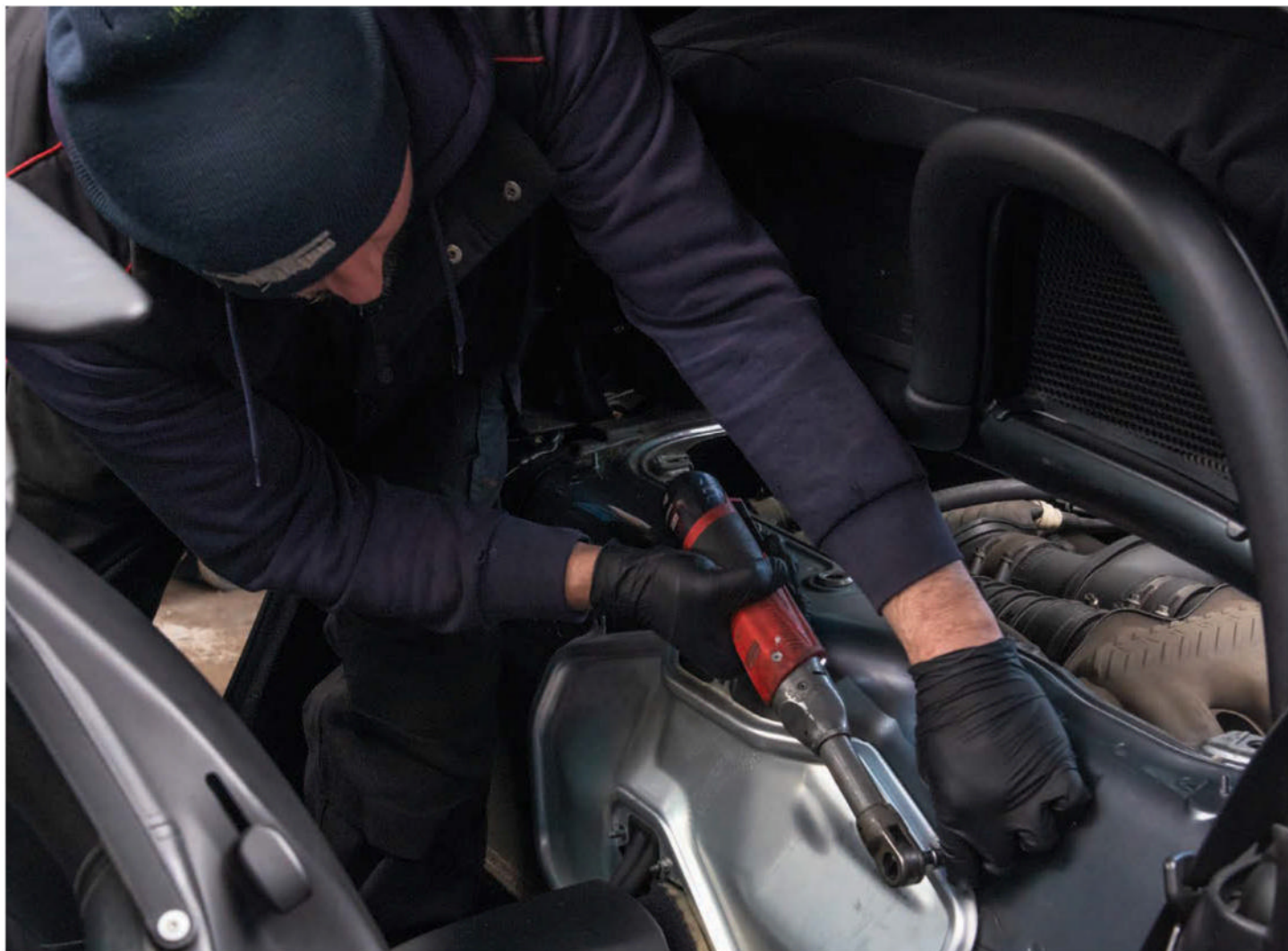
Dealer enquiries are welcome

16"- Steel rim

5,5 x 16 ET 15	259,00 €
------------------	----------

all steel wheels with ECE number





Martin has been at Portiacraft ever since. "I finished school two years later and began working at Portiacraft full-time," he remembers. "At first, I was just cleaning cars, but I was super-keen to learn more about them and would devour motoring magazines to learn as much as I could about the different Porsches we were selling. I would also spend as much time as I could around the company's mechanics, quizzing them in order to find out how the cars we sold were put together."

UP THE RANKS

Martin's resulting encyclopaedic knowledge of Porsche and its products meant he was not only a dab hand with a sponge, but was soon proving himself a stellar salesman. Needless to say, he graduated from head detailer to a role in sales and stock acquisition.

"Martin's role within the business has grown over the years," Harry confirms. "He's now Portiacraft's general manager, a reflection of the fact he knows every element of this business inside out. He's

been here thirty-eight years. I have no doubt, if he has his way, he'll be here for another thirty-eight years!"

Another Portiacraft member likely to be with the company for the long-term is the aforementioned Ollie, who joined the family business in 2004, not long after his eighteen birthday. "I started off much like Martin, washing cars

and generally learning the business from the ground up," he explains. "I've been a Porsche enthusiast for as long as I can remember. In fact, after being born, I was transported home in an air-cooled 911. Growing up as the son of a Porsche-mad dad in the motor trade meant it was more or less inevitable I'd end up working with Porsches in one

Above All mechanical work was brought in house following the business expanding into the neighbouring unit on Watford Way

Below The business is in safe hands with Ollie looking after sourcing of sales cars





Above Martin has been with the business for almost four decades

Below Demand for Portiacraft's services continues to rise



way or another." In the present, Ollie takes care of the majority of the firm's stock buying, meaning he is often out and about finding suitable Porsches to add to Portiacraft's ever-changing sales list. "The bulk of our output is focused on early water-cooled Porsches, including the 996- and 997-generation 911," he tells us.

"These are great cars and are generally much better value for money than air-cooled 911s or much newer Porsches. Moreover, in my experience, the 996, 997 and their Boxster and Cayman derivatives tend to be bought by true

enthusiasts. These are owners who want a Porsche they can use and cherish without breaking the bank. The cars we sell fit the bill perfectly."

IT WAS GETTING INCREASINGLY EXPENSIVE TO HAVE THE JOBS COMPLETED TO THE STANDARD HARRY DEMANDED

This isn't to say Portiacraft doesn't trade in both early and modern 911s, as well as the occasional Porsche SUV, but in the main, the company sticks with what it knows best and, importantly, what it recognises there is most demand

for. Typically, this equates to a water-cooled 911 priced between £15,000 and £70,000.

These are also the Porsches loved by the Portiacraft team. "They're excellent cars," Harry smiles. "Don't be fooled by horror stories on the internet. IMS bearing failure, for example,

is certainly not as common as the naysayers would have you believe. We've been working with these cars for years and we hardly ever come across an IMS issue. It only affects a small percentage of Porsches with the M96 and early M97 engine, primarily those with a single-row IMS bearing from factory. Even then, failure is an exceptionally rare occurrence."

According to Martin, bore scoring is a much more prevalent issue than IMS failure, with 996s and first-generation 997s manufactured from 2004 — after which Porsche moved to a two-year servicing schedule — being most likely to suffer. "Every car we sell has been rigorously checked for signs of bore scoring. If found to have an issue, we carry out the appropriate engine rebuild before the car is advertised for sale," Martin explains. "This work will be backed by Portiacraft's comprehensive





in-house warranty, which is applied to all cars sold, giving our customers complete peace of mind in the pre-loved Porsche they are buying from us."

STRONG REACH

Back in the early days of Portiacraft, much of the mechanical work involved in preparing the cars for sale was farmed out to a third-party specialist, but it was getting increasingly expensive to have the jobs completed to the standard Harry demanded. The solution came in the early 1990s, when the business was expanded into adjoining units, thereby allowing all required mechanical work to be carried out on Portiacraft's premises.

It's important to note it's not just the meticulous preparation of sales cars taking place in this corner of North London. Portiacraft offers a complete range of servicing, repair and maintenance services for its customers, including full engine rebuilds. "In Paul Defreis and Claudio Costa, we have two dedicated and knowledgeable in-house technicians," Martin states, proudly. "We charge an hourly rate of ninety pounds, subject to VAT. Thanks to excellent relationships with our parts suppliers, we can diagnose and fix faults, or apply upgrades, in a cost-efficient manner. We strongly believe in being open and honest with our customers and will

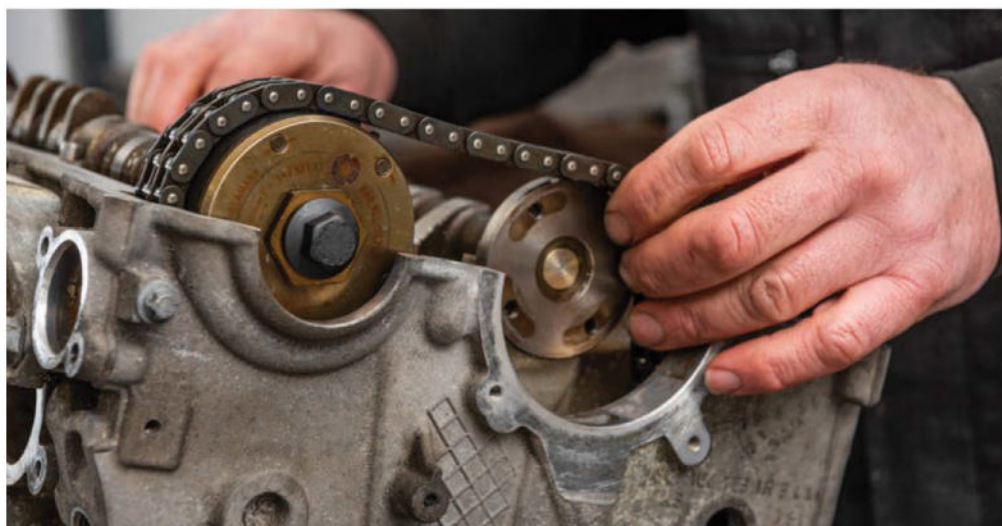
never push for any parts or work not completely necessary."

Building long-standing relationships with its client base has helped Portiacraft to keep a constant stock of sales cars. "We buy back around ninety percent of the cars we sell," Ollie confirms. "We already know their history and the individual owners. Many trade-up on a fairly regular basis, meaning we are used to seeing 911s with multiple names on their logbooks. This isn't considered a negative, though, as may be the case with cars from other premium marques. Put simply, almost all the owners we buy from or sell to are true enthusiasts who

have cherished their cars and maintained them to a very high standard."

At a time sourcing good cars at the right price is becoming a difficult business, this steady stream of used Porsches is most welcome. "The market has changed a great deal since I started the business more than forty years ago," Harry muses, "but we've always managed to roll with the times and keep moving forward." And with Ollie now ready to pick up the baton and follow in his father's footsteps, it's safe to say Portiacraft will continue supplying and maintaining Porsches in this neck of the woods for many years to come. ●

Above and below
Most Portiacraft sales cars are known to the business, but this doesn't stop them being subject to exacting inspection and remedial work prior to being offered to the firm's clients





PORTIACRAFT
INDEPENDENT PORSCHE SPECIALISTS
eSTAbliShed 1982

Sales, servicing & everything Porsche
We usually hold 20-25 cars in stock prepared to a
high level & competitively priced.
All cars we sell are fully serviced prior to sale with
a new MOT & warranty included in the price.



PHONE: 020 8959 1604
email: sales@portiacraft.com

www.portiacraft.com

981 CAYMAN 2.7

Anything but basic, the entry-level 981 Cayman delivers a huge number of smiles to the mile without breaking the bank, making it one of the Porsche scene's best buys...

Words **Robert Smith** Photography **Thomas Fawdry**

By the time of the 981-generation Cayman's arrival in 2012, Porsche's calculated merging of 911 and Boxster assembly lines had radically cut the cost of vehicle production and, crucially, helped the company to return to financial stability. Many saw the 986 and the 987 as much 'lesser' sports cars than the 911, but the 981 presented a different story. Certainly, by the time of 981 Spyder and GT4 production, the

Boxster/Cayman twins had finally branched out on their own.

When the 991 was released at the back end of 2011, Porsche ownership was immediately opened up to a much wider group of sports car enthusiasts, a consequence of this generation of 911 introducing a higher number of driver aids, including electronically assisted steering. Where the 997 and earlier 911s would punish their pilot for not concentrating, the 991 made allowances for driver error. Porsche purists didn't see this

as a positive character trait, but it was one which saw the 991 find favour with a new sales audience — the 991 went on to become the most successful of all 911s.

The same electronic trickery, including an electronically linked parking brake, was carried over to the 981 Boxster/Cayman, which inherited many of its looks from the 991 and the 918 plug-in hybrid supercar. A 4.6-inch full-colour TFT touchscreen sat proud in the centre of the dash, while a variety of sensors relayed live



engine operating information back to the driver in a clear, concise manner.

Even the entry-level 981 Cayman — as seen here — developed 261bhp and 207lb-ft torque, more than enough for bouts of spirited driving along twisty B-roads and coastal highways, where the Boxster/Cayman's mid-engine layout really comes into its own.

We popped along to the Suffolk headquarters of independent Porsche sales, maintenance, restoration and servicing specialist, PIE Performance (pieperformance.co.uk), to spend time with the beautiful PDK-equipped 2013 Aqua Blue Metallic 981 Cayman 2.7 seen on these pages. Company boss, Chris Lansbury, talked us through the merits of modern Boxster/Cayman ownership, as well as what to look out for if buying a base model 981. Good luck and happy hunting! ●

SUBSCRIBE TO
911&Porsche
SEE PAGE 120
FOR DETAILS

COMPLETE YOUR
911&Porsche
COLLECTION
ORDER BACK
ISSUES AT
bit.ly/issues911pw



BODY

Remarkable. Where the 2.5-litre 986 Boxster was criticised for feeling underpowered, the 2.7-litre 981 (itself a Boxster/Cayman starting point) feels altogether sprightly. Perhaps this is down to the car's low body weight, its low drag coefficient or the fact its engine is, in fact, a scaled down version of the 3.4-litre flat-six found in the 981 Boxster/Cayman S? Whatever the reason, the 981's high-end trim, amazing overall specification and glorious looks make the beautiful blue Cayman at PIE Performance feel anything but entry-level. Surely, there must be a catch?

"Not really," laughs PIE head honcho, Chris Lansbury. "By the time the 981 was ready for release, Porsche had refined and improved the Boxster/Cayman concept to the point it was, in many respects, simplified." The Boxster's retractable roof is a prime example of what he's talking about. "Previous Boxsters featured a clam shell, which should sit flush when the roof is hidden within. If the part's gear mechanism isn't lubricated sufficiently, the clam top won't shut properly and may sit proud. In contrast, the 981's roof folds into the back of the cabin. It's a much more straightforward and more efficient system with no problems to report."

Even the oldest production 981 has seen little more than a decade on the road. Combined with modern automotive manufacturing techniques and anti-rust measures, this means finding body corrosion anywhere on a 981 is largely unheard of. With this in mind, evidence of poor panel gaps, difference in shades of paint between sections of the car and any sign of body damage needs to be considered carefully — you may be looking at a Cayman that's suffered an accident.

As mentioned elsewhere in this issue, all generations of Boxster/Cayman have been big sellers, so don't be afraid to walk away if you sense something amiss — there are plenty more 981s to choose from.

"The 981 is still new enough for problems associated with high mileage or major wear not to have presented themselves," says Chris. "Rear lights can accumulate condensation," he says, "but as a priority, make sure all of the car's paintwork is free of damage, ensure the extendable rear wing works and check for tears or nicks in a Boxster's roof, which can be expensive to replace."



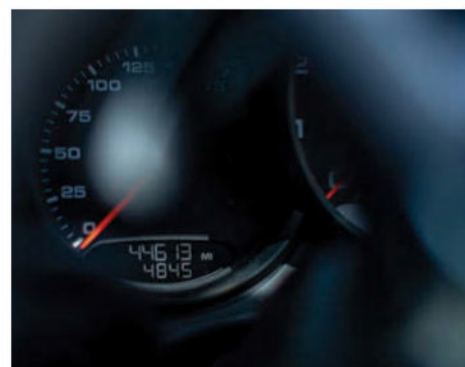


IDENTITY

The easiest way to correctly verify the identity of the 981 you're looking at is to check its Vehicle Identification Number (VIN), which can be found at the base of the windscreen and stamped into the chassis under a flap in the carpet flap ahead of the offside front seat. A sticker on the driver's side door jamb will also display the VIN. Make sure it matches what's printed on the V5. Also, spend a tenner at mycarcheck.com, where

you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there is any outstanding finance on the Cayman you're looking at. You should also enter the vehicle's details into the DVLA's online MOT database (visit bit.ly/dvlamot), a service which will return all passes, failures and advisories registered as far back as records are stored. Additionally, take advantage of the Suncoast Parts VIN

decoder (check it out at bit.ly/suncoastdecoder), which will provide you with a Porsche-specific build sheet for just \$10. This document will let you know exactly how the car left the factory, including model specification and any individual equipment optioned. We've lost track of the number of Porsche owners who have discovered their car makes use of a special feature they only found out about after ordering this report. Make no mistake, it is money well spent.



THE ETERNAL IMS CORRECTION



EPS® IMS BEARING UPGRADE KIT

Prevent future catastrophic engine failure permanently with THE ONLY ETERNAL IMS CORRECTION for the notorious Porsche® intermediate shaft bearing.



FEATURES & ADVANTAGES

PORSCHE® 996, 997, BOXSTER & CAYMAN 1997-2008

- Prevent expensive IMS failure for the life of the engine
- Cylindrical thrust control bearings that hold 12 times the load capacity of ball bearings
- Can be installed without disassembling the engine
- More cost effective than other solutions
- **5YR / 30,000MILE WARRANTY**



LIVE CUSTOMER SUPPORT M-F 9-6 ET, CALL US **305.503.9921**

European Parts Solution®

3030 SW 38th Avenue
Miami, FL 33146, USA
www.epsauto.com

IMS Bearing Upgrade Kit & EPS® products available at the following locations:

Vertex Automotive
Miami, FL USA
www.vertexauto.com

Design 911
Ilford, London UK
www.design911.com

Rose Passion
Jarny, France
www.rosepassion.com



ENGINE

"The 2.7-litre 981 Cayman and 3.4-litre 981 Cayman S feature excellent engines," Chris says. "That said, cam timing solenoid valves can be problematic. There are two on each bank and we recommend replacing them in pairs on a single side, even if only one is at fault. There is, however, no need to replace all four parts unless your 981 registers a problem on each bank, which is unlikely. If you do find yourself faced with the need to replace all four items, budget three hours labour in addition to the cost of parts." Routine servicing must be observed every 20,000 miles or at least once a year, even if the car doesn't rack up much in the way of mileage.

The 2.7-litre engine may be down on power when compared to the Cayman S's 3.4-litre flat-six (261bhp versus 311bhp), but the difference isn't as noticeable as many of you might imagine. This isn't to say you should buy a base 981 if your goal is to secure the last word in performance, but the 2.7-litre boxer features revised pistons, adjusted variable valve timing and updated airflow equipment combining with kerb weight of just 1,377kg (when equipped with a manual gearbox) to deliver a quick car, offering a zero to sixty time of just 5.4 seconds and topping out at a respectable 164mph. Despite smaller displacement, the base 981 Cayman is more powerful than its predecessor (the 2.9-litre 987 Gen II 2).

"The standard 981 tailpipe is a single outlet," explains Chris. "If possible, get hold of a 981 Cayman with the optional Sport exhaust, as can be seen on our car." The upgraded pipework isn't going to add a stack of ponies to the host Porsche's output, but it will sharpen throttle response and activate a racier exhaust note when the centre console's Sport button is pushed, transforming the character of the 981 Boxster for the better.

Service history from Porsche Centres and independent specialists, such as PIE Performance, is something you should place at the top of your Cayman wish list.

BRAKES, SUSPENSION AND TRANSMISSION

The 2.7-litre 981 Cayman was offered with a six-speed manual gearbox or a seven-speed PDK semi-automatic dual clutch transmission. It's of paramount importance the PDK system is treated to fresh lubricant at Porsche's recommended service intervals (every six years). Check the book pack and service history of the PDK-equipped car you're looking at to ensure this maintenance has been observed. PDK was a £1,900 option, so expect to pay a premium for cars loaded with the system. Clutches should last at least 60k miles before they need to be replaced, costing upwards of £1,000.

"At the risk of sounding like a stuck record," Chris smiles, "there really isn't anything to report as far as 981 suspension and braking equipment is



concerned. Brakes are traditional, reliable, quality Porsche parts. For this reason, I wouldn't recommend using anything other than OEM discs and pads. That said, the inside face of rotors can corrode." As outlined elsewhere in this issue of *911 & Porsche World*, this is a long-standing problem evident since the first-generation Boxster. "Rubber suspension bushes can fail, and we've had to change a couple of 981 rear hub assemblies, but beyond usual wear and tear, the 981 has proved itself resilient and reliable in all areas."

Pandemic-caused lockdowns promoted the trend of buying Porsches remotely, often without test drives or even looking at the car in the metal. If you're going to engage in this practice, we strongly advise you to commission PIE Performance (or the car's nearest recognised marque specialist) to carry out a thorough pre-purchase inspection. The resulting documentation will outline not only the car's true condition, but also details of any parts which may need to be replaced in the short term. Only then will you know if the Cayman you're thinking of buying is correctly priced. For example, parts and labour for renewal of braking components will set you back the best part of £1,000. Make sure the price you pay for the car reflects any additional spend you'll be faced with at the point the Porsche lands on your driveway.





INTERIOR & ELECTRICS

The 981's interior feels completely modern, even today. PIE Performance's Cayman 2.7 features attractive black leather, complementing the bright blue paintwork. "The materials Porsche used for 981 interiors are incredibly robust, but be mindful of possible driver's seat bolster wear," Chris warns. "The only real complaint we've come across is weak switchgear. Specifically, the electric window switches, door mirror switches and heater control switches become brittle and can snap. The electrics themselves

cause no problems, although dash warning lights suggesting otherwise can be triggered by a battery running low voltage. On this topic, we've received 981s on the back end of Porsche Centres incorrectly diagnosing a major fault. Owners can be asked to pay for expensive replacement parts, when the problem is simply a duff battery and the need to extinguish fault codes." Needless to say, if you don't intend to drive the car daily, it's a good idea to keep your 981 connected to a trickle charger, avoiding low battery voltage during periods of rest.

Scuttle drains can get blocked over time, especially on a 981 left standing outside for extended periods. It's essential these are regularly cleaned, else rainwater will flood the scuttle pan and litres of water will seep behind the dashboard. "Damp will play havoc with some of the 981's electrical systems if the scuttle is left unmonitored," continues Chris. "If fitted, the factory tracking system is particularly susceptible to error, causing alerts to be sent to the company responsible for monitoring the whereabouts and safety of the car." ●



REASON PORSCHE

SPECIALIST SERVICE CENTRE
CROWFIELD - IPSWICH - IP6 9SZ

CALL: 01473 845007
Email: service@reasonporsche.com



Dedicated Porsche Specialists in East Anglia.
4 factory Porsche trained technicians with
over 80 years combined experience.

SERVICING - MOT - PIWIS LATEST FACTORY DIAGNOSTICS
FOUR WHEEL ALIGNMENT - AIR CONDITIONING - TYRES



WWW.REASONPORSCHE.COM

Porsche Torque



Mobil 1
SERVICE CENTRE

DISTRIBUTORS FOR



01895 814446

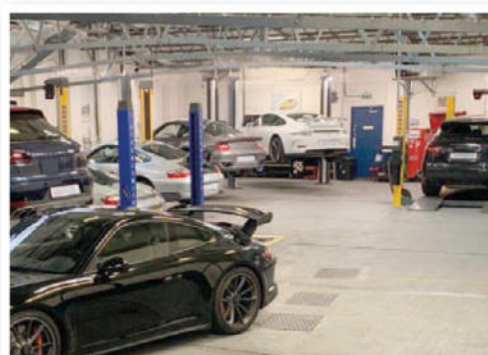
porsche-torque.com



Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

CHARLES IVEY SPECIALIST CARS LTD

*London's leading Porsche specialist
for over 45 years*



Ivey House, Hollyfield Road, Surbiton, KT5 9AJ

info@charlesivey.com **020 7731 3612** www.charlesivey.com

Elevate Your Driving Experience



Photo Credit: Rennsport Dragon Rally Event/Aliboy Photography

IPD
INNOVATIVEPRODESIGN

IPD Intake Plenums
For Select Late Model Porsches
1999 - Present

- Best Bolt-On Engine Upgrade Available
- Tested, Challenged & PROVEN!!!
- 100% Money Back Guarantee

Visit Our Website to Find Your Local Dealer ► www.ipdplenums.com





LIGHTS ALIVE

Litronic, PDLS, PDLS Plus, HD LED matrix. Fantastic technology, confusing names. In this article, we chart the evolution of Porsche headlight design...

Words **Thomas Schenck and Dan Furr** Photography **Dan Sherwood, Dan Furr, Barry Hayden**

One of the highlights of the original 911 Turbo's specification was headlight washers as standard equipment. They were large, rather inelegant nozzles located on the bumper, but were intended to improve visibility at night and in inclement weather — owners of air-cooled 911s may scoff, but the headlights of classic Porsches aren't exactly known for their range.

In the wake of the Turbo, the headlights of Porsche sports cars gradually became a key element of trim level and model hierarchy justifying a move upmarket. For example, the first-generation 997 Carrera S was differentiated from the base-model Carrera not only by its larger, more

powerful engine and Porsche Active Suspension Management (PASM), but also by the inclusion of xenon headlights.

Varying levels of headlight sophistication made themselves known across successive generations of 911. Today, rather than simply a means of illumination, Porsche headlights are an integral component of the manufacturer's design language, aiding the overall look of the host vehicle. The relationship between form, function and dealership sales is easy enough to understand, unlike some of the convoluted and often ambiguous names Porsche gives its lighting systems.

Litronic and Porsche Dynamic Light System Plus, for example, are just two examples of what are essentially meaningless marketing labels to anyone new to the Porsche scene (or to marque enthusiasts unfamiliar with the brand's modern or modern-classic products).

With this in mind, and in a bid to help you see more clearly in the dark (both literally and metaphorically), we

decided to take you on a journey through Porsche's lighting labyrinth. We've also taken time to evaluate aftermarket headlight options bringing modern functionality to older Porsches.

It should be noted, until the arrival of the 993-generation 911 for the 1994 model year, Porsches made use of halogen bulbs for headlight illumination. Aside from modest work on the quality of this kind of bulb, the technology hardly evolved and is therefore not worthy of covering in any detail. Suffice to say, glass ellipsoid lenses and halogen bulbs were the order of the day for the majority of the

the frunk, behind each light assembly), headlight washers remained a separate cost option.

996 GEN II

With the arrival of the second-generation 996, Porsche redesigned the 911's (and 986 Boxster's) controversial 'fried egg' headlights. In doing so, xenon lights became bi-xenon lights. What's the difference? Bi-xenon headlights allow xenon lighting both in low-beam and high-beam, meaning only one bulb is required for both functions. Switching to high beam is achieved by way of a

motorised blackout shutter, which almost instantly increases the intensity of illumination. Thanks to this system, the earlier problem of waiting for xenon to heat to the required

TODAY, RATHER THAN SIMPLY A MEANS OF ILLUMINATION, PORSCHE HEADLIGHTS ARE AN INTEGRAL COMPONENT OF THE MANUFACTURER'S DESIGN LANGUAGE

air-cooled era of Porsche production. It was only from the arrival of the 993 that things got interesting.

993 AND 996 GEN I

Toward the end of the 993's production run, Porsche introduced its Litronic self-levelling xenon headlight system. Litronic is essentially a marketing label used by Bosch and Porsche to describe xenon headlights. These lights are recognisable for the blue tinge they emit when illuminated, a result of xenon (a colourless gas) exhibiting a blue glow when placed in an electric field. You'll note this design of headlight is adopted for low-beam automotive lighting only. This is because it takes time for xenon to heat up, making it unsuitable for high-beam illumination (especially for quick flashing of headlights).

Interestingly, despite this advanced-for-the-time headlight option (check your 993's option list for code 601 and a pair of high-voltage ballast packs mounted in

temperature (and therefore deliver heightened illumination) is eliminated.

With the arrival of bi-xenon lighting for Porsche products, headlight washers were integrated into the host vehicle's headlight clusters. Incidentally, for bi-xenon lighting, Porsche continued to use the Litronic name. The system was standard equipment for the 996 Turbo and the 40 Jahre anniversary model.

997 GEN I

The first-generation 997 arrived in 2004. Until this point in time, lighting technologies being offered to Porsche customers were cost options intended to encourage dealer showroom visitors to spend more on their new cars, but the logic of differentiating models through headlight design and technology was starting to take hold in Zuffenhausen. For example, the entry-level 997 Carrera was equipped with old-fashioned halogen headlights, whereas the Carrera S was treated to bi-xenon headlights

Facing page 992 LED matrix headlight, including eighty-four light-emitting diodes, arranged in a grid structure and surrounded by Porsche's now typical quartet of daytime running lights



and headlight washers as standard kit. First-generation 997 GT3s, meanwhile, were equipped with halogen lighting as standard and xenon as an option.

997 GEN II

The appearance of the second-generation 997 for the 2009 model year coincides with the adoption of bi-xenon lighting (and dynamic lighting adjustment) for the entire 911 range as standard equipment. What buyers gained as an option, however, was directional lighting — the low beam headlights can rotate near fifteen degrees in a curve. This type of headlight can be recognised by a 'double lens' inside the light assembly and was one of the earliest examples of Porsche offering the option of a change to headlight design (as opposed to a different type of lighting).

The second-generation 997 Turbo is equipped with directional bi-xenon headlights as standard equipment. The same-age 911 GT3 was manufactured with xenon headlights, but was offered with directional bi-xenon units as an option. Curiously, Porsche also introduced the availability of lightweight headlights (lacking headlight washers or lighting range regulation).

It should also be noted how the second-generation 997 introduced LED lighting to the 911's front bumper blocks and rear lights. They provide the benefit of better visibility, but also have the advantage of looking more elegant when lit. Also, for four-wheel-drive versions of the second-generation 997, a central reflective strip between the two rear lights made a return after being dismissed for

the build of earlier 997s driven by all four wheels. As was the case with the 996 Carrera 4S and earlier incarnations of the 911 making use of the same decoration, the strip isn't illuminated, but contributes to aesthetic differentiation between two-wheel-drive and four-wheel-drive versions of the 997.

991 GEN I

For the 991 Carrera line-up, bi-xenon headlights with headlight washers and lighting range adjustment were standard for all models. The 991 also introduced automatic headlight switching, a convenient (and cool) safety feature firing up the car's headlights when daylight

fades. At this point in the 911's production timeline, however, Porsche's options list became a real headache — as you're about to discover, with a wider range of 911s on offer, more headlight equipment was available than ever before.

This is a good thing, but with so many different combinations of lighting kit for the various 991s in production, prices differed wildly.

Four-wheel-drive versions of the newer 997 carried over the aforementioned rear light strip, but it was now illuminated. As an option, clear rear lights were available, although they're not to everyone's taste. Let's delve into the three main headlight developments available for the early 991.

Left First-gen 996 headlight with separate washer jet

Middle Second-gen 996 headlight, now with incorporated washer jet

Right First-gen 997 bi-xenon headlight, as featured on the Carrera S and 4S

Below Second-gen 997 Turbo, including directional bi-xenon lighting as standard



PASSION. EXPERTISE. QUALITY.



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



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

AUTOMATIC HEADLIGHTS SWITCHING

At night, in a tunnel or a car park. Beyond 80km/h by day.



Simply add « Automatic Headlights » function to your beloved car on your original genuine Porsche™ switch set to « HOME » position

Passionately made for :

Boxster 987.1.2
Cayman 987.1.2
911 997.1.2
Cayenne 955 & 957

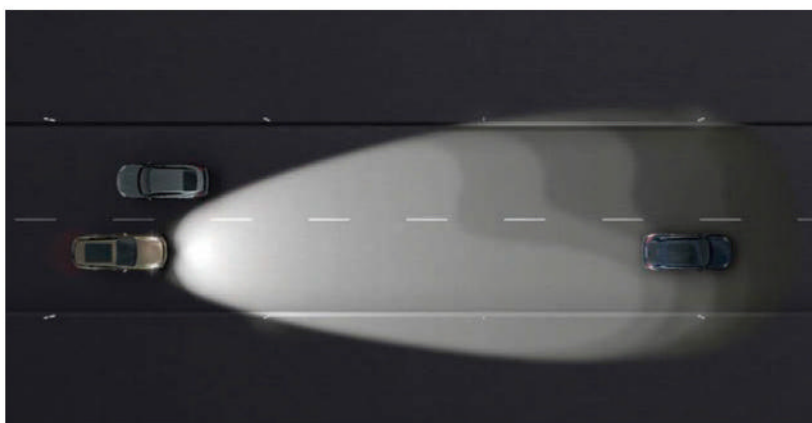


• = LIGHTS OFF
HOME > HOME • AUTO
☾☾ > ☾☾ • AUTO
☾☾ = ☾☾ MANUAL

PALS™
par Autolight Systems

Certified CE (E)

Order on 
autolightsystems.com



Porsche Dynamic Light System (PDLS)

The 911's directional bi-xenon headlights adopted this new name, which was accompanied by new lighting functions. A basic level is given for city driving, while another is designed for high speed — effectively, PDLS increases safety by enhancing near-field, lateral and far-field illumination by adjusting the range of the dipped beam according to driving speed. Additionally, newly introduced sensors adapt the lighting in bad weather to avoid glare.

The dynamic cornering light function rotates the main headlights toward the inside of a road's curve in relation to the car's speed and steering angle. Static cornering lights turn on auxiliary headlights for clearer visibility on tight, turning roads.

PDLS was offered as standard equipment on the 991 Turbo S and was available at a discounted purchase price to buyers of the 991 Turbo and the 911 Edition 50 Years, but was only available as a full-price cost option for the rest of the 991 range. This is where pricing gets

really complex — as PDLS demonstrates, individual equipment varied in price depending on where the host Porsche sat

natural lighting than what came before. From around 40mph, the dynamic main beam will detect traffic from the opposite

direction and will alter lighting intensity to avoid glare. In other words, the light cone's intensity and range are adjusted depending on the car's surroundings.

Above all, let us note the aesthetic argument of the four light points is primarily an additional selling point to encourage customers to buy 911s higher up the food chain.

Black headlight interiors

The 991 Carrera GTS introduced a new, purely aesthetic element of headlight differentiation: black light cluster interiors, front and rear. This was a first for Porsche and proved a big success, so much so black light cluster interiors were quickly offered as an option across the entire 991 range. Again, however, we find ourselves with further combinations of standard equipment and extras: PDLS was standard on the GTS, but PDLS Plus and LEDs remained an option.

Top left The second-generation 997 introduced LED lighting front and rear

Left Illustration showing the effect of PDLS Plus with dynamic high beam

Above 991 Carrera GTS introduced black headlight cluster interiors as a purely aesthetic update

THE DYNAMIC CORNERING LIGHT FUNCTION ROTATES THE MAIN HEADLIGHTS TOWARD THE INSIDE OF A ROAD'S CURVE

in model hierarchy (and therefore what equipment the car already possessed in standard trim).

PDLS Plus

As if things weren't complicated enough, Porsche offered PDLS Plus as an add-on to PDLS from 2014. We recognise these headlights — standard on the 991 Turbo S — by a visual signature featuring four light points directly inspired by the 919 Hybrid sports-prototype. This four-point arrangement went on to be a key feature of the entire 911 line-up, but this was the first time showroom visitors saw it on a production model.

PDLS Plus introduces LED lamps and an LED ring on the headlight surround, presenting a longer lifespan and more



Above Demonstrated by this 992 Carrera, the 919 Hybrid's four-point light signature has become a staple of Porsche's modern design language

Below Illustration showing the 992 Carrera S/4S with LED matrix headlights and PDLS Plus

991 GEN II

Thankfully, with the arrival of the second-generation 991, Porsche's headlight options didn't change a great deal. Note, however, even the standard bi-xenon headlights adopted the LED signature with light points. It is in aesthetics we see the 911 evolve: at the rear, this generation's sculpted lights exhibit a more satisfying look, presumably in response to criticism from some quarters regarding the earlier 991's rear lights being too large. Finesse rules the roost. PDLS and PDLS Plus were still the main options of the day, and the interiors of GTS light clusters continued to be finished in black. All options were extended to the rest of the 911 range.

In terms of Porsche's pricing policy, though, things were a real mess. For instance, Angoulême-based independent Porsche and Audi specialist, Atelier Palmers, has recognised no fewer than seven different price points for PDLS Plus LED headlights with black light cluster interiors, simply because there were seven different starting options for this package, each linked to the host 911's position in model hierarchy. For example, the 991 Turbo includes PDLS Plus as standard equipment, but doesn't make use of black light cluster interiors, meaning they're an optional extra for this model. As already established, the GTS features the latter, but doesn't include PDLS Plus as standard. And on we go.

992 GEN I

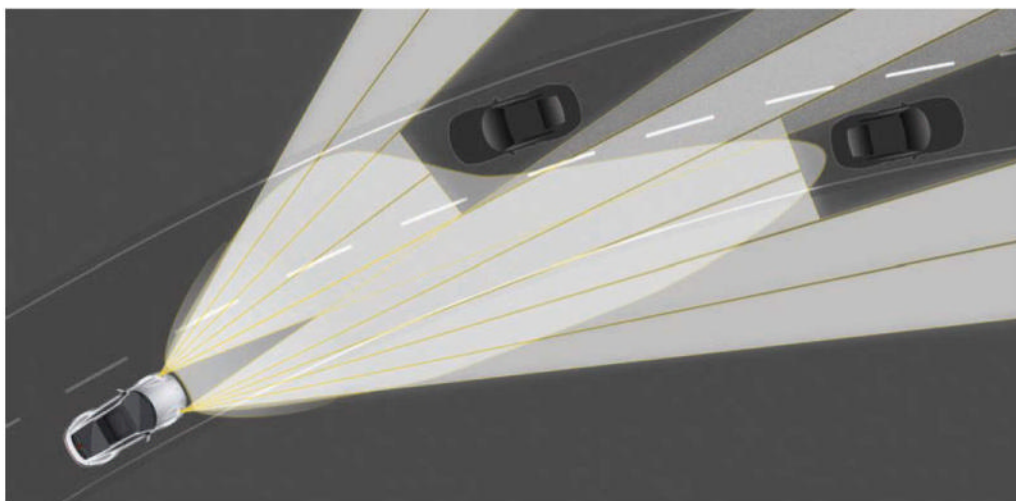
We are now in the era of standard LED headlights across the entire 911 range. The 992's daytime running lights feature a four-point signature at the front *and* at the rear, where a light strip has become the signature of all models. This is a design element found on almost all models in the current Porsche range, with the exception of the 718 Boxster/Cayman twins. The 992's optional Porsche Exclusive Design rear lights are distinguished by a black tinted headband.

PDLS Plus

When it comes to 911 headlights, PDLS Plus was the best of the best, but following the launch of LED matrix headlights, is now relegated to the rank of premium option. There are no particular modifications to report when comparing the 992's PDLS Plus system to that of the second-generation 991, suffice to say PDLS Plus remains a brilliantly effective lighting system.

LED matrix headlights

This is where Porsche further encourages showroom visitors to spend a little more on their new 911s. Equipped with eighty-four individual LEDs, the 992's matrix headlights are accompanied by a camera, which detects the presence of other vehicles in the surrounding area and constantly adapts the lighting beam





accordingly. Concretely, matrix headlights provide optimal lighting without disturbing the field of vision. The option is combined with PDLS Plus (beam rotation in turns) and can be associated with black light cluster interiors.

Once again, we see the extent headlight design enters into Porsche's commitment to aesthetic differentiation between models and, importantly, how it presents an opportunity for dealerships to up-sell. For the 992 Carrera S, for example, LED matrix headlights with PDLS Plus and black light cluster interiors will set you back €3,666. The same option costs €2,550 for buyers of the 992 Turbo, but only €618 on the Turbo S. In contrast, this combination is supplied as standard equipment on the recently released 911 Dakar. Complicated, huh?!

986 BOXSTER

The Boxster/Cayman twins have never been as well equipped as their corresponding 911. Even so, let's take a quick look at some of the lighting differences between models.

As was the case with the 996-generation 911, the 986 Boxster was equipped with halogen headlights as standard. Buyers had to dig deep into the 986's options catalogue to find Litronic headlights with xenon lighting. Headlight washers were also optional.

987 GEN I BOXSTER/CAYMAN

Introduced in 2004 and coinciding with launch of the 997-generation 911, the

987 Boxster was offered with halogen headlights as standard. Bi-xenon lighting with range adjustment was optional, as was the case with the Cayman fastback coupe, unveiled at the 2005 Frankfurt Motor Show.

987 GEN II

The second-generation 987 Boxster/Cayman continued to make use of halogen lights as standard. There was, however, a novelty available for buyers: the bi-xenon headlight option was now accompanied by the inclusion of LED daytime running lights.

981 GEN I

Porsche's policy of model differentiation through headlight design was apparent on launch of the 981 Boxster/Cayman in 2012. 2.7-litre models were equipped with halogen headlights as standard, but buyers stepping up to a Boxster/Cayman S were entitled to bi-xenon lighting as standard. The 981 GTS took things a step further by incorporating PDLS with black lens interiors as standard, although the same equipment was only offered as an option on the 981 Boxster Spyder and 981 Cayman GT4. Porsche likes to keep things simple with its sportiest models.

Regarding the 981's looks, exterior lighting has played its role to the full. This is clear at the rear, where Porsche has focused on sculpted lenses with curves extending the shape of the rear wing. This was a design success story not reproduced on the 718.

718 GEN I

The 718 Boxster/Cayman's lighting configurations are largely the same as those of the 981. As standard, two-litre and S-badged 718s are granted bi-xenon lights with LED daytime running lights. PDLS with four-point lighting is optional (meaning LED headlights with PDLS Plus is also optional). The GTS models are the best-equipped, as demonstrated by the inclusion of PDLS with black lens interiors. The 718 Boxster Spyder, Cayman GT4 and GT4 RS make use of bi-xenon headlights with black light cluster interiors, but no PDLS as standard. The fabulous LED matrix headlight option is not yet available for the 718 range.

Aftermarket lighting solutions

Many of us like the idea of equipping an older Porsche with modern lighting. Let's take a look at some of the options available on the aftermarket.



Above Due to the fact the 992 Turbo S is so well-equipped as standard, adding PDLS Plus and black headlight interiors attracts a much lower cost than the Turbo

Below 981 rear light design carries the contour of the rear spoiler across the centre of each lens

CARBONE BI-LED SINGLE-PROJECTOR HEADLIGHT PACKAGE FOR CLASSIC 911

Air-cooled Porsche parts and accessories specialist, CarBone, has developed bi-LED headlights to make classic 911s safer by significantly improving the driver's field of view with a bright and sharp beam pattern. The main advantages of bi-LED modules are quick start without illumination, as well as eye-friendly intense white light, ensuring night turns to day without dazzling drivers of oncoming vehicles. Featuring high-quality E-marked Hella lenses and packing the latest LED technology into unprecedented compact dimensions, each headlight unit is a direct plug-and-play fitment into standard H1, H4 and H5 sockets, meaning no modifications are necessary to the host Porsche. The headlights are levelled traditionally, using screws on the outer ring of the map, the same way F-series and G-series 911 lighting is adjusted – it should be noted CarBone's offering doesn't work with the 964's electric levelling system. Until now, LED low and high beam lights were implemented using two different projectors, but these bi-LED units make use of one projector, a single diode and a moveable diaphragm, as is the case with bi-Xenon lights. Supplied as a set of two units, CarBone bi-LED headlights can be ordered from the company's online store.

Price: €1,650 (0% VAT for non-EU customers)
car-bone.pl or call +48 429 422 115



PALS AUTO LIGHTING FOR 997/987/955/957

We all love adding neat new functionality to our Porsches, especially when the update can be applied at home with the minimum of fuss. Enter the plug-and-play Pro Auto Light System (PALS) automatic headlight switching system, designed specifically for the 997-generation 911, 987 Boxster/ Cayman twins and the 955/957 Cayenne. Fully homologated, this fantastic comfort feature brings modern specification to your older Porsche.

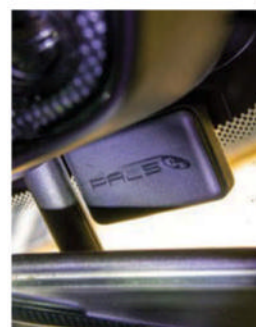
As mentioned earlier, the 991 introduced automatic headlight switching, activating the host 911's headlights when daylight fades. The PALS lighting assistant is a fully certified system bringing the comfort of automatic headlight switching to the 997, 987 or early Cayenne. Just like the OEM system, PALS activates not only in low light, but also during high-speed driving, which is detected by GPS and activates the car's driving light (low-beam) at speeds above 50mph. If you happen to be travelling slower than 38mph, the driving light is switched off after a delay of approximately two minutes, but only if external lighting conditions permit.

The kit comes supplied with a handy PALS-branded trim tool. Other than a crosshead screwdriver and optional strips of duct tape, this is all you'll need to fit the PALS lighting system to your Porsche. After simple DIY installation, your Porsche's driving light, cabin instruments and Porsche Communication Management (PCM) night mode are switched on and off automatically – irrespective of ambient brightness – at dusk, dawn, in inclement weather and in sudden darkness, such as when travelling through tunnels. Simply leave the headlight switch in the 'Home' position.

Each kit comes supplied with the required sensor, mounting tool and fitting instructions. We've extensively tested the system and can confirm this is a brilliantly engineered, low-cost lighting solution helping to modernise the 997, 987 and 955/957.

We even published a fitting guide in the May 2022 issue of 911 & Porsche World, which you can order at bit.ly/issues911pw. Buy the PALS lighting system from the Autolight website for immediate despatch.

Price: £499
autolightsystems.com or contact@autolightsystems.com



BERGVILL F/X T-LIGHT V3 LED HEADLAMP UPGRADE FOR 993

Aftermarket automotive electronics specialist, Bergvill F/X, has added to its portfolio of products for Porsche models by introducing its T-Light headlight upgrade kit for the 993-generation 911. The company has enjoyed many years of international success with the original T-Light kit, which is a plug and play HID upgrade, replacing the non-Litronic 993's standard halogen low-beam headlights without the need for changing optics or other components, save for the original bulbs. In 2020, Bergvill F/X launched an upgrade for its 993 low-beam offering, optimising output beam and light pattern, as well as offering a 6000K variant (over the standard 4300K version) for drivers who like whiter light.

Fast-forward to today, and the company has added to the range with an upgrade for the 993's high-beam headlamp lighting. Based around LED architecture, the kit is the perfect companion to the low-beam package and boasts brightness three times stronger than the stock halogen bulbs, representing a huge improvement over the 993's otherwise dim headlights and perfect for the model's open reflector design. For those who want the full monty, Bergvill F/X's low and high-beam 993 headlight kits can be ordered as a bundle, attracting a discount when ordered direct through the firm's online store.

Price: Low-beam kit €124, high-beam kit €129, full package €228
bergvillfx.com or call +47 9821 5245



CLASSIC CARS LEDS LIGHTS FOR CLASSIC 911

British brand, Classic Car LEDs, produces six-, twelve- and twenty-four-volt LEDs, as well as flasher relays and ancillaries for classic and modern-classic vehicles. New from the company is an H4 LED kit offering superior exterior lighting for Porsches making use of traditional P45T R2 reflectors. These new LED bulbs are a direct replacement for standard H4 bulbs and don't require fiddly adapters, meaning installation is simple and the look of the host Porsche remains unaffected. Available with a classic warm white output or a cool modern white to suit the look you prefer, these brilliant bulbs are MOT-compliant for cars first registered before April 1986. The bulbs are sold as a pair. Worldwide carriage is offered, with UK deliveries attracting postage without charge.

Price: £76.80
classiccarleds.co.uk or call 0800 246 5678



RPM TECHNIK LUMETECHNIK LED HEADLIGHTS

Suitable for 911s dating from the 1960s through to the mid-1990s, LumeTechnik replaces your car's existing light units without the need for additional transformers. That's right, LumeTechnik makes use of your 911's original wiring. As well as increasing night-time visibility through the use of super-bright LEDs, the supplied light lenses deliver a subtle, contemporary front-end update. LumeTechnik comes complete with a bespoke mounting assembly and various lens and bezel options.

Price: From £1,056
rpmtechnik.co.uk or call 01296 663824



DW PERFORMANCE
The **spa** for your **performance** car

Northamptonshire's Leading Porsche Specialist

Cover All Aspects Of Maintenance & Repair
Genuine Factory Diagnostic Equipment
Performance Upgrades Tailored To Your Needs
Track Day Preparation & Support
**Pre-purchase Inspection For Peace Of Mind
When Buying Your Dream Car.**
**Speak Directly With The Technician Working
On Your Vehicle**
Fully Enclosed Trailer To Transport Your Vehicle

Call To Book - 01933 770 900
Info@dwperformancecars.co.uk
www.dwperformancecars.co.uk



Classic Car LEDs
0800 246 5678
www.classiccarleds.co.uk

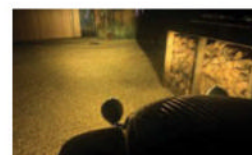
See & be seen better with our High Quality,
Plug & Play 6, 12 & 24v Interior,
Dashboard, Exterior & Headlight LEDs.

We provide excellent upgrades for classic and
modern cars, motorcycles and RV's.
Our LED Headlights are MOT Compliant for
Classic Cars registered before 1.4.86
and all Motorcycles.

Self Flashing Semaphore LEDs available.

Complete car, part car and bespoke upgrade
kits also available for many marques.
Negative & Positive Earth
available for all fittings.

FREE UK POSTAGE—WE POST WORLDWIDE
5% Off with voucher code CLP5
Email: sales@classiccarleds.co.uk



VELOCE WHEELS

THE VELOCE DIRECTIVE

The Veloce Directive is a very simple concept; to deliver the most beautiful, yet aggressive designed wheels,
using the highest standards of construction at an affordable cost

BUY WITH CONFIDENCE DIRECT FROM OUR FACTORY SHOP - INTERNATIONAL DEALERS WANTED



The timeless elegance of a truly classic wheel, this iconic design will enhance most models. Our wheels are easily identifiable
with clean flawless lines and are available in the option of 2 colour finishes, Granite Black or Sterling Silver.

Manufactured by low pressure casting, its strength and integrity cannot be questioned, perfect for fast road or track use, or simply driving with style.

Designed to give the absolute look of a split rim wheel but available brand new at a fraction of the price.

The Veloce 3.6 wheel and 3.6 Cup will fit most models as a DIRECT fitment. It can also be fitted with the use of high performance billet
wheel spacers, please call for detailed information and specs on spacers required.

The wheels will take OEM wheel centres and wheel nuts.

Revised 2021 design now has sunken rivet heads allowing for a stronger fitment and greater security. Sizes: 8x18 et52 front and 9.5x18 et47 rear.

Bespoke wheel colours are now available on request.

TEL : 01253 888833 | 07740 088884

SALES@VELOCEWHEELS.COM | WWW.VELOCEWHEELS.COM

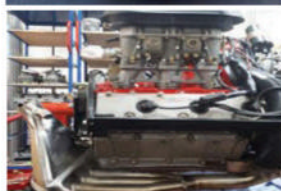
www.clubautosport.co.uk

Porsche Specialists since 1971



WORKSHOP FACILITIES -

servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work



FULL BODYSHOP & REPAIR FACILITIES -

paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates



NEW AND USED PARTS -

any part for any Porsche, from engines and gearboxes, body panels to small trim parts



LIGHTWEIGHT COMPOSITE PANELS -

manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

SINGER INSPIRED CONVERSIONS AVAILABLE NOW

Next day delivery or collection

Tel: 01384 410879

email: club_autosport@outlook.com

or richard@porsche.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA

PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

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



YOUR CONVERSION EXPERTS!



602-244-0911 patrickmotorsports.com

Phoenix, AZ USA - Daily Worldwide Shipping

©2020: All Rights Reserved : JE Patrick Motorsports, LTD. - SSN 0910 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®

NO ETHANOL!

Worried about ethanol damage to your classic Porsche?

Rightly so, as E5 and E10 blended pump fuel readily attracts water from the air, affecting aluminium, copper, brass, rubber seals and pipes causing rust, corrosion and stale fuel.

The unleaded 99 octane CFS Storage Plus and the leaded 103 octane CFS Storage 5-Star are non-ethanol, storage-stable fuels which do not harm your fuel system, making your vehicle run like a dream, so your pride and joy will easily start after up to three years of storage. Suitable for all types of vehicles; including cars, motorbikes, generators and boat engines.

Available to buy from over 500 UK retailers in 10 litre cans or 200 litre drums.

For more information, or to find a dealer visit our website.



Anglo American Oil Company

+44 (0) 1929 551557

www.aaoil.co.uk





QUORN SPORTS & CLASSICS LTD

PORSCHE SPECIALISTS

At Quorn Sports & Classics we pride ourselves on the quality of our workmanship and our attention to detail.

With many years experience as Porsche technicians, our standards are second to none.

We are totally committed to giving our customers reasonable repair costs and real world advice on their vehicles.

- ALL MAKES OF VEHICLES WELCOME
- SERVICE
- REPAIRS
- DIAGNOSTICS
- MECHANICAL RESTORATION
- PORSCHE BOUGHT AND SOLD

Unit 3, 4 Soar Road, Quorn, Leicestershire, LE12 8BW

Email: quornclassics@mail.com

TELEPHONE: 01509 415214

www.quornclassics.com

www.facebook.com/quornclassics

www.instagram.com/quorn_sports_classics

FOR THE LOVE OF PORSCHE



INDEPENDENT PORSCHE SPECIALIST

Service, Repairs and restoration by a **Certified Porsche technician**. All air cooled and water cooled Porsches catered for, new and classic.

See website for prices:

rsrdevelopments.com

or call: 07891 682296



HARBOUR CARS BUY & SELL THE FINEST PORSCHE



911 (991.1) 3.8 Turbo 'S' PDK Coupe
• 2015 / 15
• 37,300 miles **£85,995**



911 (991) 3.8 C2 'S' Coupe PDK
• 2012 / 61
• 18,800 miles **£59,995**



Cayman (718) 2.0T Purist 'T' Model Manual
• 2022 / 72
• 1,850 miles **£59,995**



911 (997.2) 3.8 C2 'S' Cabriolet PDK
• 2009 / 59
• 37,000 miles **£47,995**



Boxster (718) 2.5T 'S' PDK
• 2018 / 18
• 25,900 miles **£46,995**



911 (996) 3.6 Turbo Tiptronic S Coupe
• 2002 / 52
• 48,900 miles **£44,995**



Boxster (718) 2.0T PDK
• 2018 / 68
• 18,750 miles **£41,500**



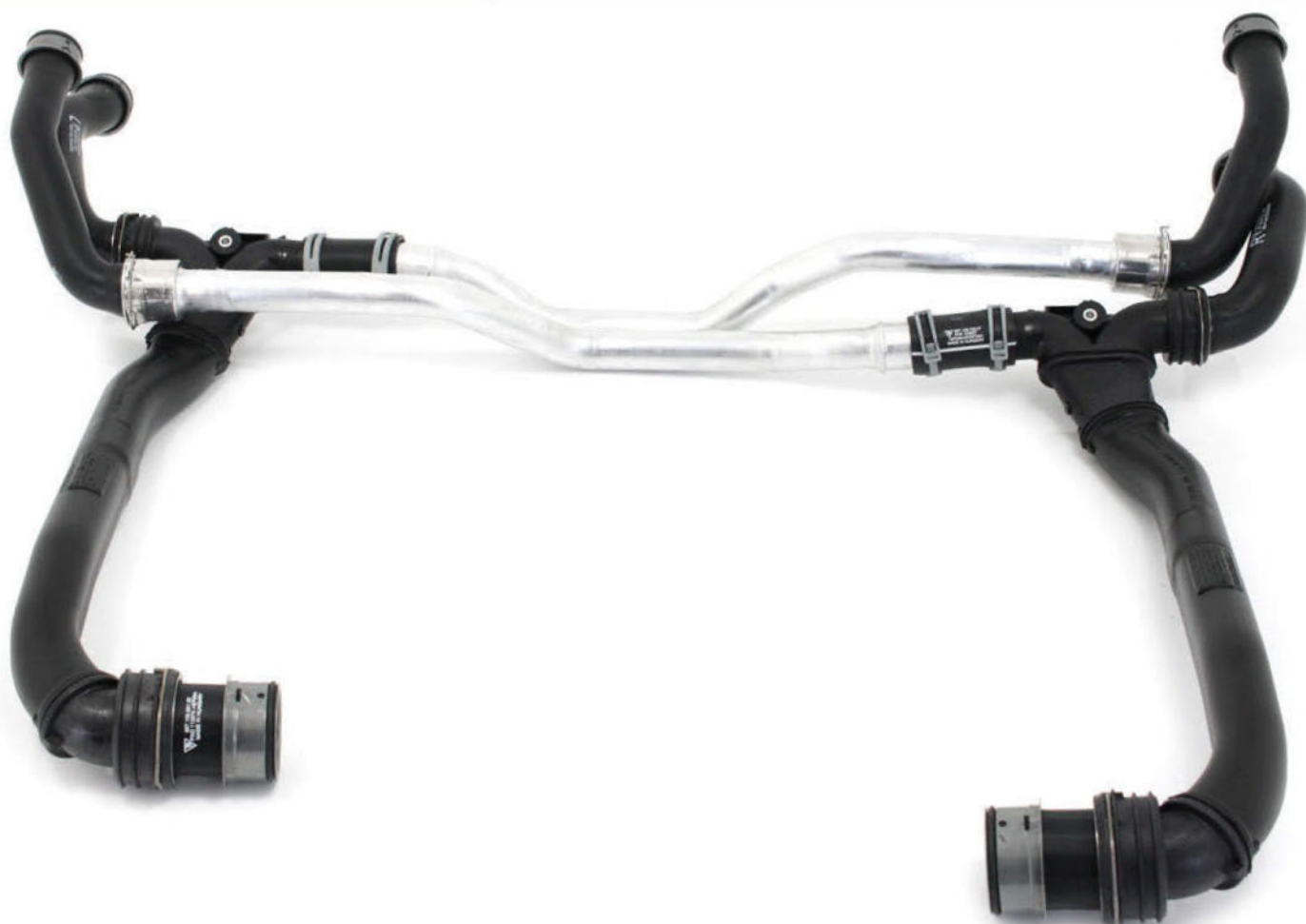
Cayman (981) 3.4 'S' PDK
• 2015 / 65
• 30,300 miles **£39,995**

HARBOURCARS.COM
01243 530630
INFO@HARBOURCARS.COM



BIRDHAM ROAD, CHICHESTER, PO20 7DU





IN THE PIPELINE

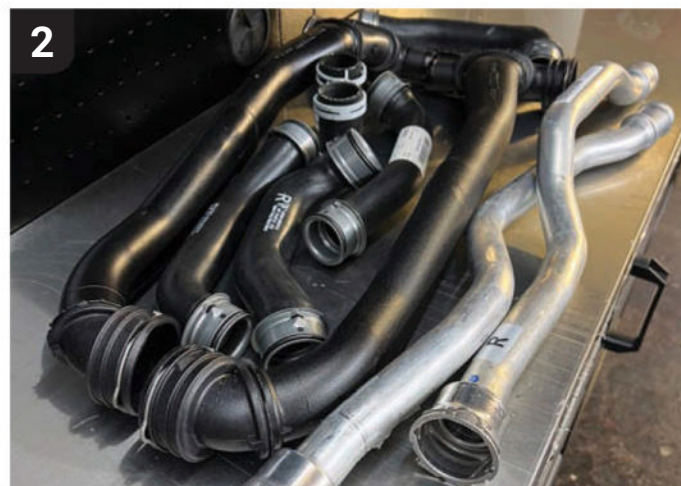
Owners of 997 Carreras (and model derivatives) and the same-age Boxster/Cayman will know the M96/M97 engine's front coolant crossover pipes are susceptible to leaks, either through corrosion forming around fasteners or by rubber hoses becoming brittle with age. In this guide, we show you how to replace troublesome old pipework with new parts...

Words and photography **Dan Furr**

SUBSCRIBE TO
911&Porsche
SEE PAGE 120
FOR DETAILS



1
We head to Suffolk-based PIE Performance Porsche (pieperformance.co.uk) to document the installation of replacement front crossover pipes. The car being worked on is Editor Furr's Tiptronic-equipped first-generation 997 Carrera 4S. The procedure is more or less the same for all 997 Carrera models, as well as the 987 Boxster/Cayman, regardless of transmission type.



2
The new pipes and hoses — all genuine OEM components — were supplied by independent Porsche parts retailer, Design 911 (design911.co.uk). Although each part is available to purchase separately, Design 911 has collated them all in an off-the-shelf package. Suitable for first- and second-gen 997 Carreras and 987 Boxster/Caymans, the kit can be ordered as part WATERPIPEKIT03.



3

Porsche long-life coolant is available direct from Design 911. The M96/M97 engine makes use of approximately thirty-two litres of coolant, meaning you'll need to order sixteen litres of concentrate.



4

Loosen the front wheel bolts and raise the car in the air. Avoid trapping plastic undertrays between your jack/stands and jacking points. With the car above ground, remove front wheels and drain the coolant.



5

A series of 10mm plastic nuts and T25 torx screws hold the car's undertrays in place. Unfasten the trays and put them to one side. You will now be able to see the faulty front pipework.



6

A selection of T30 torx screws can be found at the base of the mudguards. Unscrew them and store for safe keeping.



7

Four T25 screws hold each front wheel arch liner in position. Unfasten each screw.



8

Carefully pull the wheel arch liner away from the car.



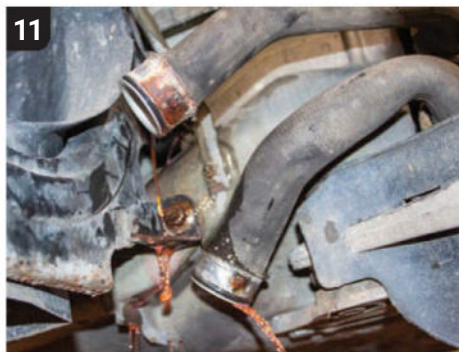
9

Repeat the process on the other side of the vehicle.



10

On each side of the car, you will be able to see where rubber send and return coolant hoses connect to their respective radiator cowling by way of quick-release clips.



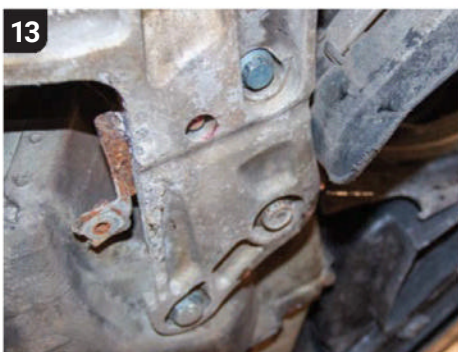
11

Use a flat-headed screwdriver to remove the clips and pull each hose free. Be mindful of the likelihood of coolant spillage. Repeat the process at the other side of the car.



12

10mm bolts hold the plastic hard pipes in place. Remove the bolts and put to one side.



13

Repeat the process on the other side of the car. You may find the bolts difficult to remove. If so, spray with lubricating fluid to ease the process. Snapped bolts will need to be drilled out.



14

You will need to lower the front subframe. Due to our car featuring four-wheel drive, we need to support the weight of the front differential.

TECH: HOW TO

15



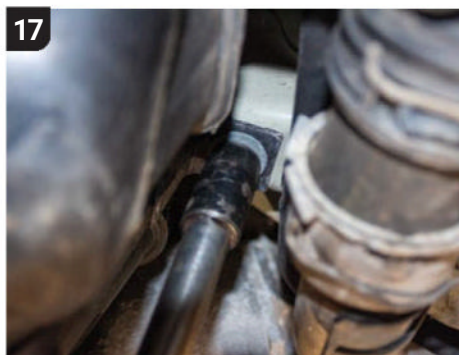
A series of 18mm bolts hold the front subframe in place. The front anti-roll bar can remain in situ, but you will need to loosen the subframe bolts to allow access to the metal coolant pipes.

16



Four 15mm bolts hold the front chassis brace in place. Remove the bolts and put the brace to one side.

17



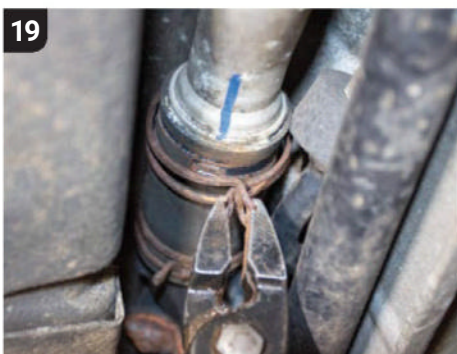
Unfasten the two 13mm bolts holding the support straps for the protective guard below the petrol tank. You can pull the guard to one side, enabling access to the coolant pipes.

18



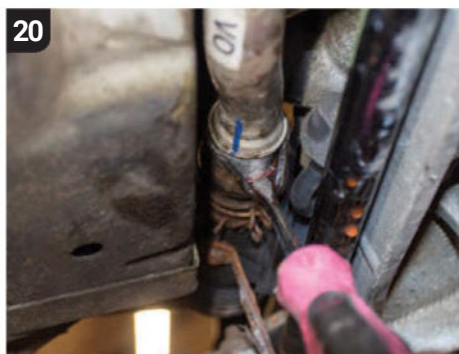
Unfasten the headlight levelling sensor's 10mm retaining bolt. Remove the sensor. The corresponding 10mm bolt on the other side of the car holds a clamp in place — there is only one sensor.

19



Using pliers or similar, unfasten the clips on each of the rubber joiner pipes between the long metal coolant transfer pipes and the plastic hard pipes.

20



If you're having difficulty separating the joiner pipes, use a flat-headed screwdriver and prize them free. You can now discard the metal pipes, as well as the rubber pipes attached to their ends.

21



The plastic hard pipes attach to metal coolant transfer pipes leading to the rear of the car. Dried leaked coolant is clear to see around the metal pipe. Use a screwdriver to remove the joiner pipe clips.

22



Undo the torx screw holding the metal pipe's bracket in place and pull the plastic hard pipe free of the joiner pipe. Pull the joiner pipe free of the metal pipe, being careful not to damage the latter.

23



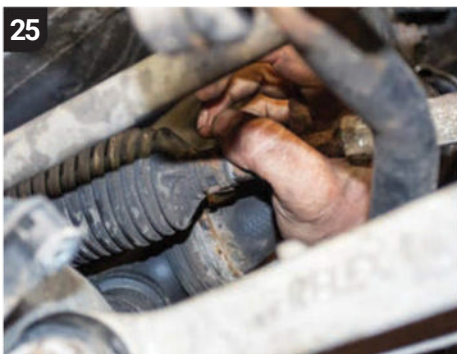
New and old joiner pipes side-by-side. The condition of the old joiner pipe (considered original to the car) is typical of 997-generation 911s and 987 Boxster/Caymans springing front-end coolant leaks.

24



Two 15mm bolts hold the steering rack to the subframe. Remove them both. This will enable you to lift the rack by the distance required to allow the plastic hard pipes to clear the tie rods.

25



Carefully lift the ends of the steering rack to give you enough room to pull out the plastic hard pipes.

26



Concentrating on one side of the car at a time, carefully pull one of the plastic hard pipes away from the car and discard.

Machine Mart

Britain's Tools & Machinery Specialist **65** SUPERSTORES NATIONWIDE

Clarke GARAGES/WORKSHOPS UP TO 40' (12M) LONG

LENGTH UP TO 40' (12m) LONG

BRIGHT WHITE INTERIOR

ZIP CLOSE DOOR

PRICE CUT NOW FROM £249.00 exc. VAT
£298.80 inc. VAT
WAS £310.80 inc. VAT

MODEL SHOWN CIG81220

Great for use as a garage, workshop or storage area

- Triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy duty, powder coated steel tubing
- Ratchet tightening to ensure drum-tight cover
- Includes ground anchoring system

Model	size (LxWxH)	exc. VAT	inc. VAT	WAS	NOW
CIG81212	3.6 x 3.6 x 2.5m	£249.00	£298.80	£310.80	£298.80
CIG81015	4.5 x 3 x 2.4m	£278.00	£333.60		£334.80
CIG81216	4.9 x 3.7 x 2.5m	£325.00	£394.80		£394.80
CIG81020	6.1 x 3 x 2.4m	£348.00	£417.60		£418.80
CIG81220	6.1 x 3.7 x 2.5m	£398.00	£477.60		£478.80
CIG81224	7.3 x 3.7 x 2.5m	£498.00	£597.60		£598.80
CIG1432	9.7x4.3x3.65m	£1099.00	£1318.80		£1318.80

5 EASY WAYS TO BUY...

CALL & COLLECT AT STORES TODAY

CLICK & COLLECT OVER 10,500 LOCATIONS

IN-STORE SUPERSTORES NATIONWIDE

TELESALES 0115 956 5555

ONLINE machinemart.co.uk

Calls to the catalogue request number cost 7p per minute plus your telephone company's network access charge. Calls may be monitored. All prices correct at time of going to press. We reserve the right to change products and prices. All products subject to availability. £80E.

JASMINE PORSCHALINK UK

Specialising in Porsche

SERVICING | REPAIRS | VEHICLE SALES

T: 01282 697171

Approved Finance Partner

Close Brothers Motor Finance

PRICE REDUCED!

2009 PORSCHE 997.2 TURBO CABRIOLET £68,500.00
 Ruby Red Metallic with Black leather interior. First registered in December 2009. 39,500 miles. This car offers an opportunity to acquire a stunning one owner from new 997 Gen 2 Turbo. The car comes complete with £16k of Optional Extras including a Colour Coded Hard Top. Full OPC and Independent Porsche Specialist Service History. May 2023 Service will be included in the sale.

PRICE REDUCED!

2011 PORSCHE 987 CAYMAN R £47,495
 Believed to be one of only 250 Cayman R's produced for the UK market and one of only 44 produced in the launch colour of Peridot Green. This car is UK registered 29th September 2011 and comes with Full OPC Service History with the last service carried out in June 2023. New Michelin Pilot Sport 2 N Rated Tyres fitted all round in July 2023. Low mileage of 33,184 miles.

Latest Vehicles for Sale: www.jasmine-porschalink.co.uk
NEW: WE CAN NOW OFFER FINANCE

911 911 turbo 924 / 928 / 944 / 968
 Boxster Cayman Cayenne Macan Panamera

JASMINE PORSCHALINK UK

3A Pendleside Lomeshaye Industrial Estate Nelson Lancashire BB9 6SH
 T: 01282 697171 E: info@jasmine-porschalink.co.uk W: jasmine-porschalink.co.uk
 VAT Registration No. 712436363 Company Registration No. 3997925 (Cardiff)



Custom Waterproof & Breathable 964/993/996/997/991/992, 718 covers £329
Protector4 Fleece-lined breathable from £125



Custom Indoor covers from £179



Soft Stretch covers from £129

READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088



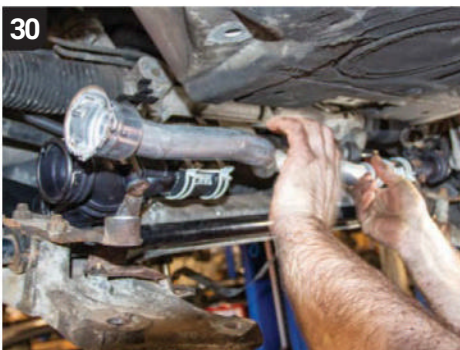
Repeat the process at the other side of the car. You will need to retain the metal brackets. It is a good idea to brush them free of loose rust and treat each bracket to a coating of anti-corrosion agent.



Attach the brackets to the new plastic hard pipes. Push the plastic pipes into position, fasten the brackets and attach the new joiner pipes.



This image shows the plastic bracket which the new metal coolant transfer pipes will clip into.



Connect the metal coolant pipes to the plastic hard pipes. The ends of the metal pipes are designed to ensure they cannot be installed incorrectly. The pipes should also be labelled 'L' and 'R'.



Ensure the joiner pipe clips are tight against the plastic hard pipes and the metal pipes.



Move to the rear of the plastic hard pipes and slide the corresponding new joiner pipes into the rear metal coolant pipes. Slide the other ends of the joiner pipes into the plastic hard pipes.



Reattach the bolts holding each metal pipe's plastic bracket in place.



Refit the 13mm bolts holding the support straps for the protective guard below the fuel tank.



Refit the subframe bolts.



Refit the headlight levelling sensor.



We are now ready to fit the rubber pipes leading to the front of the car from the plastic hard pipes and metal coolant transfer crossover pipes.



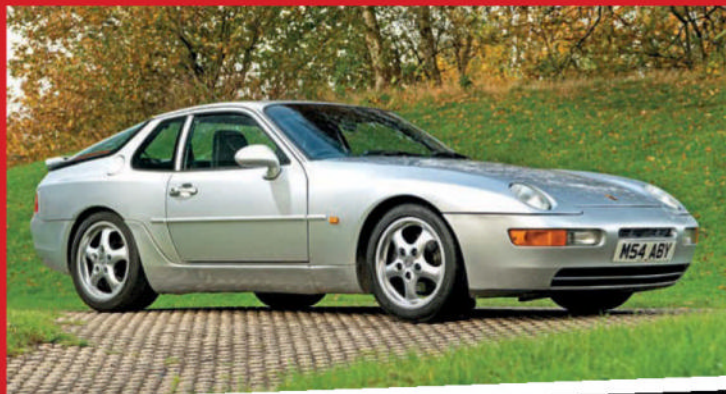
Of the Design 911 kit highlighted at the beginning of this guide, you should now be left with four rubber hoses. Two are labelled 'L', two are labelled 'R' (for left and right respectively).

**NEW
FOR
2024**

PORSCHE

IN / THE / PARK

SUNDAY 28TH APRIL 2024 - TURVEY HOUSE



**BOOK
NOW**



**VISIT [EVENTS.FASTCAR.CO.UK/PORSCHE-
IN-THE-PARK/](https://events.fastcar.co.uk/porsche-in-the-park/) FOR MORE INFORMATION**

**CLASSICS
WORLD**

**FASTCAR
ENTERTAINMENT**

**PRESTIGE AND
PERFORMANCE**

911&Porsche

**Classic
PORSCHE**

TERMS AND CONDITIONS *booking fee applies. Under 18s must be accompanied by an adult.
All attractions are subject to change. Advance public tickets sales close Midnight Friday 26th April 2024.



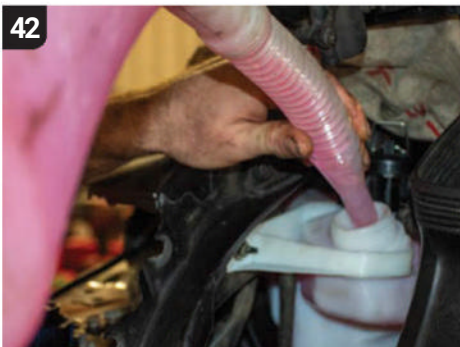
39 As before, thanks to the design of the connectors on the end of each hose, it is impossible to get them the wrong way around or connected to the wrong metal/plastic pipe. Install all four rubber hoses.



40 You can now refill with fresh coolant. Leave the undertrays off for the time being – you should check for leaks after you have filled with coolant and the engine is running to temperature.



41 We are using specialist vacuum equipment to eliminate any air present in our 997's cooling system in advance of filling with fresh coolant. Note how the process collapses the new rubber hoses.



42 With air extinguished from the cooling system, new coolant can now be poured into the header tank.



43 The system is now full of new coolant. The engine can be run to temperature. When you are happy there are no leaks, install the undertrays. Job done.

THANKS

PIE Performance Porsche
Hill Farm, Lavenham Road,
Brent Eleigh, Suffolk, CO10 9PB
01787 249924
www.pieperformance.co.uk

Design 911
51 Tallon Rd, Hutton, Brentwood,
Essex, CM13 1TG
0208 500 8811
www.design911.co.uk



DESIGN 911

TRADE

SPECIALIST SERVICE TO PORSCHE GARAGES
& BODY SHOPS

TRADE PARTS

■ 68,937 PART NUMBERS ■ 368 OEM BRAND SUPPLIERS ■



+44 (0) 208 900 0 900



www.design911.com



trade@design911.com

Banner
Batteries



BOSCH

brembo

Dansk
ORIGINAL

DAYCO



Hengst

MAHLE

ÖHLINS



STABILUS

TEXTAR



high
stock levels

The most famous and respected brand names in the Porsche world are amongst the half million-plus parts on our shelves.

price
match promise

If you find a cheaper price - we will match it. We guarantee to match the advertised price on any identical stock item*

worldwide
delivery

We offer free UK next day delivery for orders placed before 12am, free Europe delivery from £300 and fast worldwide delivery.*

The Porsche seat belt specialist



Period and modern style seat belts
for your Porsche. Classic belts,
modern belts & re-webbs.

- Seat belts and harnesses supplied and fitted
- Bespoke service • Original belts refurbished
- New original equipment available on certain vehicles



Be safe not sorry, in your Porsche!

Call: 0208 206 0101 Email: sales@quickfitsbs.com

[f](https://www.facebook.com/quickfitsbs) [i](https://www.instagram.com/quickfitsbs) [in](https://www.linkedin.com/company/quickfitsbs) [quickfitsbs.com](https://www.quickfitsbs.com)

SUFFOLK BASED

WILLIAM-FRANCIS.COM

WILLIAM FRANCIS.
INDEPENDENT PORSCHE SPECIALIST



EXPERTS IN THE CARE, SALE &
MODIFICATION OF PORSCHE

CONTACT 01449 424911 SALES@WILLIAM-FRANCIS.COM

EISENBRANDT

MFI – Mechanical Fuel Injection

QUALITY
MADE IN
GERMANY



- Functional check
- Overhaul
- Sale

Contact us
+49 (0) 681 – 959 0 911 • EISENBRANDT.EU

Dealer inquiries welcome!



**INDEPENDENT
PORSCHE
SPECIALISTS**



No5 GARAGE LTD
UNIT 1, 46 COLVILLE ROAD,
ACTON, LONDON W3 8BL

**ALL REPAIRS AND
SERVICING FOR
YOUR PORSCHE**



www.no5garage.co.uk

EMAIL: no5garageltd@gmail.com TEL: 020 8993 7318

Mon-Fri: 7am-5pm Sat: 8am-noon



Nine Excellence
Independent Porsche Centre



WORKSHOP

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

UPGRADES

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

SHOWROOM

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

All Porsche models covered.

Fully trained Porsche technicians.

Professional showroom and workshop.

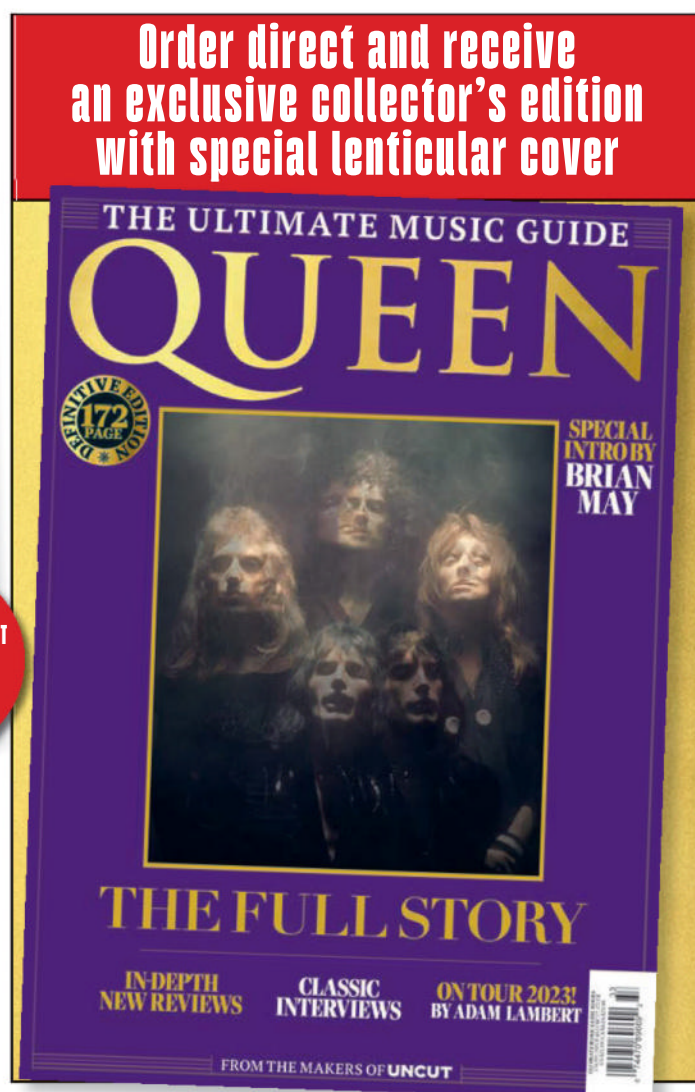
Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
Surrey, RH6 7HF

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

NEW!

THE ULTIMATE MUSIC GUIDE TO QUEEN

As the band continue their Rhapsody tour and celebrate 50 years since their debut album, we present the full story of how Freddie Mercury and Queen won the hearts of millions. Archive interviews. In-depth reviews. Queen's guide to their 30 greatest songs, and a new interview with Adam Lambert. **PLUS** – a new foreword by Brian May!



Collectors edition cover on-sale in the United States

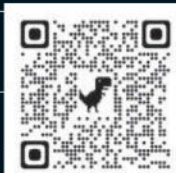


EASY WAYS TO ORDER DIRECT

Order online at shop.kelsey.co.uk/queen

Call **01959 543 747**

Hotline open Monday to Friday 8.30am – 5.30pm. Calls charged at your standard network rate. While stocks last.



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

DAN FURR

944 TURBO, 997 C4S, 968 SPORT



Trouble in paradise as my 997's gearbox gives up the ghost. In the meantime, my 968 Sport gets a new radiator and I fantasise about taking to the road in my restored 944 Turbo. Again.



RICHARD ROBERTS

991 CARRERA GTS



Excited to be sharing my experiences of 991 Carrera GTS ownership with 911 & Porsche World readers. This really is one of the Porsche scene's best buys and one of the very best 911s to drive daily.

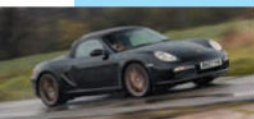


JOHNNY TIPLER

987 BOXSTER S



A fair amount of activity on the Boxster front. All will be revealed in these pages in the not too distant future, suffice to say things are in a state of flux. Time for a holiday in rural Portugal.



DAN SHERWOOD

996 GEN II GT3



Returned to Rindt Vehicle Design to photograph one of the company's latest 911 restorations and was delighted to be reunited with my GT3. Pics of the corrected bodywork to follow.



CHRIS WALLBANK

981 GT4, 981 BOXSTER S



A busy month flying all over the world for work. As a result, my 981s haven't seen much use, but I'm brewing plans for the coming months, including installation of a Carplay head unit for the Boxster.



THE NEW RECRUIT

No stranger to the pages of *911 & Porsche World*, Richard Roberts returns to the magazine, this time driving his Guards Red 2015 991 Carrera GTS...



Not only am I a regular *911 & Porsche World* reader, but I also have a feature car under my belt — my Python Green 718 Cayman

GT4 was featured on the cover of the June 2021 issue of the magazine. This was reputedly the first PDK-equipped 718 GT4 to be supplied to the UK market, but the car came and went after only a few thousand miles. Not because there was anything wrong with it, you understand. Quite the contrary — it was simply too lairy for daily use.

Developing 414bhp, this super-quick Cayman had the brilliant ability to go sideways on demand. It was too easy to drive fast everywhere, though. I feared for my license! With this in mind, I didn't have my 991 Carrera GTS's ECU mapped. In case you were wondering, this particular 911 develops 424bhp at 7,400rpm and 325lb-ft at 5,600rpm in standard trim. All of this brings me to the nub of this introductory piece.

The cover story for the April 2023 issue of *911 & Porsche World* identified the first-generation 991 Carrera GTS as

a future 911 icon and a modern Porsche 'best buy'. To my mind, this flavour of 991 is already a 911 icon and, importantly, the Porsche to buy now. The level of standard equipment is sublime, as is the extra power over the 991 Carrera and Carrera S. The GTS also has a better exhaust note, not to mention centrelock wheels.

The car's 3.8-litre flat-six is normally aspirated, making it one of the last 911 Carrera powerplants free of forced induction. The GTS's plus points stretch beyond the engine bay, though. Put it this way, step inside the cabin of a second-generation 991 Carrera GTS (powered by a three-litre twin-turbocharged boxer) and everything feels more 'digital'. Don't get me started on the 992 Carrera and its derivatives, which are huge. More grand tourer than sports car.

What gives me the right to comment? I bought my GTS (a January 2015 build) in January 2016. The car features all the usual GTS refinements, including Sport Chrono, a sports exhaust, dynamic engine mounts, suspension lowered ten millimetres, Porsche Torque Vectoring (PTV), LED daytime running lights, Porsche Dynamic Lighting System

Above The first-generation 991 GTS's normally aspirated flat-six produces a significant 79bhp and 37lb-ft torque over the base 991 Carrera

Facing page Richard met with *911 & Porsche World* photographer, Ade Brannan, for these pictures of the car





(PDLS) and a Sport Design front spoiler with matching door mirrors. The car is finished in Guards Red, carries colour-coded stitching, plus the uber-rare (and expensive) options of Burmester audio and Porsche Dynamic Chassis Control (PDCC).

I initially went to Porsche Centre Chester with a budget of sixty grand and jumped into a PDK-kitted 991 Carrera S. I can best describe the test drive as underwhelming. In a perfect example of main dealer up-selling, it was suggested I try the first-generation 991 Carrera GTS. I was hooked by the first roundabout.

The exhaust, even in its less vocal mode, is louder than that of the Carrera S. The ride is stiffer, too. The extra 29bhp over the S isn't immediately noticeable on a test drive, but the black centrelock wheels sealed the deal at £92k.

I bought the car as a weekend toy, but during the following couple of years, I found myself using my daily driver (a BMW 434d X-Drive) less and less. After my son and I journeyed to the Alps in the Porsche in June 2018, I decided the boring BMW would go and I'd daily the 911. At this point, it had covered almost

20k miles and was worth about £80k.

Fast-forward to the present day and the odometer reads 63k miles.

Yes, I've used this brilliant 911 almost

MOREOVER, IT IS NO MORE EXPENSIVE ON TYRES, INSURANCE AND SERVICING THAN MY PAST BMW'S AND AUDIS

every day for the past five years. I've yet to witness an adverse reaction when I arrive at client meetings in this car. It handles the weekly shop (even if groceries end up in the passenger footwell) and has even transported my dog to the local veterinary surgeon. This Porsche is relatively economical, too, returning circa 35mpg on a run. Moreover, it is no more expensive on tyres, insurance and servicing than my past BMWs and Audis.

On the subject, the service I have received from Porsche Centre Chester has been spot-on. Certainly, it has been immeasurably better than the customer experience I endured at the Audi dealership around the corner. Don't get me started on the BMW sales centre I frequented, only to be talked down to.

Let's talk depreciation. My 911's current trade value is circa £50k. I reckon a private sale would be closer to £60k if I get the front-end painted to eliminate stone chips. Would this be the cheapest 991 GTS in the country? Quite possibly, but I'm not selling it anytime soon. Referencing the upper end of the private sale value, this Porsche has cost me £32k in depreciation over

seven years, equating to around £4.5k per annum. These are numbers a fast BMW or Audi owner can only dream of.

Other than regular servicing and tyres, not much maintenance has been required. Front brake discs were replaced a few years ago, but the rears were in tolerance when the pads last needed doing. For peace of mind, I've extended the Porsche warranty for three years at a cost of £2.9k. I think I'll keep extending it until the car reaches the limit of fifteen years/125k miles.

In coming issues, I'll report on my time living with the GTS, furthering my argument for it being the 911 to buy now — I defy anyone with a whiff of petrol in their veins to favour the force-fed three-litre flat-six over the normally aspirated 3.8. ●

Above Originally intended to be a weekend toy, Richard's GTS has been put to use as his everyday car for the past five years

CHRISTMAS CHEER THAT LASTS ALL YEAR!



GIFTS
FROM JUST
£15.99

OVER 60 TITLES TO CHOOSE FROM
VISIT [SHOP.KELSEY.CO.UK/XMAS23M](https://shop.kelsey.co.uk/xmas23m)
OR CALL 01959 543 747 AND QUOTE 'XMAS23M'

Lines are open Mon-Fri 8.30am to 5.30pm. Calls are charged at your standard network rate. Offers available for UK customers only. Savings are based on the standard cover prices. Offer ends 24/12/2023. The subscription will start with the first available issue after Christmas 2023. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. To see how we use your data view our privacy policy here shop.kelsey.co.uk/privacy-policy.

PREP SCHOOL

When it comes to automotive bodywork, Rindt Vehicle Design is in a class of its own, which is why *911 & Porsche World* photographer, Dan Sherwood, handed the company his 996 Gen II GT3...

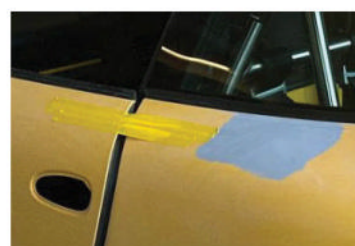


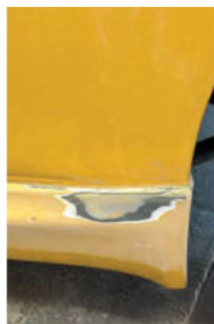
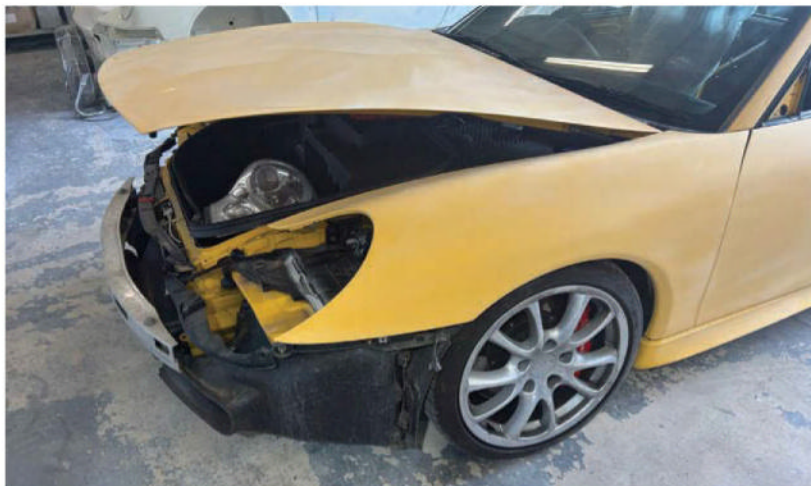
The last time you saw my GT3, I was returning the car to where I bought it: Porsche restoration and sales specialist, Rindt Vehicle Design.

The Berkshire-based firm had just opened a state-of-the-art bodywork and paint spraying centre at its Maidenhead headquarters. These services, as well as fabrication, are nothing new for the Rindt team, but were previously the reserve of those who had commissioned the company to carry out a full restoration or a restomod conversion. The opening of the new facility has allowed these services to be offered to a wider customer base — everything from basic stone-chip touch-ups and wheel refurbishment, to full resprays, paint correction and polishing is now available to all Porsche owners.

My GT3 was invited to be the first car through the door. Defects occurring during the removal of old paint protection film were in dire need of remedying before new film could be applied. Not one to do things by half, I asked Rindt to carry out further repairs to the car's bodywork, including the areas of cracked paint on both rear arches. Rindt's paint guru, Gavin, spotted further defects under the high intensity LED lights of the new inspection booth. It made sense to tackle these imperfections, too.

To ensure a flawless finish, rather than concentrate on a few localised areas in need of attention, it was quickly decided to treat the car to more or less a full respray. To this end, with the exception of the roof, every panel was earmarked for a fresh coat of Speed Yellow. While confident he could easily correct the vast





majority of the car's aesthetic anomalies, however, Gavin raised a concern regarding the rear spoiler. My GT3 wears the larger carbon-fibre rear spoiler blade from the more track-focused GT3 RS. Defects in the gel coat threatened to be less than a straightforward fix, primarily because the fault appeared to have penetrated the weave of the carbon-fibre beneath. Returning the part to new condition would therefore be a more involved procedure than simply rubbing down and applying fresh clearcoat.

BACK TO BASE

I left the team to work their magic on the car and awaited progress reports. Gavin started by removing the front and rear bumpers, fuel filler flap, mirrors, rear spoiler and door handles. The front bumper was the first part to be tackled. It was sanded down to plastic before being built back up with plastic primer, followed by high-build primer. Fine-grade sanding ensured a smooth, uniform surface for the basecoat. As the photographs on these pages show, the rear bumper received similar treatment.

With both bumpers prepped, it was the spoiler's turn to receive Gavin's attention. He started by sanding down the clearcoat to see if the defects could be removed without interfering with the weave of the carbon-fibre beneath, but

as he feared, the problem wasn't limited to the topcoat — the weave was affected.

He reasoned the only way to fix it and retain the view of exposed carbon was to have the part sent off to a composite specialist in the hope they could lay a fresh layer of carbon-fibre, thereby presenting a perfect weave pattern. Obviously, this would have massively increased the time, labour and cost of the job. Thankfully, he had a brainwave.

Rather than try and fix the weave, he suggested painting the top of the spoiler blade in gloss black, but leaving a thin strip of exposed weave at the trailing edge. He also recommended adding a flash of yellow as a final flourish, while leaving both the underside of the blade and the end plates to show off the glorious carbon weave in full. This seemed like a great compromise. I'll reveal the result next month, suffice to say I think we made the right choice.

Luckily, the mirrors, which had also suffered damage as a consequence of PPF removal, were able to be saved by way of a simple rub-down and re-lacquering, resulting in a flawless glossy finish over the raw carbon-fibre twill.

Focus then moved to the car's body panels, which involved filling a few small dents present in the rear quarter panels, along with a chip in the side skirt and various small imperfections Gavin came

across when he was flattening down the paintwork. Once happy with the finish of the panels, he treated the troublesome wheel arches, which were plagued by cracked paint and minor rust where a previous owner had rolled them to a poor standard.

Fortunately, once the paint was removed, it became clear corrosion was only surface-deep. It was easily ground back to bare metal, which was swiftly protected by the application of a marine-grade rust inhibitor. It was then epoxy-sealed and primed for topcoat.

With all the defects sorted, the whole car, minus the roof, was flattened down to be primed and painted in Rindt's new down-draft extraction paint booth. "To ensure a perfect colour match with our Spectral base and clearcoats, we completed four separate spray outs to see which shade matched the original paint best," Gavin highlights. "Even a new car can exhibit subtle differences from what its factory paint code describes. With cars a couple of decades old, or even older, you need to check by eye to ensure subtle differences in the pigment, which may have occurred over a number of years, are perfectly matched."

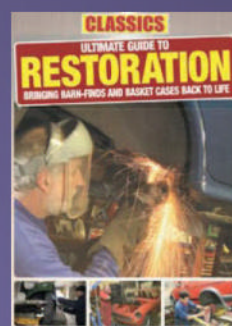
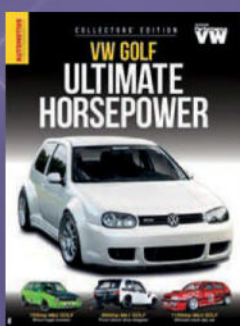
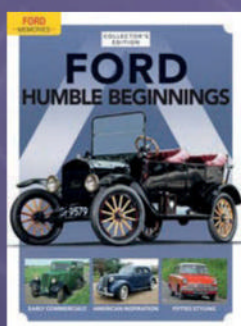
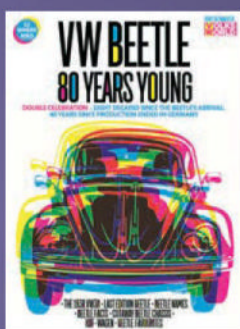
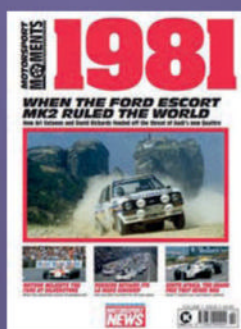
It was time for paint. I'll continue the story and present photos of the revitalised Porsche in next month's magazine. Stay tuned. ●

Above The Rindt Vehicle Design team set to work fixing bodywork and paint defects, as well as coming up with a novel solution to avoid expensive repair of the car's carbon-fibre spoiler

A MERRY MOTORING CHRISTMAS

Rev up your style or spoil a fellow petrolhead this Christmas with our range of branded merchandise, guides, specials and more.

SPECIAL EDITIONS



BINDERS AND MERCHANDISE



GIFTS
FROM
JUST
£2

TWO EASY WAYS TO ORDER
VISIT SHOP.KELSEY.CO.UK/MOTOR-XMAS23
OR CALL 01959 543 747

Lines are open Mon-Fri 8.30am to 5.30pm. Calls are charged at your standard network rate. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. To see how we use your data view our privacy policy here shop.kelsey.co.uk/privacy-policy.

MISSED AN ISSUE?

COMPLETE YOUR COLLECTION

ORDER TODAY!



OCTOBER 2023

COVER STORY Celebrating 60 years of 911
INSIDE STORIES 901 meets 992 Carrera, 996 GT3 versus 992 GT3 Touring, 968 Sport, 718 Spyder RS driven, IROC, Led Zeppelin 930



SEPTEMBER 2023

COVER STORY Buying your first Porsche
INSIDE STORIES 991 Cabriolet vs 981 GT3, KAMM 912 C, Viv Campbell's 991 GT3, Cayenne E-Hybrid Coupe, Cavendish Porsche



AUGUST 2023

COVER STORY 981 2.7 vs 718 2.0 Caymans
INSIDE STORIES Seacoast Specialist Cars, 997 Gen II buying guide, classic 911 Turbo, 911 GT1-98, new Cayenne S tried and tested



JULY 2023

COVER STORY RS 2.7 and 997 GT3 RS
INSIDE STORIES 924 Turbo buying guide, Hype Motorsport, 944 S2, 911 Dakar, 911 S, Viv Campbell's 356 Speedster, 356 restomod



JUNE 2023

COVER STORY Vivian Campbell's 911 fleet
INSIDE STORIES 992 Turbo S tested, new 992 GT3 Cabriolet driven, 918 Spyder revisited, Jon-Allan Butterworth's custom 964



MAY 2023

COVER STORY 997 Turbo vs 997 Carrera S
INSIDE STORIES 520bhp custom 996 Turbo, Johan Dirickx, Fabspeed, Taycan battery tech, new PCCM Plus tested, 981 Cayman GT4



APRIL 2023

COVER STORY 991 GT3 vs 991 Carrera S
INSIDE STORIES Taycan 4S Cross Turismo, new Macan S driven, 24 Hours of Daytona, Retro Works 993 GTR 3.8, DW Performance



MARCH 2023

COVER STORY 911 & Porsche World fleet
INSIDE STORIES 996 Gen II GT3, 968 Sport, 944 Turbo, 996 Carrera restomod, Ken Block, 981 Cayman GT4, 987 Boxster S, 981 Boxster



FEBRUARY 2023

COVER STORY 993 Carrera RS evocation
INSIDE STORIES Restored 964 Targa Florio, Theon Design 964, dry ice cleaning explained, supercharged 996 Speedster, MyGarage visit



JANUARY 2023

COVER STORY 2023's best buys
INSIDE STORIES 944 Turbo Cup, 911 SC, 968 stopwatch repair, 911 G-series group test, Magnus Walker, Parr 981 Cayman GT4 RX



DECEMBER 2022

COVER STORY Personalised 993 Carrera
INSIDE STORIES TechArt 992 GT Street R, Quorn Sports & Classics, 912 project, 907, how to replace 996 Cabriolet roof, 911 Turbo



NOVEMBER 2022

COVER STORY CSF's 456bhp 911 SC build
INSIDE STORIES Dura visit, 996 Carrera 4S, 12 Hours of Nürburgring, 944 S2 buying guide, Panamera Turbo S E-Hybrid, PS Autoart 993 R

VISIT [SHOP.KELSEY.CO.UK/NPWISSUE](https://shop.kelsey.co.uk/npwissue)
 OR CALL THE HOTLINE +44 (0)1959 543747*

*Lines open Mon-Fri 8.30am-5.30pm (q). Calls charged at your standard network rate.

OR SCAN ME!



HOW TO ORDER

Order code:
NPWKIT23P

- ☐ UK – 1 year (12 issues) for £57.50 – saving £47.38* a year, plus Meguiar's Car Cleaning Kit
- ☐ UK – 1 year (12 issues) by cheque or debit/credit card at £61.10 – saving £43.78 a year, plus Meguiar's Car Cleaning Kit

For international offers, please visit:
shop.kelsey.co.uk/NPW

YOUR DETAILS

Mr/Mrs/Miss/Ms Forename _____
Surname _____
Address _____
Postcode/Zip code _____
Country _____ Mobile _____
Email _____

IF DELIVERY ADDRESS IS DIFFERENT, COMPLETE BELOW

Mr/Mrs/Miss/Ms Forename _____
Surname _____
Address _____
Postcode/Zip code _____
Country _____ Mobile _____
Email _____

We may wish to contact you regarding our special offers that we believe would be relevant to you. Please tick the boxes below to tell us all the ways you would prefer to hear from us. ☐ Email ☐ Post ☐ Phone ☐ Text message. We will not pass your details on to third party companies.

Direct Debit

- ☐ I wish to subscribe by Direct Debit payments of £57.50 every 12 months. I understand that my subscription will continue at the same rate, with payments taken every 12 months – unless I write to tell you otherwise.

Instruction to your Bank or Building Society to pay by Direct Debit

Name of Bank _____
Address _____
Postcode _____

Account Name

Sort code Account no.

Signature _____ Date _____

Originator's ID number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd and, if so, details will be passed electronically to my Bank or Building Society.

Debit/credit card

- ☐ UK – 1 year (12 issues) at £61.10

☐ Please debit my: ☐ Visa ☐ Visa Debit ☐ Mastercard

Card no. / /

Security no. Valid from / Expiry date /

Signature _____ Date _____

Cheque

- ☐ I enclose a cheque for £61.10 made payable to Kelsey Publishing Limited (must be from a UK bank account. Please write your name and address on the back of the cheque).

(UK ONLY) PLEASE SEND COMPLETED FORM TO:
FREEPOST KELSEY MEDIA

Terms & Conditions: *UK Direct debit offer only. Savings based on the standard basic annual rate of £104.88, which includes the cover price of £5.99 plus Kelsey Media's standard postage and packing price per single issue for one full year (10 issues). You will pay £57.50 per year. Offer ends 30th November 2023. Your subscription will start with the next available issue and you will receive 10 issues in a year. Prices correct at time of print and subject to change. For full terms and conditions, visit shop.kelsey.co.uk/terms. If you decide to cancel your subscription we will put a stop to any further payments being taken and will send the remaining issues that you have already paid for. **Gift is for UK only and subject to availability. Gifts will not be despatched until payment has successfully been taken. Images for illustrative purposes. Substitutes may be supplied. For offers outside the UK visit shop.kelsey.co.uk/NPW. Data protection: we take great care in handling your personal details and these will only ever be used as set out in our privacy policy, which can be viewed at shop.kelsey.co.uk/privacy-policy.



It couldn't be easier to sign up for a whole year of top-tier Porsche-themed entertainment than with a subscription to *911 & Porsche World*.

You'll be part of the ever-growing community

of readers who love everything the Stuttgart marque has to offer, from the company's humble beginnings with the 356, to the very latest GT Porsches. We also cover cars from the manufacturer's transaxle family of products, as well as all ages of Boxster, Cayman, Macan, Cayenne, Taycan and Panamera.

Every issue is packed full of showcase features focusing on standout examples of Porsches old and new, plus practical guides to owning and maintaining your precious Porsche, exclusive interviews with industry professionals, exciting news coverage, project cars, buying guides, reader stories, motorsport reports and much more. Guarantee your copy of *911 & Porsche World* and have each issue of the magazine delivered direct to your door before the official on-sale date and sent out in a plastic-free, recyclable, biodegradable, carbon-balanced paper envelope, all while saving 45% on the standard subscription price with our latest fantastic offer.

 **Dan Furr**
Editor

REASONS TO SUBSCRIBE

1 **SAVE** money on the shop price

2 **FREE** Meguiar's car cleaning kit worth £99

3 **DIRECT** delivery to your door

4 Never miss an issue of your favourite magazine

5 Cancel your subscription at any time

SUBSCRIBE

SUBSCRIBE TODAY

SAVE £47.38*

PLUS RECEIVE A FREE MEGUIAR'S CAR CLEANING KIT

**WORTH
£99***

PORSCHE NEW CAYENNE TESTED • 992 CARRERA T DRIVEN • RUF CTR3 EVO

911&Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

GENERATION GAME

944 LUX, CARRERA 3.2 SUPERSPORT, 997 S

TRIOLOGY
EXPLORING PASSION FOR PORSCHE WITH THREE OF A KIND

981 CAYMAN BUYING GUIDE

PLUS

- FORMULA E
- BACK TO TAPE 3
- 991 CARRERA GTS
- EUROPEAN TRACK DAYS
- PORSCHE HEADLIGHT EVOLUTION
- HOW TO REPLACE 997 COOLANT PIPES

EVALUATING PORSCHE POWERKIT

997 CARRERA S X51

EXCLUSIVE RESTOMOD FIRST DRIVE

400BHP 3.8-LITRE REIMAGINED 914

987 CAYMAN-POWERED ROADSTER UNLEASHED



Supreme Shine Microfibre-3 Pack

The ultimate wipe off towel for producing show car perfect results on paint, glass, plastic and chrome



Hybrid Ceramic Wash & Wax

The perfect way to clean your car's paint, removing dirt and grime, and adding a layer of protection

GET ALL THIS WHEN YOU SUBSCRIBE



Hybrid Ceramic Synthetic Clay Kit

Contains everything you need to restore a smooth-as-glass finish AND leave behind a layer of Hybrid Ceramic protection



Soft Shell Case

The Meguiar's kit bag holds four products comfortably in its four elasticated holders, plus its sizeable front pocket is suitable for holding a microfibre cloth when you bring your glass cleaner for a ride with you

EASY WAYS TO SUBSCRIBE

- 1 Go to shop.kelsey.co.uk/NPWKIT23P
- 2 Call us **01959 543747***** and quote **NPWKIT23P**
- 3 Complete the freepost postal coupon (UK Only)
- 4 Scan the **QR code**



***Lines open Monday-Friday, 8:30am-5:30pm. Calls charged at your standard network rate.

AUCTION NEWS

Whether you're interested in Porsches as road or race cars, our eye on the market has unearthed some magnificent motors for your consideration, including the very first 935...

Auction season is delivering a wonderful selection of classic and modern-classic Porsches for sale. Records are being smashed, generating even greater exposure for our corner of the automotive world, making this month's eclectic mix of available cars all the more enticing. Kicking off proceedings is the 1955 356 Pre-A Speedster being offered by ER Classics (erclassics.com), one of Europe's largest classic sports car dealers. Characterised by its dark grey paint job and twin-tone black-and-grey leather, the near 60bhp open-top stunner features a foldable roof finished in ruby red. Additionally, the car is being offered with a snug-fitting hard top, perfect for winter cruising.

ACQUIRED BY THE CURRENT OWNER IN 2012, 935-001 HAS SINCE BEEN RESTORED TO EXACTING, CONCOURS STANDARDS

This attractive classic Porsche hasn't been treated like a garage queen — its punchy 1.6-litre flat-four and sublime handling capabilities have made it a great choice for a number of road rallies, including Argentina's Mille Miglia Sport and ten outings in Italy, including the Mille Miglia, Targa Florio and, impressively, Nuvolari no fewer than seven times. Subject to a full, bare metal restoration in Germany seven years ago and kept as part of a private collection (frequently emerging for rallies and tours), this excellently maintained and well-documented Speedster is ready and waiting for its next owner. For full details, visit the ER Classics website.

Another four-cylinder Porsche taking our fancy is the Alpine White 944 Turbo owned by 911 & Porsche World reader, Barrie Powell. Working alongside his father in a residential garage, Barrie started by stripping down, repairing and reassembling the car's Koni shocks and rear suspension assembly before taking care of the braking system. All four discs and calipers have

seen close-up attention, while the brake lines have been replaced with new Porsche Classic components. Heritage Parts Centre supplied the engine hoses and fuel lines. "It's important to get the parts right when resurrecting a classic car," Barrie comments. "With this in mind, everything I've fitted is a genuine Porsche component."

The self-same commitment to perfection led the turbocharged transaxle to Swindon-based German marque specialist, Christian Sanger, for a full engine rebuild. Removing a previous Stage 1 tune and resolving a stuttering issue, the experienced spanner man added a fresh air box, rebuilt the induction system and fitted new, genuine gaskets and seals throughout the engine bay. By way of a Lindsey Racing dual-

port wastegate and raised fuel pressure, Christian has also unlocked extra potential in the inline-four. Introduce a custom tune from the supercar supremos at Litchfield Motors, and Barrie's 944 Turbo now produces 311bhp and 346lb-ft torque.

Given a fresh MOT certificate by Porsche Centre Solihull and carrying superb paintwork (recently corrected by Porsche Centre Swindon), the car has been lovingly maintained and comes complete with every receipt since new, all handbooks, tool kit, damper adjuster and much more besides. Presenting a rare opportunity to own a very quick modern-classic at a reasonable price point, this wonderful white Turbo has been valued for private sale at £30,000, but is being offered by Barrie for £28,500 or very near offer. Interested parties should contact him directly on 07825 621020.

Another private sale sure to get Porscheophiles excited is the first-ever 935 race car. The history of 935-001 has its origins in a major revision to the FIA's Group 5 category. For the 1976 racing season,



PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

Free and Simple Agreed Value
PCGB 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000

www.classiclineinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

Your Porsche, Your Club



Founded in 1961 by a handful of enthusiasts, Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

We're here to help you get the very best out of owning your Porsche, with exclusive events, experiences and discounts for our 22,000 members.

Join online at porscheclubgb.com
or call 01608 652911



Porsche Club
Great Britain



[f](https://www.facebook.com/porscheclubgb) [ig](https://www.instagram.com/porscheclubgb) @porscheclubgb

the FIA changed the rulebook to allow extensive modifications to production-based vehicles homologated in Groups 1 through 4. These "Special Production Cars" followed the 'silhouette' rules, permitting major bodywork and chassis upgrades if the basic silhouette remained unchanged. Porsche was prompted to refine the turbocharged 911 and compete for the manufacturer's championship with a highly developed works entry, resulting in the venerable 935.

Development of the model began in late 1975 with 935-001. The car's radically styled fibreglass bodywork, coil-spring suspension, massive rear tyres and turbocharged flat-six engine came together to produce a competition machine capable of producing

Another Gooding & Company sales sensation is the 1983 TAG-Porsche TTE P01 F1 engine sold at the firm's recent London auction. One of the most revered powerplants in F1 history (and McLaren's trusted engine type from 1983 to 1987, during which the team won three drivers' titles and two constructors' championships), this historically significant engine sold for £65,000, some fifteen grand above estimate.

German Porsche parts and accessories producer, Mittelmotor (mittelmotor.de), surprised us by announcing the immediate availability of not one, but five superb air-cooled Porsches through its headquarters in Bochum, Germany. There's a classic 911 S/T evocation finished in the Gulf livery of



4,400 MILES ON ITS ODOMETER, THE RESULT OF THE CAR'S LIFE SPENT AS AN EXHIBIT IN THE SULTAN OF BRUNEI'S PERSONAL CAR COLLECTION

590bhp, with as much as 630bhp available for short bursts, when permitted.

Acquired by the current owner from the Drendel Family Collection in 2012, 935-001 has since been restored to exacting, concours standards by the renowned Cavaglieri Restorations, with an engine rebuild carried out by Ed Pink Racing Engines. Presenting accurately in its victorious 1976 Martini Racing livery, 935-001 is being offered for private sale through specialist auction and brokerage business, Gooding & Company (goodingco.com), as is 904 chassis 60.

Delivered new to Porsche enthusiast, Albert Gwinner, this particular 904 was never raced — Gwinner retained the car strictly for road use. It was later imported to the USA, where it wound up in the hands of Porsche collector, John Wean, of Fox Chapel, Pennsylvania. Wean owned the Silver Metallic marvel for approximately twenty years before selling it to Ernie Spada of Oswego, Oregon. Under Spada's ownership, 904-060 was comprehensively restored to show-quality condition and exhibited to great acclaim. Acquired by the current owner in 1998, 904-60 has since benefited from a complete engine rebuild conducted by Porsche in Germany. Remarkably, the car retains its original, matching-numbers engine (99054) and transaxle (904-060), unlike the majority of four-cam Porsches. Available for the first time in decades, 904-060 presents virtually as new.

the 908/04 Spyder driven by Jo Siffert and Brian Redman in 1970, a 964 Carrera RS, a low mileage 964 Carrera 2, a recently restored 911 SC and a 968 coupe. Visit the Mittelmotor website for details.

As we were preparing for print, Historics Auctioneers announced the full lot list for its September auction at Bicester Heritage. Included is a 928 GTS with an astonishingly low 4,400 miles on its odometer, the result of the car's life spent as an exhibit in the Sultan of Brunei's personal car collection. This low-mileage 'land shark' has recently been subject to a no-expense spared recommissioning over an eighteen-month period at the hands of Porsche specialist, RGA. The same auction offers a gorgeous Merlin Purple 911 SC Targa backdate. We'll report on each car's final sale price next month.

Suffolk-based Porsche indie, PIE Performance (pieperformance.co.uk), is offering a classic S/T evocation (pictured right) based on a 1970 911 T powered by a Carrera 3.2 powerplant. The specification of this superb car is massive — too extensive for these column inches — which is why we recommend you give the PIE Performance team a call. You'll be glad you did.

Finally, we wanted to let you know RM Sotheby's is offering a fully restored 1957 356 A Speedster without reserve at its London sale in November. We'll give you all the details in next month's round-up. ●



Classic Car Insurance the Goodwood Way



CHILDHOOD DREAMS DESERVE TO BE PROTECTED

From the moment we fall in love with the joy of motoring, to owning the models we dreamt of as children, our relationship with cars shifts gear as life unfolds. No matter where you are on the journey, you can rely on Goodwood Classic Solutions to take care of quotes and policies, leaving you to enjoy the ride. Because Goodwood understands that insuring a classic car is about more than just cover; it's about protecting your lifelong passion.

GOOD  **WOOD**
CLASSIC SOLUTIONS

01243 913333
Goodwood.com/insurance

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK

CARS FOR SALE

ROGER BRAY RESTORATION
Milestone Business Park, London Road
Whimble, Exeter, Devon EX5 2QB

SHOP
ONLINE
AND GET
15% OFF
SELECTED
PARTS ON
THE
WEBSITE

CLASSIC PARTS FOR PORSCHE
356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior - we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com
Tel: 01404 822005 Fax: 01404 822007
parts@rogerbrayrestoration.com

PORSCHE 911



2012, £50,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Comes with all the original Porsche Book Pack in the leather wallet, invoices for all the services etc. Exceptionally well looked after example with a very good Specification. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, South East. (T)

116613

PORSCHE 911



1984, £89,995. From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. This tribute car presented here pays homage to the legendary 1973 2.7 RS, echoing that famous silhouette very well, and was professionally built. Please call 01798 874477, South East. (T)

116683#

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. The comfort spec cars are just so easy to live with and are just as happy on the dual carriageway as they are on track. Please call 01229 486315, North West.

112557

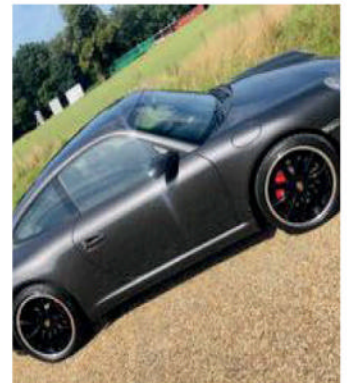
PORSCHE 911



1989, £84,995. This car is now an incredible package, its beautifully finished and presenting in exceptional condition with a top quality body-shell and paint finish. The original interior is beautifully presented and well kept, and on the road this 911 is impressive with its strong, fit, recently rebuilt engine, smooth manual transmission and in typical 911 fashion offers. Please call 01944 758000, Yorkshire and the Humber. (T)

119350

PORSCHE 911



2006, 86000 miles, £31,995 997.1. Carrera S 3.8. First registered in 2006 this Dark Grey C2S 6 speed manual comes in a great condition with high spec including sports seats, immaculate 19 inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

1182308

911virgin.com

Porsche wanted
Payment
Call
Speak to

urgently
immediate
today
Tom

Porsches bought & sold

01895 255222
info@911virgin.com

PORSCHE 911



1988, 66900 miles, £48,995. 1988, 66,900 miles Porsche 911 3.2 Carrera Coupe Sport. Grand Prix white, white Fuchs forged alloys, white leather interior (linen) Fantastic specification. Please call 07949105338, Greater London.

118101

PORSCHE 911



2001, 112000 miles, £42,250. PORSCHE 911 TURBO FOR SALE. C16 UK Car, Porsche Exclusive Manufacture, Manual Transmission, Non Sunroof, Sports Hardback Seats, Extensive History, 2002 Model Year. Taunton, Somerset. £42,500. , South West.

120448

PORSCHE 912



1969, 100300 miles, £50,000. Manu. 3/6/69. Porsche col 8A3 reg California Imported Uk 1/5/98. BGU440G Exported to algarve Portugal 29/10/2008. 2016 Total restoration began. Back to metal. Photos. Like original. Twin webbers. 2 batteries on/off switch. Drilled and vented disc. Classic/mad. Radio. Undersealed Rust protection. 20 min for Airport Faro. No Uk tax to pay on import. Only 5%vat. Please call 00351964768068, Rest of the world.

120121

PORSCHE 924



1988, 665000 miles, £15,000. Porsche 924S Lemans. Only 66k miles. Meticulously maintained By a Porsche enthusiast. One of only 37. Fast appreciating classic. Just 3 owners from new. Vehicle History 1 of 37 RHD UK-market cars in Alpine White; effectively 'Club Sport' editions aimed at enthusiasts to celebrate the culmination of the 924-production. Please Call 07729733396 , South East.

119660

PORSCHE 928



1990, 72,000 miles, £42,000. We are very pleased to offer this stunning and rare 928GT. One of just 38 right-hand drive and manual gearbox 928 GTs and finished in the highly desirable Guards Red with Linen Leather. fully documented history, 5 Speed manual gearbox, Limited Slip differential, Full electric seats, Height adjustment, Air conditioning, Electric Sunroof, Electric Door Mirrors, Porsche book pack. Please call 01765 609798, Yorkshire and the Humber. (T).

117274

PORSCHE 928



928 S4 1990. Rare Tahoe blue, £55k plus recently spent on body, engine and interior by Porsche approved body shop and centre for Porsches 40 years at the front dealer competition. Please call 07803042618, Scotland.

114682

PORSCHE 944



1987. 2 Previous owners current owner 18 years, 94 000 miles, summer use only, always garaged, well maintained and in excellent condition. Please call 07747020758, South West.

116025

PORSCHE 944



1991, 96000 miles £25,995. Porsche 944 Turbo Cabriolet (fi rst reg August 1991) 95. 6K mileage. One of only 100 RHD made Full documented history. In the last three years , has a full belts overhaul , full fl uids replacement (engine, gearbox , diff etc), new RMS and Clutch , brake overhaul etc. Cam tower gasket replaced. The care has a uncracked dashboard and working clock. Please call 07855794548, East of England.

118408

PORSCHE 944



1990, £16,000. Original except for new w/pump, belts, rollers, cam chain, alternator, fuel pump, battery, discs, pads, hoses, exhaust, fliter, plugs. Please call 07818680583, South East.

115620

PORSCHE 944



1989, 130000 miles, £7,750. Porsche 944 Lux Auto c/w private plate for sale, I have owned this car for approximately 5-6 years. A very reliable daily classic, easy to own and a great cruiser! In vgc with full service history - refurbished wheels and good bodywork, the underside is solid and has been undersealed for max protection. Please call 07841757124, South West.

PORSCHE 944



1990, 123000 miles, £28500. Porsche 944 Turbo (1990) for Sale. Built in December 1989, this model year 1990 Porsche 944 Turbo is being offered for sale. First registered in August 1991. Freshly MOT'd by OPC Solihull, this car is in superb condition with superb paintwork (Recently corrected by Dick Lovetts, Swindon), with an immaculate interior and freshly serviced. Please call 07825621020, West Midlands.

120639

PORSCHE 996



2003, 58776 miles, £16,500. 2003 PORSCHE 911 edition with low mileage of 58k. Full Porsche owner manuals and literature folder. No receipts with the car so cannot say what preventative maintenance work may have been done (ims and rms etc) Up to date service book. Please call 01443 206597, Wales.

111109

MOTORFREE ADS

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland 114651

PORSCHE BOXSTER 2003



2003, £57,000. Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Finished in Porsche Please call 07577 575770, South East. (T)

113394

PORSCHE BOXSTER



2006, 67000 miles, £11,250. My car is in Arctic Silver with Sand Beige leather interior, registered in November 2006. It's a Tiptronic with Sport Chrono which is a "must have" option with the auto as it makes it more lively and responsive than without. It's in great condition. T Please call 07909923202, South East.

113703

PORSCHE BOXSTER



1998, 121000 miles, £5,495. Possible Swap? 07957186048, orsche boxer 986 convertible, £5495 px swap ?rare red in colour and triptronic with steering wheel shift, as can be seen in photos the car is in very nice condition for its age, been in family for yrs ,Please call 07957186048, East Midlands.

116146

PORSCHE BOXSTER



2003, £9,750. 2003(03) Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights. Please call 01277365415, East of England. (T)

113353

PORSCHE CAYENNE



2008, £17,495. Registered on November 2008 this Porsche Cayenne GTS Tiptronic S has covered just 47k miles and boasts a comprehensive service history file from Porsche main dealers, with six service stamps & six brake fluid change stamps entered into its service booklet. Please call 07577 575770, South East. (T)

117363

PARTS & MISC.

PORSCHE WHEELS



£595. Very good condition with good Michelin 225/40 ZR 18 Tyres. PCGB Member. Please call 07446881808, East Midlands.

113187

PORSCHE 911 TURN SIGNALS



£400. Original Porsche 911 turn signals. For sale in, as is condition! Indicators (front - right and left Porsche 911 (F body) 1965-68 original Porsche/Bosch items. They are in good condition (read note). Part numbers: 901.631.401.02 and 901.631.402.02. Compatible with: all models between 1965 - 1968 (F body). Please call 916333141, Rest of the world.

113187

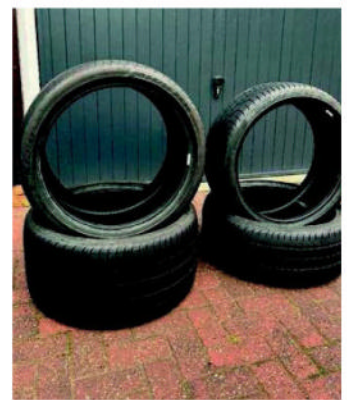
PORSCHE TYRE PUMP



£80. Porsche tyre pump . Please call 07769910892 , South East.

118068

PORSCHE TYRES



£500. Set of 4 NEW Pirelli P Zero Winter Tyres Bought for a Porsche 911. 305/30 R20 Y (103) x2 Front tyres - 245/35 R20 Y (91) Location Northwich, Cheshire. Please call 07973838826, North West.

117777

PORSCHE T-SHIRT

£10. Porsche T-Shirt grey with Martini racing logo. Gents size small but would schoolboy. Very good condition. £10 inclusive of postage. Please call for more information. Please call 01475 726360, Scotland.

120139

PORSCHE WHEELS

£1,500. Porsche Cup 1 Genuine 16" Alloy Wheels. In overall very good condition painted in silver. The front wheels are 6J with an offset of ET52, tyres are Pirelli PZero rosso brand new 205/55/ZR16. Rears are 8J with an offset of ET52, tyres are Pirelli PZero rosso 245/45/ ZR16 Genuine Porsche wheels. Porsche part numbers: Fronts: 944.362.112.00 Rears: 944.362.116.00. Any questions contact me delivery possible but not cheap as heavy approx £80 depending on location. These were fitted on my 928 only done 30 miles from new. Tyres alone cost £850. Please call 07796376709, South West.

119873

PORSCHE



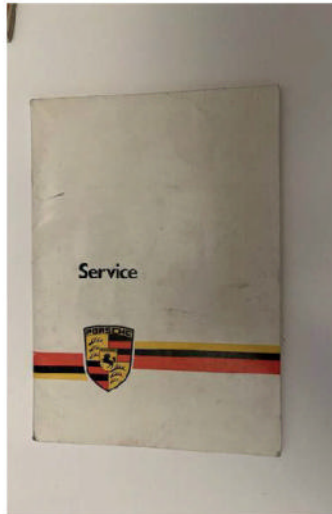
£1,500. Porsche Boxster S 18" alloys, newly refurbished with Bridgestone Potenza tyres. The tyres have done less than 1000 miles. Please call 07546 270971, East Midlands. 119488

PORSCHE BBS



£1,500. BBS CH-R 19" alloys with approximately half worn Michelin pilot sport 4's all round. The wheels are unmarked. Please call 07546 270971, East Midlands. 119489

CARS PORSCHE



£125. Porsche handbook, 911 T original (not a reprint), 116 pages with service booklet and the plastic wallets, near Chichester and Goodwood. Please call 07769910892, South East. 119054

PORSCHE



POA. Following the near completion of my 1976 911 2.7s impact bumper model to a backdate I have available many 76 parts in good usable condition and some ready for restoration. All bumpers, trims front wings. Please call 07718561026, South East. 118068

PORSCHE 986/996



£800. Set of anthracite powder-coated 17in wheels and almost new Vredestein Wintrac winter tyres (only done one trip) to fit 986 Boxster and 996. Please call 07762374758, East of England. 118068

PORSCHE MAGAZINES



£400. All in great condition and in Navy Blue Classic Porsche Binders, each holding 12 magazines = 8 binders). Will include up to issue 96 (the next issue) as that completes the final binder. Buyer to collect from LU6 - Dunstable - Offers might be considered ??? / Highest wins Please call 07748336450, South East. 119395

ADVERTISEMENT INDEX

2911 Ltd	2	No5 Garage	110
Anglo American Oil Co	100	Northway Porsche Specialists	30
Autolight Systems	93	Paragon GB	17
Beverly Hills Car Club	32	Parr Garage	131
Brey Krause Manufacturing	4	Patrick Motorsports	100
Car Cover Shop	105	Pie Performance	65
Cavendish Porscha	30	Porsche Club GB	123
Charles Ivey (Specialist Cars)	88	Porsche In The Park	107
Cheshire Sport Classics	8	Porsche Torque	88
Classic Car LEDs	99	Portiacraft	81
Classiline Insurance	123	Queen Ultimate Music Guide	111
Club Autosport	100	Quickfit Safety Services	110
CMS Porsche	48	Quorn Sports & Classics	101
CSF Inc	27	Reason Porsche	88
Dave The Trimmer	48	Rennworks	57
Design 911	29, 109	Richbrook International	48, 49
DW Performance Cars	99	RSJ Sports Cars	37
E&R Classics	13	RSR Developments	101
Elephant Racing	41	Seacoast Specialist Cars	73
EPS Vertex Automotive	85	Sotheby's Motorsport	23
Fabspeed Motorsport	45	Sportwagen Eckert	77
Fifteen Eleven	21	Stoddard	25
Goodwood Classic Solutions	125	Stomski Racing	5
Harbour Cars	101	Tarett Engineering	8
Hartech Automotive	4	Tech 9 Motorsport	132
Hillcrest Specialist Cars	49	Veloce Wheels	99
IPD Plenums	89	Westwood Cylinder Liners	30
Jasmine PorschaLink	105	William Francis	110
Jaz Ltd	93	William Hewitt Porsche Specialist	49
Kelsey Christmas Portfolio	115		
Kelsey Christmas Products	118		
LN Engineering	49		
Machine Mart	105		
Max Protect	53		
MLR Porsche	48		
Nine Excellence	110		
Ninemeister	9		

Classifieds

Prestige & Performance Cars
Roger Bray Restoration
The Manor Garage Box

PORSCHE WANTED!

Buying and selling Porsches for over 40 years



For a good, old-fashioned, polite service contact Paul

T: 07836 617 916/01225 742 142

E: paul@theporschebuyer.co.uk

www.theporschebuyer.co.uk
www.classicporsches.co.uk

911 & Porsche *World*

ORDER OUR NEXT ISSUE TODAY

718 GT4 RENNSPORT

**DOES THE NEW TRACK-FOCUSED CAYMAN
POSE A SERIOUS THREAT TO THE 911?**

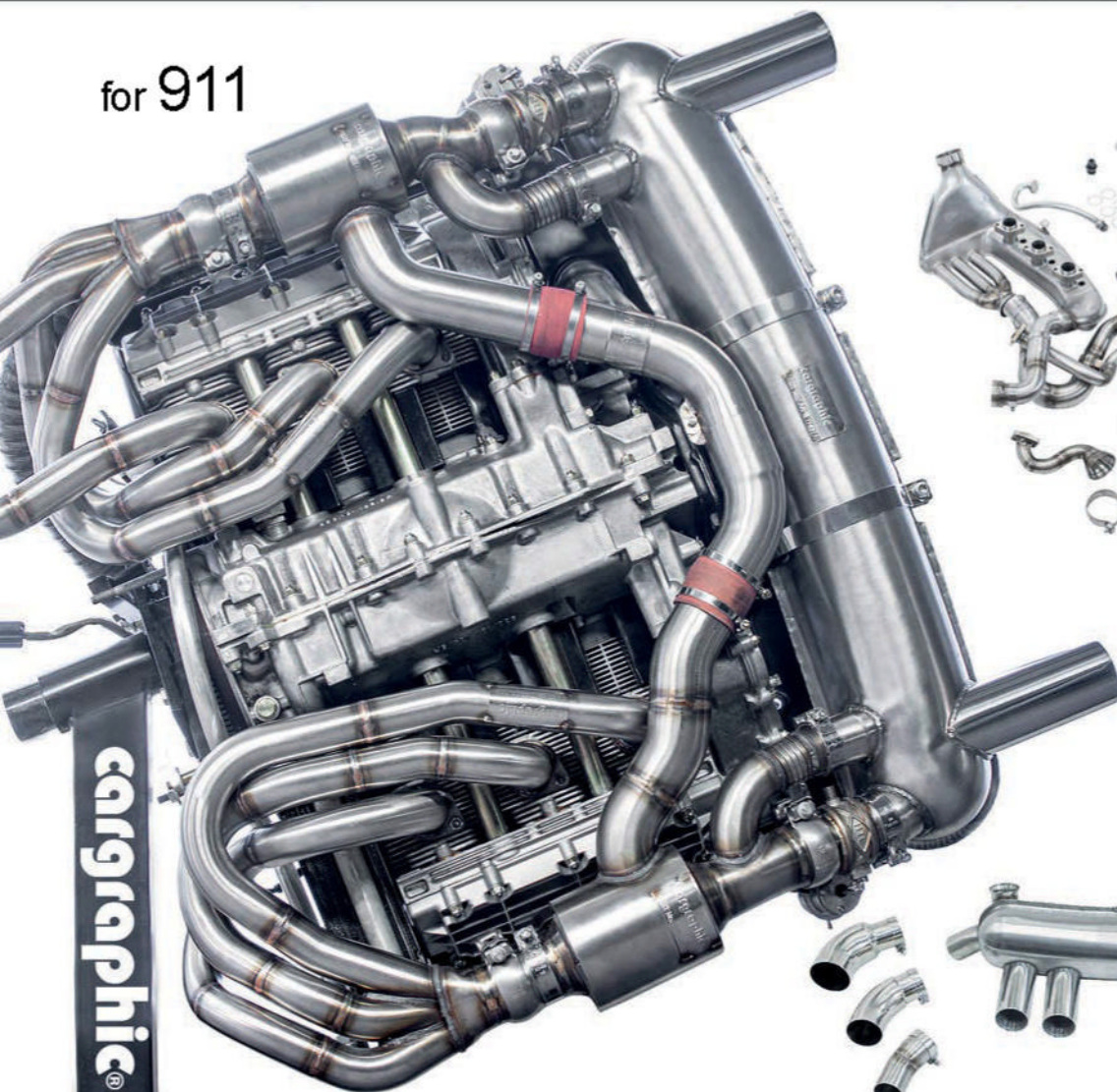


DECEMBER ISSUE ON SALE FRI 27TH OCTOBER

**ORDER ONLINE AT [SHOP.KELSEY.CO.UK/NPW353](https://shop.kelsey.co.uk/NPW353)
CALL NOW ON +44 (0)1959 543747****

Terms and conditions apply. *Delivery is included in the cover price for UK customers only. An additional £1 will be added to any overseas addresses.
**Lines open Mon-Fri 8.30am-5.30pm (GMT). Calls charged at your standard network rate. Image for illustration purposes only. Editorial subject to change.

for 911



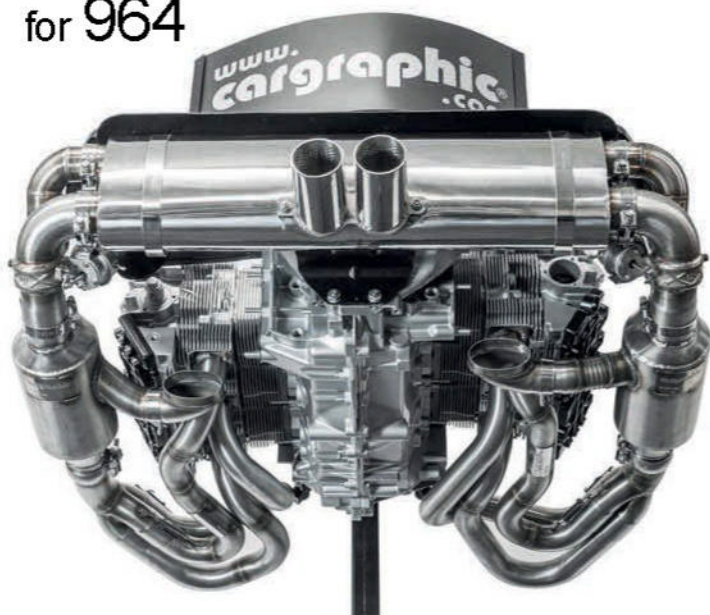
for 930 / 965

Tailpipe options in various Ø:

- LH / RH
- CTC 540 / 740 / 775mm
- GT3 Look center outlet



for 964



for 993



SPORT Exhaust Range valved and non-valved for all Aircooled 911 PORSCHE models with Standard or Backdate bodies



CARGRAPHIC Thomas Schnarr GmbH
Wieslauterstr. 20
76829 Landau
Germany +49 6341 968 911 0 / info@cargraphic.de



PARR - Specialists in Porsche
5 The Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX
United Kingdom +44 1293 537 911 / parts@parr-uk.co.uk

TECHART



Make your 911 uniquely yours.

Your time is now. Genuine TECHART.

Genuine TECHART individualisation has always been made for Porsche owners who love their freedom of choice. For people who are enthusiastic in implementing their very own way of driving, thinking and living.

Aerodynamics & styling. Performance & drive. Interior & comfort. – Create your truly personal Porsche 911. Unique and custom refined to match your individual perception. Sporty. Creative. Self-confident. Open minded and unchained.

Live in the moment with TECHART. Your time is now!



Configure online in 3D:
www.techart.com/992



TECH 9 Motorsport

Hale Garage, Hale Road, Hale, Liverpool L24 5RB
T: +44 151 4255 911, sales@tech9.ms
www.tech-9.co.uk

TECHART

TECHART Germany

Roentgenstrasse 47, 71229 Leonberg
T: +49 7152 9339 0, info@techart.de
www.techart.com