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How has it been twenty-five years since the 911 GT3 landed?! Furthermore, how has the GT3 product line evolved in that scarcely believable quarter century? Well, dear reader, if you're asking the same questions, rest assured you've come to the right place — in this special celebratory issue of the world's best-selling monthly Porsche magazine, we've brought together prime examples of the first and latest 911 GT3s, an effort to find out how the breed has developed since launching all those years ago.

Additionally, we've pitched a 996 GT3 Clubsport against a 996 Carrera equipped with a 3.9-litre oversized flat-six. With a few choice upgrades, does the base model's humble M96 boxer have what it

takes to take the fight to the mighty 'Mezger'? Across the following pages, you'll find out.

We're proud to have a 996 GT3 on our 'fast fleet', namely Dan Sherwood's custard-coloured second-generation example, complete with RS flourishes. One thing *911 & Porsche World* can proudly boast is how we really do practice what we preach — almost every contributor to this title owns at least one Porsche. Some of us own three. Ahem. Yep, we don't just write about these cars. We live and breathe them, too.



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 @FurrsFleet



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25 YEARS OF GT3



FEATURES

10

CIRCUIT BREAKER

Driving the new Taycan Turbo GT.

34

WORK IN PROGRESS

Pairing a 996 GT3 and 992 GT3 Touring.

50

RACE AGAINST TIME

Evaluating different generations of GT3.

62

FIGHTING IT OUT

A 996 GT3 vs a 3.9-litre modified Carrera.

78

LEANING FORWARD

Porsche Active Ride (PAR) explained.

84

TWINNING AND WINNING

How Style Porsche designs new cars.

88

THEM'S THE BRAKES

How to replace the 987's discs and pads.

94

OUR FAST FLEET

What we've been tinkering with this month.

102

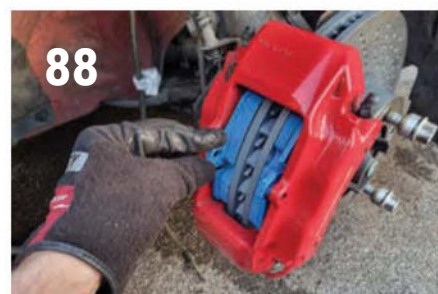
968 BUYING GUIDE

Last of the four-cylinder transaxle line-up.

110

911 T TRIED AND TESTED

Entry-level air-cooled classic driven.





62



34



118



50



19



102



110

REGULARS

- 18 THE BULLETIN**
The latest news from planet Porsche.
- 22 ESSENTIALS**
New products for you and your Porsche.
- 29 COMMENT**
Tom Vagi and Karl Meyer speak their brains.
- 96 MAGAZINE BACK ISSUES**
Complete your collection.
- 118 MARKET WATCH**
Our pick of the Porsches at auction.
- 122 DEALER SPOTLIGHT**
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CIRCUIT BREAKER

When it debuted, the Taycan made a statement: its maker was getting serious about electric vehicles. From game-changing architecture to supercar performance, this 'new Porsche for a new era' became the EV benchmark. There's now a new halo model with even more to say...

Words Dave Humphreys Photography Daniel Wollstein, Porsche Corporate Archives







Much the same as the original Cayenne, the Taycan represented the start of a new chapter in the Porsche story. While some purists dislike both models, it's impossible to ignore the impact and success each has had. Transitioning to electrification is no easy task, as many other car makers have discovered (the hard way). From the outset, Porsche set its engineers ambitious targets to create a car offering not only day-to-day usability, but the kind of performance and driving pleasure the company is renowned for imbuing in its vehicles.

It's safe to say the Taycan team nailed the brief. In the intervening years since model launch, Porsche has sold almost 150,000 examples of this all-electric sports machine, with the UK ranking as one of the car's top four markets. Progress happens fast in the world of electric cars, however, and Porsche can't afford to stand still — not only is a substantially updated Taycan with improvements to battery and range about to launch, Porsche is also adding a new range-topping version: Taycan Turbo GT.

No car buyer would refer to any of the fourteen Taycan variants currently on sale as 'slow', but the Turbo GT's performance is on a whole other level. It needed to be, because putting those two

letters onto the back of any Porsche is a big deal. As the first electric model from the Stuttgart concern to receive them, it had to be special.

In the hands of factory development driver, Lars Kern, the Taycan Turbo GT set a class record lap time of 7:07.55 minutes at the Nürburgring Nordschleife. This was an incredible twenty-six seconds faster than the time Kern recorded using a Taycan Turbo S Sport in 2022. Not only is this the record for a series-production EV, it is also the fastest four-door of any powertrain type around the Nürburgring. Period.

Following the Turbo GT's lap record, Kern proved the car's mettle in the USA by

setting an electric series-production car lap record at Laguna Seca, completing the sprint in 1:27.87 minutes. Both records were set using a Taycan Turbo GT fitted with Weissach performance package, which shaves weight, increases top speed and improves already wild acceleration. This same Weissach package is fitted to the car we're driving on track today.

There are many changes to the Taycan for 2024, but you won't be able to see one of the most important. We're talking about the addition of Performance Battery Plus, which now has gross capacity of 105kWh, up from 93kWh, resulting in 97kWh of usable energy.

Above It might not possess a turbocharger, but make no mistake, the Turbo GT Weissach edition is a proper Taycan range-topper





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SCAN ME



In the case of the Taycan Turbo GT, it means a driving range of 345 miles. That's not the longest range in the updated line-up, though — a standard Taycan with Performance Battery Plus can travel 421 miles between charges, but for a GT-badged Porsche, 345 miles isn't too shabby.

Another feature improved across the Taycan range is charging, with a ten to eighty percent recharge taking just eighteen minutes. A 320kW peak DC charge rate means the updated Porsche can better exploit the latest generation of rapid chargers.

In our photographs, you can clearly see the Taycan Turbo GT's fresh face, with new bumpers featuring carbon-fibre 'aeroblades' on their extremities. These parts help channel airflow around the

front of the car, across the face of the wheels and down each flank. This setup generates up to eighty kilograms of downforce and contributes to the overall 220 kilograms of downforce provided by the Weissach package. A further portion of this figure is attributed to the fixed rear wing, which is finished in high-gloss carbon-fibre and carries the Weissach logo on its endplates.

As rear wings go, this isn't the prettiest of appendages, but we'll give Porsche the benefit of the doubt and accept the part is more about function than form. If it's a bit too much for your tastes, though, the 'regular' Turbo GT features a subtler adaptive spoiler, complete with a Gurney flap finished in the same high-gloss exposed carbon weave. Chances are, however, the wing won't be the biggest

deal-breaker for those considering the Weissach package. A significant part of the seventy-kilogram weight reduction on offer is attributed to the lack of rear seats. In their place is a carbon-fibre 'cover' with a stowage area beneath a fabric tonneau, which buttons into place. The rest of the cabin is less spartan, although Porsche dispenses with floor mats, boot mats and, somewhat regrettably, the analogue clock from the Sport Chrono package.

The amount of sound deadening materials has also been reduced. Other details include special sound- and heat-insulating glass, while Sound Package Plus saves weight by substituting the anticipated BOSE Surround Sound system and doing away with the rear speakers. Well, it's not as though there

Above We tested the car at Montebelanco Circuit in La Palma, close to Seville in southern Spain

TECH SPEC

Model	Taycan Turbo GT Weissach package
Price	From £186,300
Powertrain	Dual electric motor with 97kWh lithium-ion battery
Transmission	Two-speed automatic, all-wheel drive
Economy	3.01 miles/kWh (combined)
CO ₂ emissions	0g/km
Top speed	190mph
0-62mph	2.2 seconds
Power	778bhp (1,019bhp with launch control)
Torque	988lb-ft
Kerb weight	2,220kg (DIN)
Dimensions	Length 4,968mm, width 1,966mm (without mirrors), height 1,378mm, wheelbase 2,900mm





Above Interior is of the very highest standard, but you weren't expecting anything else from Porsche, were you?

will be anyone sitting there to listen to them, is it?!

The lightweight carbon-fibre buckets look gorgeous and have the Turbo GT logo embroidered into the headrests. If they're just that bit too firm for your posterior, Adaptive Sports Seats Plus, which features electric eighteen-way adjustment and memory function, can be ordered as individual equipment at no extra cost. It's worth noting this only applies to the Turbo GT, not the Weissach package.

As sets of technical specification go, the Turbo GT's outputs are the stuff of Top Trumps. The model's dual-motor setup produces up to 778bhp as standard. Overboost Power with Launch Control dials output up to 1,019bhp. As for instantaneous electric torque, this car summons 988lb-ft of the stuff. One key component in helping the Turbo GT achieve such high output is a new pulse inverter for controlling the electric motor. This differs from the one used in the Turbo S, which relies on a 600-ampere inverter. The Turbo GT uses inverters with maximum current of 900 amperes on the rear axle. Silicon carbide is used as semiconductor material in the pulse inverter for better efficiency and to reduce switching losses.

This is just one of dozens of aspects of EV development Porsche's engineers have examined in order to create the Turbo GT. There isn't an area of the car not subjected to scrutiny for potential improvements or gains in performance or weight reduction. Even one of the two charge ports has been removed. The sole

makes an attempt to put an indent in the headrest. It's hard to comprehend how hard (and how quickly) this all-electric Porsche accelerates, all of it without any fuss or tyres scrambling for grip. It's video-game-like, but in the real world.

The experience doesn't end there, though, because as wild as the ride to

62mph is, what really hits home is how forward thrust steps up a notch when the driver is chasing 120mph. Porsche states it takes 6.4 seconds to hit 124mph, but

A SENSATION FEW THIS SIDE OF A FIGHTER PILOT BEING CATAPULTED OFF AN AIRCRAFT CARRIER WILL EXPERIENCE

remaining port gets a manual door cover, rather than the electrically operated part typical of the Taycan range.

The body-hugging buckets feel appropriate when we get out onto the circuit and put the Turbo GT through its paces. On paper, the performance figures are staggering. In real life, it's a brain-scrambling experience. The first point of business is to address those acceleration figures. Lining up on a generously lengthy straight and dialling in Sport Plus mode, the brake pedal is firmly pressed before we apply the same pressure to the accelerator pedal. Digital sounds build and, as the brake is released, there is a sensation few this side of a fighter pilot being catapulted off an aircraft carrier will experience. Just 2.2 seconds is all it takes to reach 62mph. Your skull

our time behind the wheel indicates that figure as being somewhat conservative. Incidentally, it only takes a small number of launch control starts for nausea to start kicking in.

CIRCUS ACT

This isn't a one-trick pony *à la* Tesla's Ludicrous Mode. The Taycan GT is purpose-built to devour roads (and tracks) at ferocious rate. Even so, there's little point in having all that power if it can't be transmitted to asphalt. Helping the Taycan do so is the latest generation of Porsche suspension solutions. Named Porsche Active Ride (PAR), it made its debut on the recently updated Panamera. Here, PAR gets a GT-specific tune. The system ensures near perfect connection with the road by balancing



wheel loads across the chassis through four active dampers controlled by two electric motors driving two hydraulic pumps. It's all powered directly by the car's high-voltage battery, and the system eliminates the need for anti-roll bars. Sensors calculate the forces on each wheel in real time, from friction and slip to lateral and longitudinal acceleration. The resulting data tells each pump how much fluid to distribute to the dampers, which can either push the wheel into the road or pull it inward, toward the body. Ultimately, this science translates into the Taycan's eerie ability to eradicate body roll through corners.

This Porsche has a few other party pieces up its sleeve, including the ability to lean into bends much the way a motorcycle would. During the first few laps, the Turbo GT feels utterly counterintuitive in how it acts, but as you acclimatise to it (and the car's speed), you begin to understand how the system works to help the driver. Deep into the braking zones, the car's rear end squats down — not the front diving, but the back — making it feel as though a giant invisible hand is grabbing from the rear.

With the ability to build up a head of speed quickly, the Turbo GT is sensibly fitted with Porsche Ceramic Composite Brakes (PCCB) as standard. The calipers are painted in an exclusive lick of Victory

Gold. Modifications to the brake disc chamber and caliper housing save more than two kilograms in weight, which in turn, benefits handling by reducing unsprung weight and rotating mass.

Stopping power is impressive, but you do feel the system having to work that bit harder to haul all 2,220 kilograms of Taycan down to speed for the next apex. It's all too easy on an unfamiliar road (or circuit, in this instance), to carry

trick can be performed multiple times and is one of the ingredients contributing to making the aforementioned record-setting lap times reality. Meanwhile, PAR enables changes of direction capable of giving your neck muscles quite the workout. What's arguably more surprising is how the various systems allow the car to move around beneath you. On occasion, the Taycan GT will wag its tail and demand you input opposite lock. If

you're willing to grab the car by the scruff of the neck, it can get ragged when you explore its limits.

As ever from Porsche, the steering feel is

nothing short of sublime, augmented by rear axle steering and Power Steering Plus to provide precision and the right amount of feedback through the wheel, thereby ensuring you, the driver, have a solid connection with the car, even if there isn't a buzzing combustion engine to stimulate the senses. It's easy to dismiss electric cars as little more than appliances, but what Porsche has executed in the Taycan Turbo GT is nothing short of impressive. Few words accurately convey how its performance feels in real life. It's outrageous, ridiculous and other-worldly. If this is what Porsche's GT division can do with a four-door saloon, then what potentially lies ahead for electric sports cars is a tantalising prospect indeed. ●

Above It might weigh the same as a fossil-fuelled Bentley, but the Taycan Turbo GT Weissach edition will propel its occupants to 62mph from a standing start in a blink-and-you'll-miss-it 2.2 seconds

WHEN YOU THINK IT CAN'T GET ANY FASTER, YOU PULL ON THE RIGHT PADDLE BEHIND THE STEERING WHEEL AND INITIATE ATTACK MODE

unwanted additional pace into a corner and overwhelm the front tyres. The motors help, of course. Recuperation rates have increased to as high as 400kW, up from 290kW, meaning more energy goes back into the battery when the car slows.

Power arrives like a thump in your back. When you think it can't get any faster, you pull on the right paddle behind the steering wheel and initiate Attack Mode. Influenced by Porsche's involvement with Formula E, Attack Mode takes the Push-to-Pass feature and turns it up to eleven, so to speak. When you're already on the accelerator, one pull serves up an additional 120kW (160bhp) for up to ten seconds. Believe us when we say this kick is very noticeable. The



Carrera GT

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History including Le Mans • 1996

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911 GT3 (996.2)

Guards Red • Black Leather Sports Seats
18" GT3 Wheels • Air Conditioning
Body-Coloured Centre Console
Guards Red Seat Belts • Bi-Xenon
Headlights • 26,396 miles • 2003 (53)

£84,995



911 Turbo (991)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Turbo Centre Lock
Wheels • Sport Chrono • Carbon
Interior Package • Touchscreen Satellite
Navigation • 16,070 miles • 2015 (15)

£84,995



911 GT3 (996.2)

Atlas Grey • Black Leather Sports Seats
18" GT3 Wheels • Air Conditioning
Cruise Control • Bi-Xenon Headlights
Previously Sold & Serviced by Paragon
38,697 miles • 2003 (53)

£82,995



911 Turbo S (997)

Carrera White • Black Leather Sports
Seats • PDK Gearbox • 19" Turbo Centre
Lock Wheels • Porsche Ceramic Composite
Brakes • Previously Sold & Serviced by
Paragon • 30,432 miles • 2010 (60)

£74,995



Cayman GT4 (981)

Jet Black Metallic • Black 918 Bucket
Seats • 20" GT4 Wheels • Touchscreen
Satellite Navigation • Clubsport Package
Switchable Sports Exhaust • Sport
Chrono • 20,341 miles • 2016 (65)

£72,995



911 Carrera 2 GTS (997.2)

Carrera White • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Switchable
Sports Exhaust • 38,059 miles • 2011 (60)

£66,995



911 Turbo S (996)

GT Silver • Natural Black Leather Seats
Manual Gearbox • 18" Turbo II Wheels
Porsche Ceramic Composite Brakes
Satellite Navigation • Electric Sunroof
63,071 miles • 2005 (05)

£64,995



911 Carrera 2 GTS (997)

Carrera White • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Switchable Sports Exhaust
Sport Chrono • Previously Sold & Serviced
by Paragon • 19,368 miles • 2010 (60)

£64,995



911 Carrera 2 S (991)

Agate Grey • Black Leather Sports Seats
PDK Gearbox • 20" Turbo III Wheels
Touchscreen Satellite Navigation • Sport
Chrono • Switchable Sports Exhaust
30,408 miles • 2014 (14)

£59,995



Boxster S (981)

Basalt Black • Black Leather Sports Seats
PDK Gearbox • 20" Carrera Classic Wheels
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Navigation • Previously Sold & Serviced
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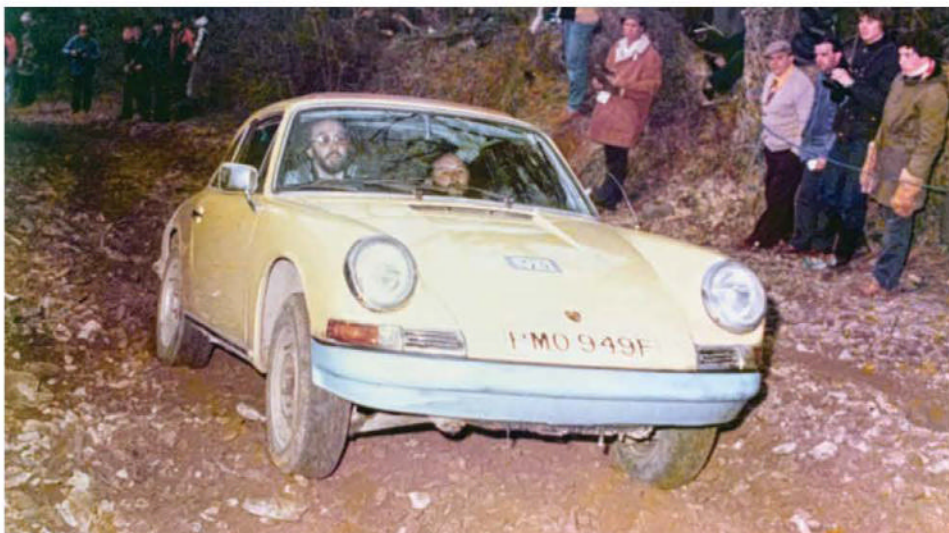
PORSCHE COMMUNITY MOURNS AUTOFARM CO-FOUNDER, STEVE CARR

Steve Carr, who co-founded independent Porsche specialist, Autofarm, has sadly passed away. He was eighty years old.

"A gentle man, an ideas man, a team player," eulogises Steve's Autofarm business partner, Josh Sadler. "Through his contact on the rally scene, he got a job as Test Engineer with Glacier Bearings, which is where we met. Together, with help from our wives, Pauline and Sue, we went on to establish Autofarm as a marque specialist in early 1973. Whilst developing Autofarm as a business was very labour intensive, the work enabled Steve to get back into rallying, which he loved. His first rally car was a Hillman Imp, which he competed with in the late 1960s and early 1970s, but thanks to the work we were doing at Autofarm, he resumed his competition career with a 911. Irish Tarmac rallies proved the most attractive route — in the late 1970s, Steve competed in several events in Ireland, scoring a couple of impressive top ten finishes in the major internationals."

In 1978, Steve met (and later married) Gina, with two sons, Dan and Ben, arriving in the early 1980s. International rallying became a luxury too far, but Steve had already become interested in flying, obtaining his Private Pilot Licence (PPL) some years earlier. He acquired a single-engine Piper Cherokee (a previous insurance write-off) and took to the air. The Piper was soon traded in for a twin-engine Partenavia, which was hired out to cover costs, whenever Steve wasn't flying.

Steve later upgraded his PPL to a full Commercial Pilot Licence (CPL) with instrument rating, which enabled many continental 'shopping trips' in the 1980s, mainly for Porsche parts. He would also go on to achieve his full hot air balloon pilot's licence.

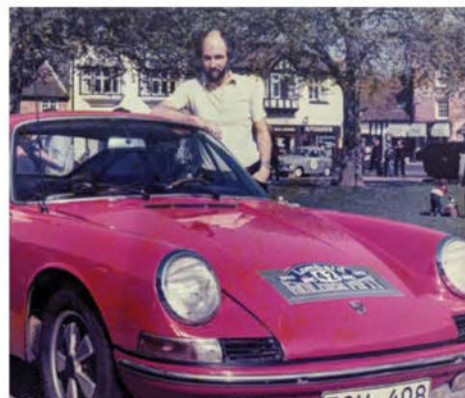


In 1987, Autofarm moved premises from Amersham to a new facility near Tring, a very labour intensive period, which included taking on SAAB and Suzuki franchises. This provided Steve with another new challenge — he took over the sales side of the business. Sadly, following financial recession at the turn of the decade, the original Autofarm closed its doors in 1991. A difficult time for all concerned, but ever resourceful, Steve carried on, selling second-hand Porsches from home, albeit he was operating in a very difficult marketplace.

GETTING STUCK IN

Steve was a member of Porsche Club Great Britain since 1972, helping with running Weekend of the Year (WOTY) and concours events. His commitment to the club steadily grew and, in 1993, he became the organisation's Administrative Director. Later that year, he took on the role of Club Chief Executive. Following his time serving in these roles, he was able to apply his automotive and aviation expertise during a successful stint as a consultant for an asset valuation firm, a role which would see him involved in the liquidation of a number of top-tier motor racing teams and airlines.

In 2007, Steve became the MG Car Club's Competition Secretary, responsible for the club's motorsport activities. This would include the spectacular MG90 celebration on the Silverstone Grand Prix circuit, before his retirement in 2014. That year, he was diagnosed with early onset Alzheimer's. On April 20th, he was released from a tragically difficult time and passed away in his sleep. He will be missed by all who knew him.



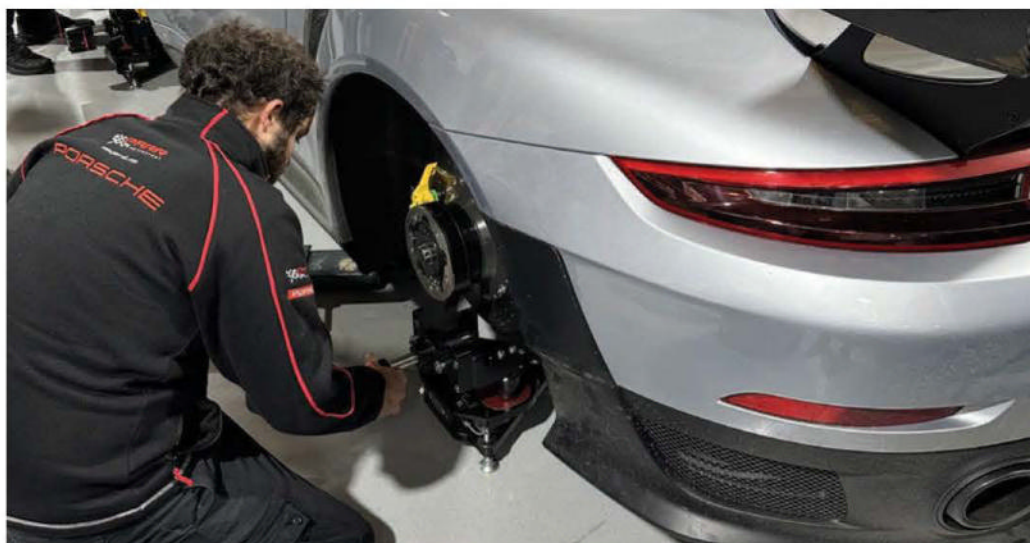


PARR OFFERS PORSCHE APPROVED MANTHEY RACING UPGRADES

Crawley-based independent Porsche sales, restoration, tuning, repair and maintenance specialist, Parr, has announced a working partnership with Manthey-Racing, delivering motorsport-derived specialist engineering solutions to elevate Porsche sports cars. Parr boasts more than thirty-five years of racing experience, from club-level events, all the way up to international championships. Needless to say, when it comes to trackday and race car preparation, the company's team of expert technicians is adept at providing, installing and optimising the complete portfolio of Manthey-Racing offerings for Porsche products.

Though Manthey-Racing parts can be ordered individually, complete suites of equipment can be ordered for GT3 Cup, 718 GT4, GT3 Cup Trophy, new(ish) 935 and GT2 Clubsport. A full catalogue of Manthey-Racing products for each model, including a list of R-Quipment offerings, is available to view on the Parr website, which you can visit by heading to parr-uk.co.uk.

Leveraging the firm's extensive knowledge and experience, Parr invites those aiming to enhance their Porsche's race-day performance to consult with a member of the company's



motorsport department. Rest assured its commitment to excellence ensures tailored solutions meeting the exacting demands of Porsche motorsport.

Manthey-Racing was established in 1996 by

former racer, Olaf Manthey, and is famous for competing in Nürburgring Endurance Series, Deutsche Tourenwagen Masters (DTM)

and the GT2 European Series. The Meuspath-based business also runs Porsche's factory World Endurance Championship (WEC) programme. In fact, so close is the relationship between Manthey-Racing and Porsche, the Stuttgart brand became majority shareholder in Manthey-Racing in 2013.

Seven overall wins (all in Porsches) at the 24 Hours of Nürburgring, not to mention eleven class wins and countless podiums at the same event, is not to be sniffed at, but Manthey-Racing has also scored a number of class wins at the 24 Hours of Le Mans, in DTM and the Bathurst 12 Hour. In fact, the team won the latter outright

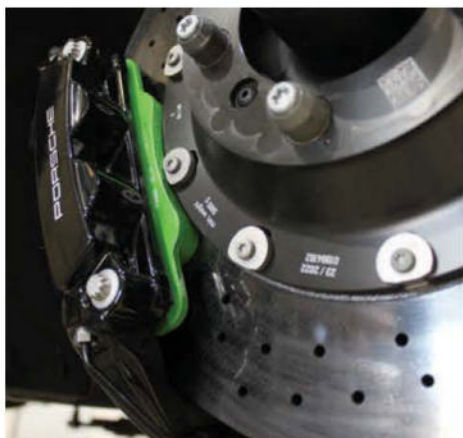
earlier this year. Suffice to say, if you're looking to improve your modern GT Porsche with factory-approved, race-bred, performance-enhancing hardware, don't hesitate to give Parr's customer operatives a call.

Parr prepared its first 911 for competition use in 1986, just two years after the company was formed, and has been a mainstay of Porsche racing

PARR PREPARED ITS FIRST 911 FOR COMPETITION USE TWO YEARS AFTER THE COMPANY WAS FORMED

ever since. Impressive outings at the 24 Hours of Daytona, British GT Championship, Pirelli Porsche Championship, Carrera Cup, Britcar and various Porsche Club Motorsport events rank among the company's racing achievements, but away from the track, Parr is recognised for its sales of high-quality sports cars, as well as tuning and performance upgrades, which are a cornerstone of the business.

As you'd expect, service work remains Parr's primary concern. Founded by the father and son partnership of Ray and Paul Robe, from a small location in Old Coulsdon, Surrey, the business continues to grow from strength to strength.





RSR 2024 CALENDAR OF TRACKDAYS SET TO EXCITE PORSCHE OWNERS

Maybe you've never driven on a circuit before? Ron Simons Racing (RSR) is on hand to help. Offering a variety of open pitlane trackdays 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 private events at Spa and the Nürburgring for many years. In other words, these guys have intimate knowledge of both tracks, meaning you couldn't be in safer hands.

For tuition, you can drive your own car or take advantage those Ron has made available to rent, not limited to a wide variety of Porsches, ranging from a 718 Cayman GTS to a 992 GT3 RS Weissach Edition. He isn't oblivious of the fact disabled drivers enjoy track time just as much as able-bodied enthusiasts, which is why the fleet includes cars with hand controls, too.

And so, to the all-important dates. Between now and November, RSR trackdays at both Spa and the Nürburgring are planned: Saturday 15th June (Spa), Wednesday 10th July (Spa), Thursday 8th August (Spa), Friday 6th September (Nürburgring Nordschleife), Monday 16th September (Spa), Tuesday 17th September (Spa), Monday 7th October (Spa), Tuesday 8th October (Spa), with Saturday 9th November (Spa)



rounding out the season in style. It's important to note, these are trackdays, not test days (or race days, for that matter). The encouraged driving code amounts to patience, respect, defensive manoeuvring, no competition, no lap timing, just enjoying the track and going the distance. Ron limits events to a maximum of one hundred attendees. The pitlane is open all day, meaning you can head out onto the circuit and come in again as frequently as you wish. This 'no sessions' approach, coupled with the low number of drivers at each RSR event, means less traffic, less overtaking and, ultimately, a better day out for everyone involved.

Given the fact Ron doesn't need to explain how to have fun on the world's best race circuits, his team can fully concentrate on impressing upon participants the importance of the driving code and safety standards. This takes the form of a track walk (hosted by Ron) and driver briefings, ensuring every participant is reading from the same hymn sheet, so to speak. As a consequence of this approach, RSR hardly ever

has cause to complain about driver behaviour. "Our typical customers are people who enjoy their cars and want to drive them on the world's best circuits," Ron confirms. "These are people who enjoy in-control sport driving on a track. What we don't have are hotshots who are desperate

to prove themselves." He's referring to those who want to go mirror to mirror and don't allow a faster car to overtake. It goes without

IMPRESSING UPON PARTICIPANTS THE IMPORTANCE OF SAFETY STANDARDS

saying, these are dangerous drivers and aren't allowed anywhere near RSR events.

Road and race cars are allowed to attend, with full wets and slicks permitted. Sportsman-like behaviour is emphasised at all times. Private pit boxes with prior-day setup are available, should customers require them.

Want to take a mate? RSR club members receive fifty percent discount on the first additional driver per event, as well as fifty percent discount for up to five guests (passengers). Special pricing is available for what constitutes a team (multiple drivers and mechanics). For further information, and to book, visit rsrspa.com.



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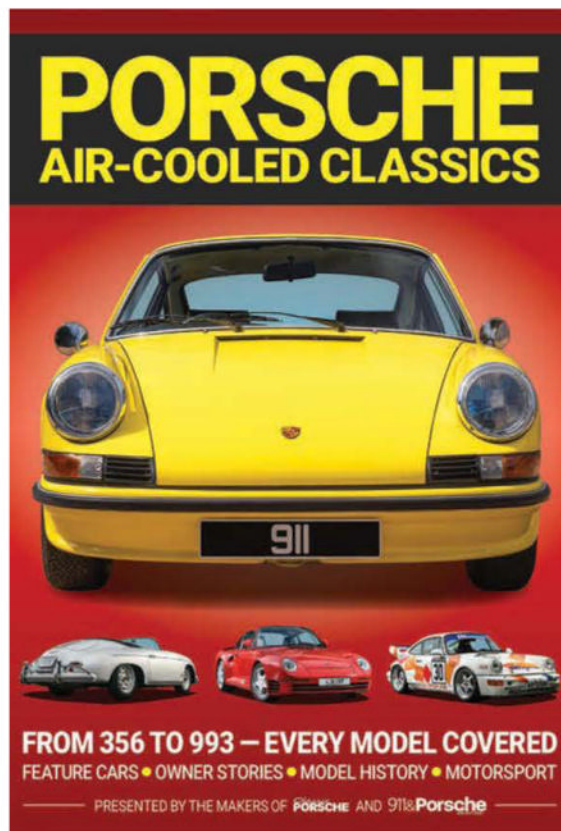
Hot new products for you and your Porsche...

NEW PORSCHE AIR-COOLED CLASSICS BOOKAZINE

During more than five decades of production, Porsche's now legendary air-cooled sports cars afforded the Stuttgart brand a reputation for delivering formidable racing machines capable of dominating motorsport. Away from the track, the manufacturer's road cars were just as impressive, bringing automotive technology developed in the heat of battle to the world's dealer showrooms. In this 164-page celebration of air-cooled classics, the makers of 911 & Porsche World and Classic Porsche magazines chart the design and evolution of Porsche's air-cooled sports cars, from events leading to the development of 356 no.1, all the way to discontinuation of the 993. Along the way, we get behind the wheel of key models, delve into owner stories, explore ground-breaking engineering and salute racing success. Essential reading for you or the Porsche fan in your life.

Price: £9.99

shop.kelsey.co.uk/porsche-classics



NEW POCHER 312-PART 917K 1:8 SCALE MODEL

The 917, a legendary sports-prototype dominating tracks in the late 1960s and early 1970s, now stands immortalised in a detailed 1:8 scale replica by Pocher. Designed for discerning collectors and automotive enthusiasts alike, the 312-part model captures every intricate detail and essence of the Porsche racing legend. Constructed with precision-engineered components and utilising materials including metal, rubber, textiles and premium quality plastic, each Pocher model is a testament to the brand's commitment to excellence. From the meticulously replicated chassis to the finely crafted interior, every aspect of this six-kilogram, 522x267x135mm model exudes authenticity and attention to detail.

Price: £789.99

uk.pocher.com or call 01462 688532



9M LIGHTWEIGHT FLYWHEEL AND UPGRADED CLUTCH KIT FOR 718 BOXSTER/CAYMAN 2.0/2.5

Designed for turbocharged four-cylinder variants of the 718 Boxster/Cayman, this lightweight flywheel and upgraded clutch kit from the 9M performance division of independent Porsche maintenance, restoration and repair specialist, Ninemeister, features a CNC-machined high-carbon forged billet steel flywheel offering a massive fifty-two percent weight reduction over the standard Porsche part (6.95kg vs 14.55kg). A direct replacement item, the 9M offering delivers quicker acceleration, better throttle response, more power to the wheels and is compatible with the OEM clutch. As you'd expect, however, 9M's upgraded 718 2.0/2.5 clutch kit is perfectly paired to the flywheel, providing higher thermal capacity than OEM friction material, a performance pressure plate giving higher transmittable torque and higher clamp load, a sprung uprated organic centre plate with OEM pedal feel and ability to withstand more than 550Nm of torque.

Price: £1,695.00

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RENNLINE FAN SHROUD FOR CLASSIC FLAT-SIX

Fully CNC-machined from two solid blocks of aluminium, Rennline's new billet fan shroud for air-cooled Porsche flat-six engines delivers stronger construction and a more stylish look than is available from alternative aftermarket replacement fan shrouds made from cast aluminium or magnesium. Three different anodised colourways are available: gloss black, grey and polished aluminium. Manufactured for 245mm fan assemblies, this attractive engine bay dress-up component comes complete with twenty-one- and ten-millimetre spacers, making it a perfect fit for any classic 911. Buyers can order direct from the Rennline online store, or from the dedicated Rennline page on the Pelican Parts website. This attractive fan shroud is one of many new Rennline dress-up parts hitting the market right now, and can be paired with a cast aluminium eleven-blade fan and carbon heater block-off shroud.

Price: \$950

rennline.com or pelicanparts.com/rennline



FABSPEED RENNKRAFT 992 GT3 MODULAR HEADERS WITH HJS HIGH-FLOW CATALYSTS

These modular 992 GT3 headers from Fabspeed's Rennkraft range feature a quick release V-band connector allowing an easy swap between German-made HJS tri-metallic 200-cell catalytic converters and Quicktrak cat bypass pipes for track use. These unique headers offer true street and race track functionality in an innovative precision engineered package and will fit all 992 GT3s in all territories. Impressive dyno-proven power gains of 16whp and 20lb-ft torque can be expected with the HJS cats, while 19whp and 26lb-ft is achievable with the bypass pipes installed. Fabspeed claims weight saving of 2.7kg when compared to the factory setup, further aiding performance, while construction is from CNC mandrel-bent T304 stainless steel. F1-style high-velocity merge collectors are a key feature. The overall design is based on 3D scans of the 992 GT3's OEM headers, thereby ensuring perfect bolt-on fitment. Optimised for maximum performance with no triggered engine light, supported by a lifetime warranty and built in-house at Fabspeed's factory in Fort Washington, these superbly manufactured modular headers are available with worldwide shipping.

Price: \$5,166.95 with cat bypass pipes, \$5,496.95 with sports cats, \$5,716.95 with sports cats and bypass pipes
fabspeed.com or call +1 215 515 5888



PPT FOUR-PISTON BRAKE KIT FOR G-SERIES 911

Performance is measured in a number of ways. Tuning, for example, isn't just about making your Porsche travel faster — bringing the car to a safe, swift halt is equally important. This fact hasn't escaped the team at Suffolk-based marque indie, PIE Performance, as highlighted by the firm's recently launched four-piston brake kit upgrade for G-series 911s (1974-1989). Using a specific combination of OEM Porsche calipers, OEM vented discs and pads, a new replacement master cylinder, new brake hoses and bespoke PIE Performance Tuning (PPT) mounting hardware, your classic 911's stopping power will be vastly improved, with the added bonus of increased heat dissipation and notably reduced brake fade, even during the most spirited of road or track use. The kit has been designed to fit behind fifteen-inch Fuchs wheels, allowing owners to keep the standard look of their 911 — there's no need for larger, less period-looking rims. The included discs are 282x24mm vented items, while the calipers are offered with a black finish as standard, though can be finished in a colour of your choosing.

Price: £2,012.80

pieperformance.co.uk or call 01787 249924



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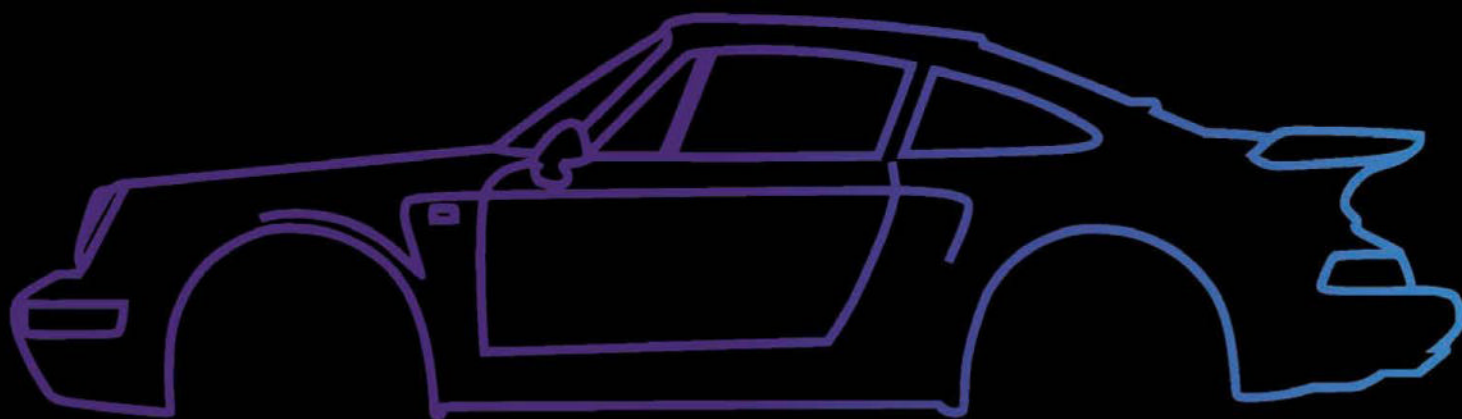
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STOMSKI RACING 911 #8 BEARING SEAL TOOL

As with all engine seals, the no.8 bearing crankshaft seal is a critical component in the battle against a leaky air-cooled flat-six. Installed improperly on a new rebuild, or mangled when a technician tries to re-seal the engine, the no.8 seal is repeatedly the source of oil leaks. Stomski Racing's SR054 bearing seal tool provides a smooth, seamless transition for the #8 seal to pass over the end of the crankshaft, thus massively improving the odds of the seal successfully accomplishing its task.

Price: \$55

stomskiracing.com or call +1 410 571 9779



MAXILITE REPLICA DEEP DISH FUCHS WHEELS

Sometimes, it makes sense to store original parts in a safe place, where their value remains protected. Enter Porsche parts retailer, Sierra Madre Collection, now offering Maxilite 'deep six' replica wheels for sale through its website. Supplied as a faithful 6x15-inch reproduction, carrying ET36 offset, machined with 5x130 PCD and offering a 71.6mm centrebore, these superb five-leaf rims will fit 356 C/SC, 912 and pre-SC 911 models, and come in a range of anodised finishes, including a black centre with machined lip (with either silver or black spokes) or polished chrome. Supplied with a three-year manufacturer's warranty, Maxilite's offerings join a wide range of Porsche products in the Sierra Madre Collection.

Price: \$617.51 per wheel

sierramadrecollection.com or call +1 323 593 4300

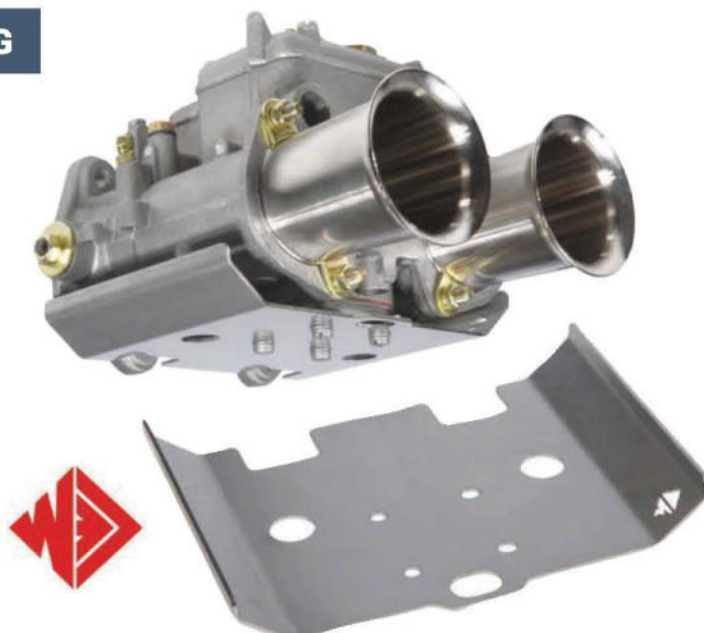


NEW WEBCON CARBURETTOR HEAT SHIELDING

With warmer days and higher under-bonnet temperatures on the horizon, hot fuel-handling issues (especially when working with modern ethanol fuels) are likely to become apparent on carburettor-equipped classic cars. Many of the heat-related running issues on Weber 40 and 45 DCOE installations, however, can be easily and quickly reduced by installing Webcon's all-new carburettor heat shields. These expertly manufactured parts are available at a pleasing price point and serve to deflect rising hot air around the body of the carburettor, as well as providing an effective insulating air barrier underneath the carburettor. Superbly made in the UK from 1.6mm stainless steel and stamped with the Webcon logo (to easily distinguish it from thinner, less effective copies), this must-have heat shield can be ordered as part number 9990398700 from the Webcon website, as well as appointed Webcon dealers worldwide. One heat shield is required per carburettor.

Price: £21.33

webcon.com or call 01932 787100





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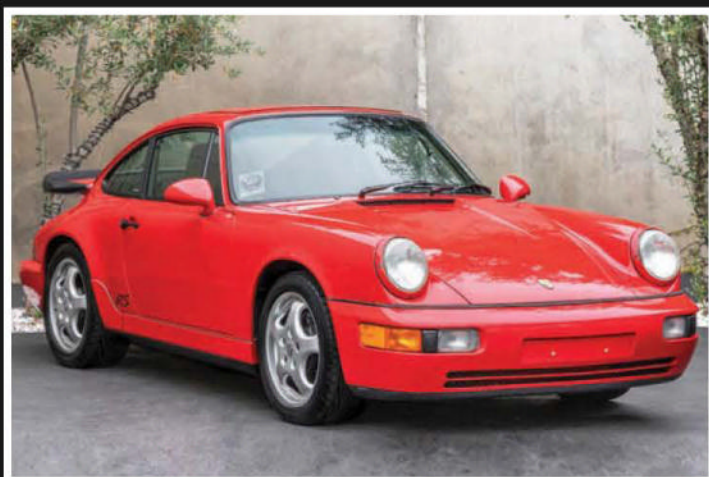
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1993 Porsche 911 RS America #16360

This extremely collectible 1993 Porsche 911 RS America featured with matching numbers and finished in its factory color Guards Red (G1) gracefully complemented with a Black interior. Equipped with a 5-speed G50 manual transmission, and a Flat 6 Cylinder 3.6-liter engine. The paint meter readings are consistent throughout the vehicle, as shown in the photo gallery. An excellent opportunity to acquire a rare and limited production America Roadster that is mechanically sound. **For \$139,950**



1974 914 2.0 LE Can Am Creamsicle #16963

Presenting this limited-edition 1974 Porsche 914 2.0 LE Can Am Creamsicle with 2 tops and finished in its factory color Light Ivory and Phoenix Red with a Brown interior. Comes equipped with a 5-speed manual transmission, fuel-injected 2.0L flat-four engine, and a 50th-anniversary tool kit. An excellent opportunity to acquire an exclusive Creamsicle that is mechanically sound.

For \$76,500



1989 Porsche Carrera Cabriolet #17435

This 1989 Porsche Carrera Cabriolet features matching numbers and 87,866 miles on the odometer. A California car equipped with a 5-speed G50 manual transmission and a 3.2-liter air-cooled flat-six engine. Included are the owner's manual, maintenance booklet, and receipt copies totaling over \$23,000. This highly collectible air-cooled Porsche Carrera that is mechanically sound.

For \$62,500



1989 Porsche 930 Coupe #14613

The Porsche 930 Turbo was an utterly unique supercar, the maker's top-of-the-range 911 model for its entire production duration and, at the time of its introduction, the fastest production car available in Germany. The 1989 models were the first and last versions of the 930 to feature the highly desirable Getrag G50 five-speed manual transmission.

For \$259,500



1989 Carrera Sunroof Coupe #17432

This 1989 Porsche Carrera Sunroof Coupe featured with matching numbers. Finished in its factory color Black Schwarz complemented with a Silk Gray (QM) interior. This iconic sports car comes with a 5-speed G50 manual transmission and a 3.2-liter air-cooled flat-six engine. This highly collectible air-cooled Carrera is a great find that is mechanically sound.

For \$89,950



1958 Porsche 356A Sunroof Coupe #17569

This 1958 Porsche 356A Sunroof Coupe that is finished in silver metallic complemented with a red interior. This 356A Sunroof Coupe comes with a unique feature that sets it apart from the rest - a yellow California license plate with a 1958 sticker. This 356A has been retrofitted and upgraded with a flat 4 cylinder air-cooled 1600 Super-90 engine, enhancing its driving dynamics. This classic Porsche combines timeless design and unmatched prestige that is mechanically sound.

For \$96,500



1973.5 Porsche 911T Targa #17274

This 1973.5 Porsche 911T Targa featured with matching numbers and finished in its special order factory color Gemini Metallic Blue (335) complemented with a Black interior. Equipped with a 5-speed manual transaxle and a fuel-injected 2.4-liter Flat-six engine. If you're in the market for a classic car that combines timeless style, exhilarating performance, and great craftsmanship, look no further than this highly desirable Long-hood 911 that is mechanically sound.

For \$56,500



1985 Porsche Carrera Coupe #17206

This 1985 Porsche Carrera Coupe featured with 50,420 miles on the odometer. Finished in its factory special order color Meteor Metallic (861) complemented with a Red interior. Equipped with a 5-speed manual transaxle, and an air-cooled 3.2-liter flat-six. Notably, \$6,800 has been spent in the last 2 years alone, ensuring that this Carrera is in optimal condition. This is an excellent opportunity to acquire a highly desirable air-cooled 3.2 Coupe that is mechanically sound.

For \$86,500



1995 993 Carrera Cabriolet #16615

Presenting this 1995 Porsche 993 Carrera Cabriolet featured with 70,988 miles on the odometer and finished in its factory color Guards Red (80K) gracefully complemented with a Tan interior. Equipped with a 6-speed manual transmission, 3.6-liter 6-cylinder engine, and 5 spoke "Cup" design wheels. The color code and options sticker are both still in place under the hood. An extremely sought-after and well-equipped 993 Carrera Cabriolet that is mechanically sound.

For \$67,500



1957 356A 1600 Cabriolet Outlaw #17217

This 1957 Porsche 356A 1600 Cabriolet Outlaw that is finished in Aquamarine Blue. This Outlaw boasts a range of impressive features, including a 4-speed manual transaxle, Zenith dual carburetors, and VDO-branded instrumentation. The extensive investment of over \$43,000 in upgrades and enhancements from October 2015 through December 2023. This race-inspired 356A Cabriolet Outlaw that is extremely exclusive as well as mechanically sound.

For \$125,000



1990 Porsche 964 Coupe #17570

This 1990 Porsche 964 Coupe that is finished in its factory color Grand Prix White complemented with a Black interior. Equipped with a 5-speed G50 manual transmission and a Flat 6 Cylinder 3.6-liter engine. This Carrera comes with a clean CARFAX report that showcases its history in the states of Arizona and California. If you're in search of a classic sports car look no further than this extremely sought-after air-cooled Carrera that is mechanically sound.

For \$96,500



1997 Porsche 993 Carrera S Coupe #17352

This 1997 Porsche 993 Carrera S Coupe that is finished in its exquisite factory color scheme of Ocean Blue Metallic tastefully complemented with a Black interior. Under the hood, you'll find a potent fuel-injected 3.6-liter 6-cylinder engine paired with a Tiptronic automatic transaxle for a smooth and exhilarating driving experience. If you are in search of a classic Porsche that embodies the spirit of the brand, this German classic is the perfect choice and is mechanically sound.

For \$89,950



2008 Porsche 911 Targa 4S #17420

This 2008 Porsche 911 Targa 4S 6-Speed featured with 62,706 miles on the odometer. Dressed in the elegant Macadamia Metallic exterior paint, this 911 Targa 4S is a sight to behold. The exterior is further enhanced by the Sand Beige interior, creating a luxurious and inviting cabin space. This meticulous record-keeping demonstrates the care and attention that has been invested on this vehicle. A true masterpiece that combines performance, luxury, and is mechanically sound.

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TOM VAGI

Much is written about the financial value of Porsche sports cars, but what about sentimental value? For true enthusiasts, a Porsche is much more than a car. In many cases, it can be considered a member of the family, present at key moments in the life of its owner, as well as their nearest and dearest...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit sscarsnh.com



On a recent sunny morning, I gazed at my driveway and realised I seem to have more cars parked on it than ever before. This, of course, is a result of having a household full of teenagers (terrifyingly, newly licensed drivers). As a devoted VAG family, the new driver fleet consists of Volkswagens, while the Porsches belonging to us oldies are safely shielded in the garage. None of the young ones have graduated to Audis just yet.

Our eldest is off at university. Campus policy is not to allow new students to take their cars. It is my firm belief vehicles left undriven tend to deteriorate at a much faster rate than those in regular use, hence we occasionally 'exercise' his car (a Passat, in case you were wondering). With our Cayenne at the Seacoast Specialist Cars workshop for scheduled maintenance, we decided to use the VW as a 'loaner' vehicle, not

least because our company courtesy cars were all out with customers. My dear wife drew the short straw and begrudgingly became a Passat pilot for the day.

In the evening, upon my return from work with the freshly serviced Cayenne, I realised I'd made it home before her. After settling in, I heard distant grumblings from the garage. In truth, my wife is such a nice person, her grumbling is often more entertaining than alarming. She asked if the Cayenne was sorted. I replied in the affirmative. She exhaled a sigh of relief.

While chatting over a nice glass of wine that evening, my dear wife began to relay to me the, er, somewhat substandard experience of driving the Passat. In fairness, it's a near twelve-year-old VW, which hasn't had a, shall we say, pleasant life. I should stress, with 120,000 miles on the clock, it's a great car for a new driver — solid, safe, reliable, and not too nice. As the conversation continued, I heard stories of poor

headlight illumination, tinny doors, marginal handling and (it was winter, after all) lack of traction, despite having winter tyres, but only front-wheel drive.

My response was something along the lines of *look how far we've come*. It's true. As new drivers in a time long ago (at least in my case, certainly not my wife's), the Passat would have been amazing to have as a first car. Neither my wife or I had anything close to being as nice, as reliable or as rust-free. I started out with a \$500 1978 SAAB 99 Turbo, she hit the road in a Nissan Sentra. Yet here we were, slightly later in life, grumbling about this modern sedan filled to the brim with technology and engineering wizardry. The fact is, the Passat is a very good vehicle, but it lacks something. Something I've come across quite often, in fact.

In the course of my work, I frequently see older Porsches with high miles and great stories. These cars really appeal to me. It's not uncommon for the owners of these superbly worn machines to refer to them as one might refer to a trusted sidekick. I guess the closest comparison (in this part of the world, at least) is a cowboy and his horse. Sometimes, you can just tell when a car has a great story behind it. Some are sad, some are happy, but all elevate the car to a status higher than that of simply a machine. As something of a romantic, I like to hear each car's story, providing its owner is willing to tell the tale. You see, when it comes to classic and modern-classic Porsches (as well as newer Porsches, I guess), many of these vehicles have been present at pivotal moments in the lives of their owners. In truth, our Cayenne has many such stories to tell. It sometimes feels less like a car and more like a member of the family. It has carried us many miles in supreme comfort, delivered incredible handling, steadfast reliability and tank-like construction, all while witnessing key moments in the lives of my family.

I digress. The evening conversation with my wife reached its inevitable conclusion. As it turns out, our near 230,000-mile (yes, really) Cayenne comfortably wins over a three-year newer Passat with 110,000 fewer miles displayed on its odometer. This is one of the many things I love about Porsches. Somehow, to me, they don't age, much like my dear wife. ●



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KARL MEYER

What a difference a month makes. Sales in Porsche Centres and at independent specialists are on the up, but the values of used Porsches have dropped in order to stimulate transactions. This means there are bargains to be had across the board, resulting in something of a buyer's market...

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



Being able to put food on the table by working in a job you love is a rare gift. How does the saying go? Something about never having to work a day in your life. I feel like I'm one of the lucky few, but I also recognise how the business of buying and selling Porsches has never kept me more on my toes than it does now. Nor have I ever had to work so hard to keep sharp and abreast of what's happening in the Porsche marketplace. I love the motor trade — and, of course, Porsche — with a passion. It's in my blood, having grown up around cars, a consequence of my father being an automotive technician. To me, talking cars has always felt as natural as breathing air. I love the banter between the dealers we speak to daily. I love the personal stories of owners when they get in touch and ask my team to sell their Porsche. Whether independent supercar specialists, Porsche Centre franchise directors, individual owners, sales executives or group buyers, Porsche people are a fun bunch. And despite my open frustration with customer service in the industry at large, Porsche people are my people.

I often wish I could share with you some of the crazy stories I get to hear, but I'm sure a man

wearing a GDPR hat denies me the amusement. I mention this because, of late, I find myself with renewed passion. I'm positively brimming with excitement and hope for the Porsche market. The reason for such exuberance? Porsche people. In this last month, I've had numerous reasons to once again believe we have the best community of owners and enthusiasts any manufacturer could dream of. Here's why.

Despite wider economic difficulties, Porsche showrooms are presently a hive of activity. Porsche Centres are hitting record new car registrations. Independent specialists seem to be firing on all (six) cylinders again. Don't get me wrong, the market is washing out huge losses on stock. One Porsche Centre sold seventeen used cars for the month to date and made less than £2,000 profit per unit. Another tells me five sold cars netted a loss of seventy grand. Yikes! Then again, in the Porsche world, increased transaction volumes will always wash out to profit, eventually. I am therefore genuinely bullish about the Porsche marketplace for the first time in two years.

Driving some of this positivity are the third-party funders offering 8.8-8.9% APR finance deals. This level of interest is back in the land of 'somewhat bearable'. Also, many used Porsches

look like bargains right now. In fact, even if you're unhappy with slightly higher finance rates, I'd argue new lower purchase prices means the buyer is winning overall. For example, the 986 Boxster is back to where it was nearly ten years ago. I can't explain why. The 986 is such a purist roadster and will appreciate in value — the original Boxster is just so hard to beat. Also, my team has just bought a first-generation 997 Carrera 4S at a trade price £10,000 less than it was pre-2020. These cars were already a bargain, but are now ridiculously low, so much so I can already see values beginning to correct themselves. Strike while the iron is hot. The 996 Carrera 4S, meanwhile, feels £10,000 too cheap — this wide-hipped, all-pawed, Turbo-look Carrera stands out in the 996 range as under-priced.

Another observation I'm keen to share — I suspect I'm the only motoring journo to do so — is how well Tiptronic-equipped 911s sell. You'll hear wannabe racing driver hacks telling you manuals are the only way forward (or sideways), but the market for Tiptronic-kitted 911s has really opened up. I'm beginning to wonder if this is a sign of new market trend? Incidentally, air-cooled cars seems to be coming back with a vengeance. With the one sunny day we had this month, I enjoyed a Carrera 3.2. Boy, did it get the pulse racing. Even my wife noticed people taking photos of the car. It reminded me how no other sports car feels like a classic 911. The market for these Porsches has been slow for a while, but it seems pent-up purchasing has finally released.

At the opposite end of the Porsche product spectrum, it's been a good month for 992 GT3 RS sales. We've probably found our twelve-month equilibrium for the product, pitching at £320,000-£330,000 retail. People want these cars and they're still the most aggressive road-going 911 money can buy. Porsche has announced the release of a second-generation 992 Turbo S for the back-end of 2025, which means with a long order bank, we're into 2026 deliveries. I expect a steady increase in the price of good first-gen 992 Turbo S in coming months.

With the 718 and Macan to be fully electrified, it stands to reason values of the last ICE-powered models will strengthen. A shrewd buy before the EV variants land. Remember, Porsche still has one foot in each camp. ●



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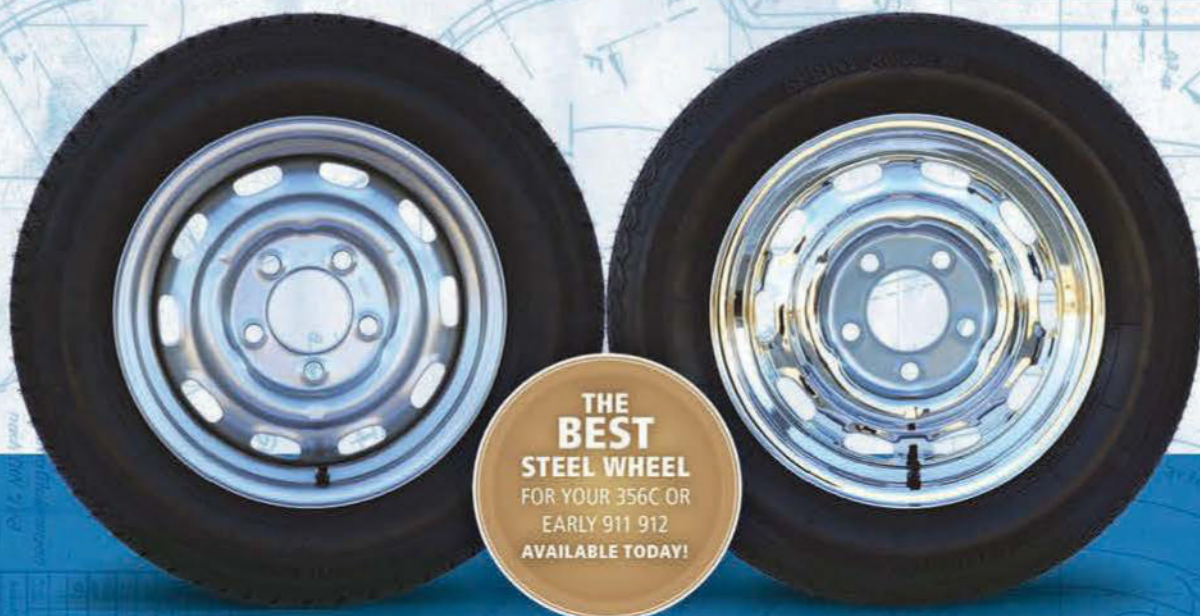


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25 YEARS OF GT3



WORK IN PROGRESS

It sounds simple enough and certainly huge fun, but comparing and contrasting twenty-five years of GT3 evolution, from 996 to 992, is quite the analytical challenge...

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

Kerry Walpole is a very generous man. Not only has he brought his 996 GT3 and 992 GT3 Touring to the party, he's bought a flask of coffee and some rather delicious sausage rolls from his local farm shop. Perfect fodder for a break in proceedings of driving and snapping, when quiet contemplation is required to compare the merits of this bookending GT3 pairing. Today's photographer, Dan Sherwood, isn't quite so happy, though.

The pastry is rather flaky and most of it now seems to adorn the bonnet of the GT3 Touring.

Clearly, we are in the presence of two very different machines. They'd have to be, in order to make Kerry's ownership of both cars worthwhile and interesting. He light-heartedly refers to his 996 GT3 as the "bone shaker", while the 992 GT3 Touring "almost drives itself" by comparison. For me, it's a leap from one of my absolute favourite 911s — the 996 GT3 — into the relative unknown.

My modern GT3 experience runs out with the 991 GT3. I didn't really rate it. Too big, too synthesised and, in RS form, it looked like Porsche was trying to out-TechArt TechArt, such was the car's many aero appendages and scoops, none of which were for applied for homologation purposes. The kicker there being Porsche cooked up a deal with the FIA to allow the 991 RSR to effectively run in mid-engined form, thereby ensuring it remained competitive in the LM GTE category. Essentially, this was Porsche admitting the 911's rear-engined format was no longer an asset. That said, it made for a great Christmas present in the form of the corresponding 991 RSR Lego Technic kit.

A slight divergence, but homologation is the key to the GT3. In these more

homogenised, single-make days of motorsport, the requirement for a manufacturer to build roadgoing versions of their proposed race cars is nearly dead. In the past, it's where our road race heroes came from, whether the Carrera RS 2.7 or its myriad spin-offs. Even the original 911 Turbo was conceived to homologate the 911 for force-fed endurance racing. Porsche just thought bigger than its rivals and made the radical decision to maximise development and concept. More? Think

endurance racing category, a dead giveaway (if ever one was needed) Porsche would be further developing the concept.

Of course, the Supercup racer was effectively a development of the road car, with what was effectively a standard 996 Carrera 4 — complete with its stiffer-than-standard bodysell — plucked off the production line and wheeled over to the racing workshops at Weissach, where it would then be hand-built into a racer. Porsche remained coy as to

whether the race car would become road car, but it was inevitable and, of course, desirable. Inevitable because to homologate the Supercup/GT3, Porsche would

A QUARTER CENTURY'S WORTH OF GT3s, BEGINNING WITH THE 996 AND WORKING ITS WAY THROUGH THE 997, 991 AND 992 GENERATIONS

924 Carrera GT and its GTR and GTS derivatives plus 993 Carrera RS and bulging GT2, with its function-over-style, bolt-on plastic wheel arches.

And let's not forget it wasn't just Porsche adept at the homologation game. Ford was just as masterful with its Cosworth-powered Rallye Sport derivatives. With the Delta rally car, Lancia absolutely nailed the art, too.

Technically, the GT3 wasn't conceived to go racing, but more conceived from a race car, that being the 996-based Supercup. Indeed, one of the bigger challenges Porsche faced in its water-cooled revolution was continuing its highly successful Grand Prix supporting programme and, beyond this, an endurance racing programme, whether by building customer cars or a return to full factory effort. Realising this imperative, and with motorsport department big-wig, Jürgen Barth, driving the project, Porsche had a Supercup race car ready to go by mid-1998 for the 1999 season. To give it its proper name, this was the 911 GT3 Cup, the GT3 bit in reference to the burgeoning and popular FIA GT3

be obliged to base it on a road car. Desirable because the then new 996 was lacking a killer road-racer option to replace the discontinued 993 Carrera RS and answer critics reckoning water-cooled 911s were a bit soft. Yep, the 996 got a lot of stick on launch, not only from marque die-hards, but also from beardie journos.

SOME SCENARIO

Another factor in this seemingly arse-about-face scenario was that of the engine. Just to strike another nail in the reputational coffin of the 996's M96 flat-six, it was deemed not fit for sports/race purposes, largely because it wasn't dry-sumped. Something bespoke was therefore needed. Again, it was Porsche at its pragmatic best and the birth of a power unit legend. Although, to describe it as bespoke is, perhaps, being generous. It probably didn't quite happen like this, but then again...

Taking a stroll around Porsche's motorsport department, factory engineers found bits here and bits there, which would combine to become the legend we now know as the 3.6-

Facing page

Representing the earliest and very latest 911 GT3s, but does the badge represent the same aggressive driving it did on launch?



litre 'Mezger' boxer. Key to the unit's bulletproof reliability and strength was the utilisation of the GT1 engine's bottom end, with its nitrided, forged steel crank and titanium connecting rods, plus forged aluminium pistons. Power was a heady 360bhp at 7,250rpm. Quite the number back in 1998, making this the most powerful normally aspirated 911 up until that point in time. With its steel and titanium bottom end, it could spin to 8,000rpm with no trouble, and was clearly capable of developing more power as and when required.

Transmission-wise, the Supercup car got the tried and tested 993 GT2 six-speed Getrag G50 gearbox, complete with limited-slip differential. Adjustable suspension, BBS split rims, the famous swan-neck rear wing, aero bodykit and full safety equipment completed the off-the-shelf racer specification. A successful season of Supercup racing followed, as did the road version of the racer, unveiled — as per tradition — at the year's Geneva Motor Show. Enter, then, the 996 GT3.

Not RS? Nope. Porsche was keeping its powder dry on that one. The GT3 had a slightly different role to play. A road racer, yes, but not an absolutely stripped-out one. It had some semblance of refinement and comfort, with actual carpets, sound-deadening material and air-conditioning. Two versions were

available: Comfort and Clubsport, the latter supplied with a half roll cage and fixed Recaro buckets. Mechanicals were identical to the Supercup racer, as was the adjustable suspension, albeit with the addition of road-friendly bushes.

With the racer turned road car and sufficient volume built, homologation for GT racing could begin. Subsequent RS models could be used for homologation purposes, too. Barth and Weissach created the foundations for further evolutions and to take advantage of an

international endurance racing protocol, which under the FIA, had developed a set of rules and regulations going on to be adopted almost worldwide, making customer race car production even more lucrative. Barth and his colleagues didn't hang around. Born from all of this was the GT3 R, a much lightened and widened variant. It was a racer only, with no road-going equivalent. Making its debut at Le Mans in 1999 with a programme run by Manthey-Racing, the R placed thirteenth overall and won the

Above and below Kerry's 996 GT3 is an absolute peach, its 'Mezger' boxer performing perfectly on the button



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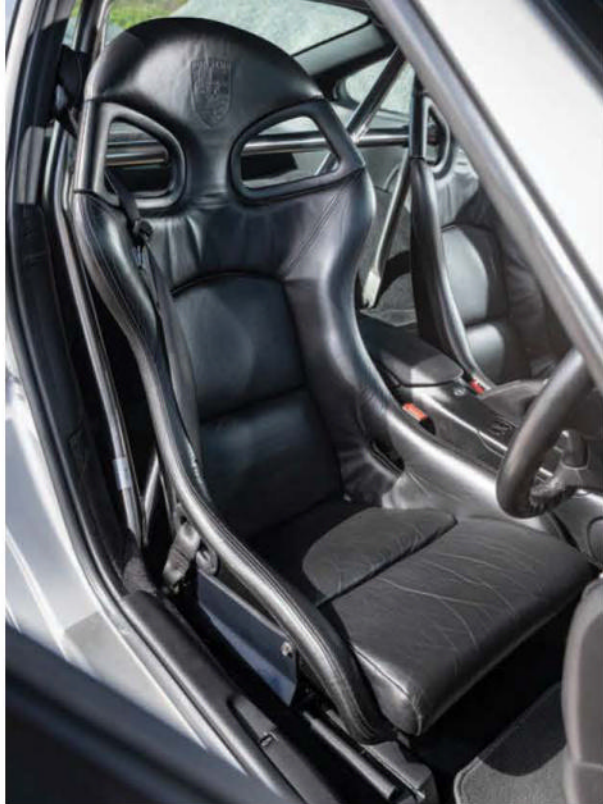
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Facing page Will 996 GT3 values rise in this anniversary year, especially with GT3 categories now rife in motorsport?

GT class, with Patrick Huisman, Uwe Alzen and Luca Riccitelli at the wheel. Low drag made the most of the relatively low — 420bhp — horsepower. Modest output, but a step up from the Supercup car's 360bhp.

The increased power figure was made possible by various internal engine modifications, including a titanium valvetrain allowing an 8,200rpm peak. To enhance endurance racing potential for Porsche's customers, engines could run for thirty hours before needing to be checked over, although teams were quite happy to extend this servicing

routine to double the recommended timeline. Weissach was able to pop out a car in two days flat. That's fifteen new builds each month, contributing to sixty examples assembled between 1999 and 2000, thereby keeping endurance teams around the world racing (and winning) in GT3 categories.

The pattern was set — international motorsport's governing bodies convened to adopt GT rules and regulations with parity, meaning a 911 GT3 or Ferrari 360 racing in the United States could also race in Europe or Asia, a state of affairs continuing to the present day, even if

Porsche has come under increasing pressure in recent years from the likes of Aston Martin and, somewhat surprisingly, Corvette.

Enough of the homologation concept. You get the idea. The great plus for us (and Porsche) is what we can buy in dealer showrooms, equating to a quarter century's worth of GT3s, beginning with the 996 and working its way through the 997, 991 and 992 generations. This lineage is great insight into the development curve of the 911 — from analogue to digitally enhanced — and even the rise and fall (and rise again) of the manual gearbox. What we have here is the pretty much the first and most recent of the GT3 line-up. The gaps I will have to fill in from memory.

Yes, Kerry's 2003 996 GT3 is a Gen II model. Gen II? Ah, well, sorry but that's homologation again. For Gen II, read 376bhp over 355bhp, plus revised aero in the shape of that flat-plane rear wing, introduced in sufficient production numbers to be adopted by Porsche's race cars. Further enhancements (notably lighter panels, suspension tweekery and a bigger rear wing) were homologated under the watchful eye of Andreas Preuninger (the Porsche engineer who has become known as 'Mr GT') with the 996 GT3 RS in 2003. Y'see, it's never ending.

Right, that really, really is enough. Any more of this talk and there will be no time for driving, which we must do, not least because Kerry is enticingly waving his car keys at me. Almost as enticing as that sausage roll.





Alongside his 992 GT3 Touring, the narrow-bodied 996 GT3 is positively snake-hipped, an attribute I hold close to my heart. In so many ways, this is the last of the truly raw 911s. It's a relatively simple car, the planted and firm suspension devoid of Porsche Active Suspension Management (PASM), as fitted to the 997 GT3 from the get-go. There is no form of traction control system, either. And therein surely lies the 996 GT3's appeal, even it is a slightly less versatile car than its successors. In essence, it really is just you, the controls, the clothes you're wearing and whatever might be in your pockets.

CHAIN REACTION

Kerry's 996 GT3 features leather-trimmed Recaro bucket seats and a retro-fitted half roll cage, but essentially, it's Comfort-specification, with such amenities as air-conditioning and a sound system, even if the audio equipment is a long way from today's Apple CarPlay rigs. Not that it matters — the only soundtrack worth listening to is that of the chuntering, chattering and soon-to-be howling 3.6-litre 'Mezger' flat-six as it spins itself into a buzzsaw frenzy. "You absolutely drive and feel this car," Kerry relates. You do. Then again, like any good 911 chassis, not least one configured to work well on road as rough as a badger's arse, you shouldn't need to hang on for grim

death. Indeed, I don't — it all comes flooding back, helped by another recent 996 GT3 drive, also published in this issue of *911 & Porsche World*.

North Norfolk's roads are a good deal more challenging on suspension components than the Oxfordshire asphalt you'll read about later in this magazine, but typically low-speed jiggle jangle soon becomes composed as pace increases and the GT3 rises above the tarmageddon turmoil. This 996 may only feature passive suspension, but body control is stunning, with no roll to speak of, just grip and composure I

find mightily impressive, even by today's sports car standards.

When compared to a standard 996 Carrera, the entire driving and feedback experience is very different. Given the familiarity of the controls and driving environment, it's kind of weird. The steering is sharper, much sharper, but then just look at the camber. The slightest twitch of the chunky steering wheel and the front-end jumps to it, the nose slicing into a corner and holding the apex. The steering on a standard Carrera is pretty chatty, but conversation through the GT3's steering wheel via the

Above Even in silver, the 996 GT3 looks aggressive, although the model's aero kit could be optioned on the same-age Carrera





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Above and facing page 992 GT3 is a technological tour de force, making the 996 iteration seem totally basic by comparison, but then again, wasn't that the point?

palm of your hands is a whole new level of richly infused dialogue.

Fast? Yes, scintillatingly so, and with

a sensational soundtrack, but the magic is chassis response to throttle application. A standard 996 defaults to understeer, but

the GT3 is far more animated, its back end helping out the front into corners. Even in a straight line, the rear sways gently, just to let you know it's there and ready for action.

Back to coffee and sausage rolls. I'm indebted to Kerry for his enthusiasm and encouragement in letting me

comprehensively rag his precious 996 GT3. Unbelievably, after that performance, he's going to let me

IT'S THE SIX-SPEED GEARBOX, NOT THE SEVEN-SPEED UNIT, WHICH IS A GOOD THING, BECAUSE NOBODY NEEDS SEVEN SPEEDS TO MANUALLY SHIFT

loose in the Touring. These GT3s are two of three Porsches currently in his ownership. Actually, he part-owns the 996 GT3. "I bought it with my mother, Judy. She asked if I fancied the idea of us buying a car together." Fair play. Judy clearly knows an investment when she sees one. The third Porsche in

Kerry's custody is a 993 Carrera Targa, which he has owned for nigh-on twenty years. When not hopping in and out of

this terrific trio of Stuttgart-crested sports cars, he can be found installing wood-burning stoves and heating systems in homes owned by the good people of North Norfolk.

Keeping home fires burning is clearly good business, although when it comes to owning a 992 GT3 Touring, it's as much about being able to get hold of one as it is affordability. This is where being a Porsche mover and shaker is clearly advantageous — Kerry runs the Porsche Owners Norfolk UK Facebook group and, by his own admission, has a good relationship with Porsche Centre Norwich. "Running the Facebook group and organising member visits to the Centre has definitely strengthened my relationship with the dealership's staff and, I guess, helped me get hold of this 992 GT3 Touring."

When it comes to his 996 GT3 and 993 Carrera Targa, servicing and maintenance is carried out by Matthew Baxter at Autowerke, the city of Norwich's longest serving independent Porsche specialist, used also by myself and fellow 911 & Porsche World scribe, Johnny Tipler. As a complete aside, many years ago, I once rocked up at Autowerke to collect my Carrera 3.2, only to find Matt looking quizzically at a very broken crankshaft, removed from





Johnny's grenaded 964 (affectionately known as the Peppermint Pig) after its twin-plug, dizzy drive belt snapped at high-speed, causing ignition mayhem.

Before we make the great leap to the 992 GT3 Touring, there are GT3 highlights to consider. These are very much of the 997 variety, which between 2007 and 2011 spawned the most variations, particularly in RS form. Technology crept in, but only in the form of active suspension and a modicum of easily cancelled chassis control. The 'Mezger' flat-six remained, albeit enlarged from 3.6 litres to 3.8 litres and, ultimately, a screaming RS-badged four-litre derivative chucking out close to 500bhp. Quite rightly, manual transmission ruled the roost.

On paper, the basic narrow-bodied non-RS variant was all the GT3 you could ever need, but within the range is my absolute favourite modern 911 chassis: the first-generation 997 GT3 RS, which has a balance of stability and ride (by chance or design) bordering on genius. It was lost on the second-generation 997 GT3 RS, which is way too stiff, but then partially rediscovered with the four-litre last-of-the-line model, thanks to Porsche's fitment of helper springs to dial out any harshness. All in, the 997 GT3 was probably the absolute sweet spot. Not so the 991 GT3, which wasn't

offered with a manual gearbox, largely because Porsche couldn't be bothered, a move backfiring in spectacular fashion, resulting in reintroduction of a manual cog swapper for the second-generation 991 GT3. Not that I ever drove one. Porsche in Germany would only ship out a PDK-equipped example for the UK press fleet. I hated the car's size and its aero nonsense, especially in RS form. I hated its massive wheels. And I really hated the purple paintwork. Otherwise,

it was alright. The 992, though, is a better 911 than any 991, so while I'm still offended by the size of Kerry's GT3 Touring, I'm also keen to fill a gap in my 911 repertoire, GT3 or otherwise. The fact this is a Touring helps. Yep, I know the 992 GT3 RS is absolutely awesome, and I would dearly like to drive one, experience its firepower and marvel at its amazing active suspension, but rather like my experience with the 991 GT3, I absolutely couldn't live with the

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level of wing and wangery that goes with it. I would, sorry to say, feel like a complete knob, although there are many who would say I *am* a complete knob.

The standard 992 GT3 has just enough aero — a 992 GT3 Touring devoid of accoutrement is perfect for me. Clearly, it's perfect for Kerry, too. Less is very much more. The chassis is identical, with double wishbone suspension (derived from the RSR) up-front and, of course, the best-of-all-worlds PASM damping.

Progress equals power. The 'Mezger' engine is long gone from the GT3's rump, but in four-litre form, the model's current power unit produces 503bhp at 8,400rpm and 347lb-ft torque at 6,100rpm. To save the rewind, Kerry's 996 GT3 is powered by 376bhp at 7,300rpm and 284lb-ft at 5,000rpm. Progress also equals weight — the Touring tips scales at 1,418kg. Compare this to the 996 GT3's 1,380kg. Mind you, the mahoosive six-piston calipers sitting inside equally mahoosive twenty-inch front wheels (twenty-one inches at the rear) versus the 996 GT3's tiddly eighteens should make short work of shedding weight and speed.

All this is number crunching, though. We are in the presence of a 911, and a GT3 at that. It's about the feel, the emotion and the driving connection.

Kerry reckons the Touring is "more composed and dials out the rough edges of the standard GT3," and, despite its size, "shrinks to fit." It's the size that troubles me. Inside, this 911 feels palatial, but obviously special. Black should be the only interior colour of choice. Kerry has sensibly kept bling and knick-knackery to the bare minimum. "I couldn't care less what colour the seat stitching is." Of course, the dash is largely digital, save for the trad-911, centrally positioned analogue

rev counter. There is, though, a pleasing amount of conventional switchgear to press, play and toggle.

Push a button to start and the engine crackles into synthesised life. There's no synthesising the manual gearshift, though. It's the six-speed gearbox, not the seven-speed PDK-derived unit, which is a good thing, because nobody needs seven speeds to manually shift. The six-speed is by far the better gearbox. It's got closer ratios, too.

Off we go. First impressions count.

Above It seems unlikely there will ever be a nosedive in demand for GT3 models, but have we already reached the line-up's peak?





Below If you can only keep one (not a predicament Kerry finds himself in)?

The ride is firm, but fair. In terms of feel, the electrically assisted steering is passive in response to the road, but ultra-responsive in its actions. Stability and side-to-side body movement is iron-fist in its control and, as speed picks up, this 911 seems to dial out the noise and commotion of the road without dulling the driving experience and feedback.

Blimey, this thing is fast, but equally, it is in no way frantic with it. It sounds mad to say so, but this Porsche is almost relaxing. Sit back, grip the wheel and guide. On the outside, it might blur and howl in direction and noise, but

inside, it's eerily composed. It sounds kind of boring, yes? Rest assured the 992 GT3 is exciting and satisfying.

Touring or otherwise, Porsche has delivered the best possible platform from which to conduct the job of going very quickly indeed. The responses are consistent to input, your trust absolute. The thrill comes from building speed to go ever faster through a series of bends, scratching the surface of this 911's clearly epic limits. Whatever you've got, the GT3 has got more. More power, more grip, more pace. I doubt you would or could tire of its infinite ability, or from

listening to the engine as you dare to push past 8,000rpm. Oh, and Kerry is right — this Porsche really does shrink around you.

The inevitable comparison? Well, it's progress, innit, but where the PASM-equipped 992 GT3 is in control at all times, the passively suspended 996 GT3 is in a constant state of reaction, which requires more of the driver. It's more immersive, more of a workout, resolutely exciting and you'll find its limits long before you'll be able to say the same about the 992 GT3. In fact, you'll suspect the newer model's limits are beyond mere mortals and, in fact, the road.

Which one to keep? It's not a decision Kerry has to make. He loves both GT3s for all the above reasons. If absolute push came to absolute shove? You'd have to say the old-stager has more character and is probably the choice for a quick Sunday blast.

The 992 GT3 is more challenging in its tech-enhanced limits, though. And let's not forget, it is still resolutely old-school insofar as it features a normally aspirated engine and manual gearbox. And with a hybrid second-generation 992 on the horizon, Kerry's car could come to represent peak 911. What a lucky fella he is. ●





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25 YEARS OF GT3



RACE AGAINST TIME

The GT3's twenty-five years have brought us some of the 911's best-loved iterations. We caught up with Thomas Atherton, founder of GT Porsche specialist, Weissach UK, for his expert opinion on each generation of GT3 to date...

Words **Dan Furr** Photography **Chris Wallbank, Dan Sherwood, Porsche Corporate Archives**

Production of the first iteration of 996 GT3 totalled 1,868 cars, including Comfort and Clubsport variants, significantly less than the 2,300 second-generation GT3s manufactured. Of this volume, Porsche Cars Great Britain imported 103 early GT3s and 246 later cars. More than nine hundred of the second-generation model were exported to the USA. Porsche's press office tells us the respective numbers of Clubsport and Comfort models were never recorded.

Interest in the GT3 line of 911s is reaching new highs, not only on account of the recent run of 992-generation models being released into the wild, but also because 2024 sees GT3 cars enter into the World Endurance Championship (including the 24 Hours of Le Mans) for the first time. With many major sports car manufacturers already producing GT3 models, a packed grid is expected in a season marking the 911 GT3's twenty-fifth anniversary.

A rush of interest in the history of this hugely popular product line is expected, and with it will likely come an increase in the value of all 911 GT3s, especially early examples, which are sure to become regarded as historically significant Porsches. In other words, if you're in the market for a 996 GT3, don't delay your purchase. Put simply, the cost of ownership is very likely to increase across the coming twelve months, especially for low-mileage cars.

With this in mind, we visited the Middlewich workshops of Weissach UK (visit weissachuk.com), an independent marque specialist recognised for its expertise concerning Porsche's GT products, including Rennsport models.

Company founder, Thomas Atherton, is charged with the care of many GT3s, from first-generation examples, to the very latest rolling off Porsche production lines. We asked him to give us his thoughts on the reality of living with each generation of this high-performance homologation 911.

"The first thing I need to say," he begins, "is that I have no negative feedback regarding the 996 GT3." This

come with paperwork supporting claims of this work being done, factor its cost into the price you're prepared to pay."

Even with a new clutch and flywheel, the 996 GT3 "takes a lot of getting used to, especially if you're migrating from a far more forgiving Carrera or Turbo. The GT3's clutch can feel heavy by comparison, a result of totally different actuation. My team and I recommend

Millers 75w140 transmission oil to help the gearbox move more freely. Renewing linkage components will also help, but it's important to remember a 996 GT3 is a different beast to its more comfort-

focused stablemates."

As for the suspension, special tools are required for the control arms due to their split assembly. "In the interests of motorsport, they're a different design to what you'd expect to find on a 911 Carrera or Turbo of this age. Unfortunately, they're also non-serviceable," Thomas continues. "Replacement arms are available to order from Porsche, but they're expensive." In other words, it's worth commissioning an independent inspection of the car you're considering buying in case the cost of this work needs to be met after you've signed on the dotted line.

BIRTH OF A LEGEND

The 996 GT3 spawned the iconic 996 GT3 RS. "Despite the RS's reputation as a hardcore track attacker, there's really only five percent difference in feel behind the wheel between this and the standard GT3," Thomas shrugs. "Don't get me wrong, Porsche definitely upped the ante with the RS, but it isn't the huge leap we've come to expect between GT3 and RS models." That said, much can be written about how the 911 GT3

THE 996 GT3'S HOMOLOGATION CREDENTIALS SAW IT RISE ABOVE NEGATIVITY LEVELLED AT THE PERIOD'S CARRERAS

is reassuring, considering how much this very issue of *911 & Porsche World* focuses on the model. "What I will say, however, is that the second-generation 996 GT3 is a far better put-together Porsche. It's a much stiffer 911 than the earlier 996 GT3, a result of further optimisation of the chassis, including different hubs and suspension. That said, it's not as easy to buy a good, clean 996 GT3 today than it was a few years ago. These 911s are now considered collector cars by many investors, meaning the best examples don't hang around when they reach the market."

In terms of what buyers should be looking out for, Thomas assures us there's nothing untoward to be concerned with. "When shopping for a 996 GT3, be mindful of the wear and tear items you'd be considering with any 911 of this vintage." He goes on to cite corroded coolant pipes, the rear main seal, suspension rubbers and mounts, plus transmission elements, including clutch and flywheel, as components susceptible to the ravages of time. "It's unlikely a 996 GT3 won't have had these jobs taken care of by now, but if the car you're thinking about buying doesn't

Facing page The 996 has gained a loyal fanbase in recent years, but the brilliance of the GT3 variant was never short of admirers



has softened during its quarter-century timeline, thereby creating more of a void between a new 911 GT3 and its RS sibling. We'll touch on this shortly.

Mileage is the one thing not to get hung up on when buying a 996 GT3, so says Thomas. "Low-mileage examples probably haven't had their seals and suspension renewed. These parts could be twenty-five years old. Moreover, a low-mileage 996 GT3 not seeing any use might need a serious amount of money spending on it as a requirement of recommissioning, no matter how good it looks. By contrast, a 996 GT3 in regular use is likely to be subject to frequent servicing and renewal of chassis equipment, thereby affording the buyer peace of mind all mechanicals are working as intended."

On this note, he agrees with our assessment of the mighty 'Mezger' flat-six being virtually unburstable, giving owners no cause for concern.

Though the entire 996 line was plagued by criticism for what was seen as decidedly non-911 looks (fried eggs, anyone?) and the many parts it shared with the 986 Boxster (thereby promoting the idea of a 911 offering buyers anything but exclusivity), the 996 GT3's homologation credentials saw it largely rise above the negativity levelled at the period's Carreras. Even so, naysayers were over the moon with introduction of the 1997-generation 911

in 2004, a move many saw as a return to 'Porscheness'. A highlight of the 997 range — indeed, the 911 entire line-up — was/is the 997 GT3. "I've just bought one," Thomas smiles. "I'd have loved a second-generation 997 GT3 because, in my opinion, it's a much-better styled 911. The cabin architecture is nicer, I like the centre-lock wheels, plus the steering wheel feels and looks better. Unfortunately, there's at least a twenty grand price difference between first and second-generation 997 GT3s, and I'm in no way convinced the extra spend gives you any more enjoyment in the hot seat."

Take a look in dealer showrooms and you'll note there are usually many more first-generation 997 GT3s available to buy than second-generation models. "There is, of course, a 3.8-litre engine in place of the 3.6-litre unit powering my first-generation 997 GT3, and I'm sure the additional twenty horsepower might be useful if you're timing laps, but I can't justify the extra spend for the newer model. In a way, it's a bit like the 997 GT3 RS 4.0 — there's a four hundred grand price difference between an early 997 GT3 and the 997 GT3 RS 4.0, but are you getting four hundred grand's worth

Above and below
996 GT3 RS wasn't available to order in the United States



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The screenshot shows the Elephant Racing website's 'Package Builder' tool. 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 list of car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. A search bar is also present.

The 'Package Builder' section is divided into three steps:

- 1 Select Year & Model**: A dropdown menu for 'Year' is set to '2004'. The 'Model' dropdown is open, showing options: 911, 996/997/986/987 (highlighted), 991, 993, 914, 964, and 944.
- 2 Select Your Package**: A dropdown menu is set to 'Street Performance 2'.
- 3 Customize Package**: A text prompt says 'Add, update, or remove parts using the tables below'. Below this is a yellow 'Add To Cart' button.

Two tables of parts are displayed:

- Suspension**: A grid of 12 images showing various suspension components like shocks, springs, control arms, and sway bars.
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of additional benefit behind the wheel? No. The same is true between the first- and second-generation 997 GT3s, albeit on a much smaller financial scale."

The 997 GT3 inherited the 'Mezger' flat-six from its predecessor, meaning any faults are common between models. "Thermostats and engine seals are really the only thing to be concerned about, providing regular servicing and maintenance has been observed," Thomas advises. "One of the great things about the 997 GT3, more so than the earlier model, is how the aftermarket is developing bespoke parts to suit." He explains how Weissach UK has entered into a development partnership with suspension equipment manufacturer, Nitron, to produce application-specific dampers capable of linking to the host 997's Porsche Active Suspension Management (PASM) system, but deploying modern spring rates with configurable bump and rebound settings.

There's also running costs to consider. No, we're not about to dump a heap of worry on your lap. "Running a 996 GT3 or 997 GT3 is surprisingly affordable," Thomas confirms. "Granted, individual chassis components can be a little more expensive than if buying the equivalent parts for a Carrera, but in terms of servicing, there isn't a huge amount in it, considering how much more 911 you get for your money with a GT3." Putting this claim into perspective, he highlights Weissach UK's comparable major servicing costs, starting from £649.99 (subject to VAT) for a 997 Carrera, but only £849.99 (plus the dreaded) for a same-age GT3. Not catastrophically different, then.

Obviously, replacement discs for the 997 GT3's optional Porsche Ceramic Composite Brakes (PCCB, distinguished by yellow calipers) can be eye-wateringly expensive, but as Thomas highlights, they're good for a hundred thousand miles. "It's the pads you need to be mindful of, although it all depends on how the car is driven. Regular, hard track work is going to cause greater, quicker wear than a GT3 mainly driven on the road, as you'd expect."

There's no denying the 996 GT3 and 997 GT3 possess similar underpinnings,

even if their styling is markedly different. These cars deliver their own soundtracks, too, but there's no reason you shouldn't seize the opportunity to jump into a 996 GT3 if you find one at a reasonable price point, even if you were holding out for a 997 GT3. "The difference in their zero to 60mph times is minimal, not enough for the average driver to detect," Thomas reasons. "Unless a buyer is absolutely hell-bent on buying a 997 GT3, I'd encourage widening the search to also include the 996 GT3."

The 997 GT3 RS is a firm favourite among *911 & Porsche World* contributors. "There's more of a difference between the 997 GT3 and its RS derivative than the 996 versions of both models," Thomas emphasises. The newer RS was put on a hard diet, shedding many kilograms, not only

bodyshell is PASM, as high-tech as the first-generation 997 GT3 RS gets. Granted, active suspension is right up there, but in all other areas, this RS is still relatively passive/analogue, with only basic traction control and Porsche Stability Management (PSM) to keep it on the road. Both are easily overridden, but even when activated, only intervene when absolutely required, such as in greasy or wet conditions.

In terms of performance, this near twenty-year-old 911 is still working hard, capable of 8,400rpm, near 200mph and sprinting from standstill to sixty in 4.2 seconds. Those are, however, just the numbers — as ever with a 911, the driving experience is about rather more. Back to the GT3.

"If you're shrewd, a first-generation 997 GT3 with more than fifty thousand miles on the clock can be bought for sixty grand, although expect to pay more if buying through the trade," Thomas observes. "A first-generation 997 GT3 with half that mileage, perhaps as low as fifteen

thousand miles, is going to be closer to eighty thousand, but at this point you're in the realm of leggy 991 GT3s." Indeed, there is a huge amount of overlap in values between a second-generation 997 GT3, a mint-condition first-generation 997 GT3 and a higher-mileage early 991 GT3. Take your pick.

BIGGER, BUT BETTER?

Porsche unveiled the 991 GT3 at the Geneva Motor Show in 2013. Out went the trusty 'Mezger' flat-six (expanded to four litres for the 997 GT3 RS 4.0, as outlined earlier), in came a new 3.8-litre multi-point indirect injection boxer delivering 469bhp at 8,250rpm. The 991 platform brought with it unavoidable bulk, but this wasn't the biggest gripe Porsche customers were registering — PDK was the only transmission option.

Making matters worse, the new engine powering the 991 GT3 proved itself prone to, er, self-destruction, a problem Porsche claimed was down to a production error in the alloy used to make bolts holding the connecting rods in place. In a highly publicised and hugely embarrassing episode for the brand, all 785 991 GT3s assembled at

IF YOU'RE LOOKING AT AN EARLY 991 GT3, CHECK THE PRODUCTION NUMBER AND LOOK FOR PAPERWORK CONFIRMING THE RECALL WORK WAS CARRIED OUT

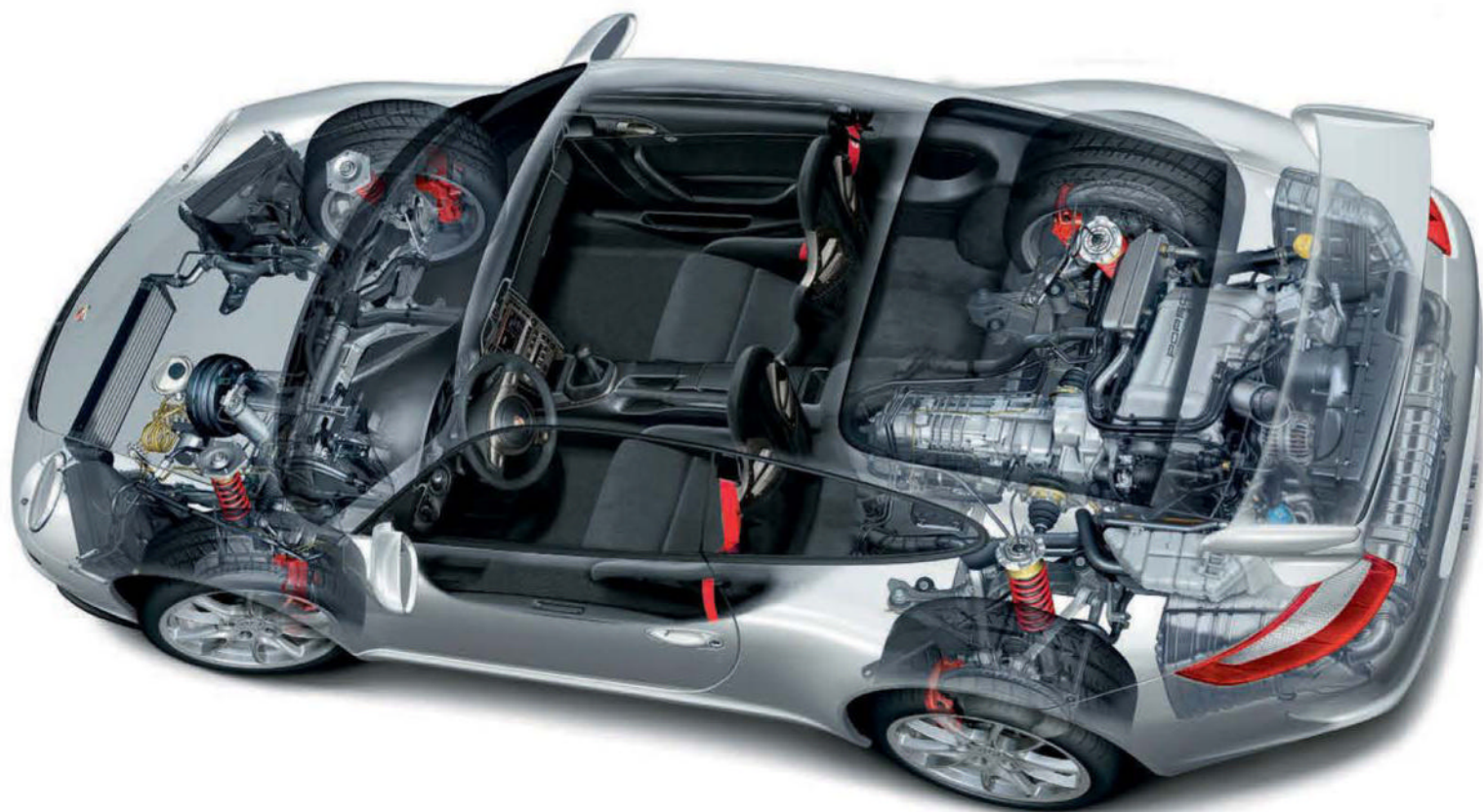
through dismissal of equipment deemed supplementary to requirements, but also as a consequence of the liberal use of carbon-fibre throughout, plus a plastic rear screen.

The 997 GT3 RS was obviously the first 997 to wear the RS badge. Essentially, it was a homologation special built to legitimise the era's RSR endurance racers, which were rolling out of Weissach for works and customer teams. A key difference to the 997 GT3 is the RS's wider track (increased by thirty-four millimetres), modified rear suspension, a rear axle line pushed back five millimetres, a stiffer Carrera 4/4S-derived bodyshell and the aforementioned weight reduction (approximately twenty kilos). Even so, the 997 GT3 RS's 1,375kg kerb weight isn't exactly svelte.

Power-wise, the hallowed 'Mezger' is tweaked to 415bhp, which is the maximum the 3.6-litre flattie produced before Porsche was forced to increase capacity to 3.8 litres for future GT3 and GT3 RS generations, and, finally, to four litres for the final iteration of the 997 GT3 RS.

Working between wheel, tyre and

Facing page Ever wondered what the guts of a 997 GT3 look like? Wonder no more, dear reader



the point cause of the problem was determined were subject to a recall for a replacement engine. Warranties were extended by twelve months.

"Thankfully, Porsche resolved the issue quickly, meaning spontaneous engine failure shouldn't be a problem when buying a 991 GT3 outside of the initial run of cars," Thomas stresses. "Besides, all the affected cars should have had new engines installed by their issuing dealer. Obviously, if you're looking at an early 991 GT3, check the production number and look for paperwork confirming the recall work was carried out, but you shouldn't have anything to worry about." It's important to note, the problem was limited to this early batch of 991 GT3s and didn't affect the same-generation GT3 RS or the related 991 R.

With the oldest 991 GT3s now a decade old, the Weissach UK team is beginning to notice common problems affecting all cars. "The extended factory warranty on these 911s is either over or coming to an end, which is why we recommend owners check their car's anti-roll bars. They're thick and heavy, but hollow. Despite a good wall thickness, they appear to be susceptible to rust from the inside, meaning potentially expensive replacement parts could be on the cards."

Thomas also recommends over-servicing mechanicals. "Compared

to the 'Mezger' flat-six, the 991 GT3's engine is hugely complicated. Keeping on top of fluid changes and general health checks is vitally important, especially on cars used at the track. For example, so-called engine swelling isn't unheard of, encouraging a lower amount of oil to be desirable when the host 991 GT3 is being used in anger at a circuit. Also, it's important to ensure gearbox and differential oil are maintained to avoid 'clonky' operation."

The engine and gearbox bolted into the 991 GT3 are great units, but

PDK-only proved a huge own goal in Zuffenhausen. The rationale for omitting a stick shift was, so Porsche claims, more a marketing decision than one concerned with product development. Less people than ever seemed to be interested in manuals, so why present them with one?

As the manufacturer quickly discovered, enough of the GT3-buying public wanted manual transmission as an option (at the very least).

A quick word on the first-generation 991 GT3 RS. In truth, a deep dive into the

Above and below
997 GT3 is a fantastic car and delivered the 997 GT3 RS, one of our favourite 911s



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Facing page

991 GT3 was a big step on from the 997 GT3, which was essentially a development of the Mezger-loaded 996 GT3, first of the breed

Above Has the GT3 has lost its edge as an aggressive 911?

Rennsport line of GT3s is far beyond the scope of this article, suffice to say the RS saw a four-litre development of the GT3 engine make itself known, providing drivers with 490bhp and 346lb-ft torque, as well as a sprint to 62mph from rest in a scant 3.4 seconds. This is a normally aspirated 911, remember?! Impressive.

As per the 991 GT3, rear axle steering an Porsche Torque Vectoring Plus (PTV Plus) make an appearance, as does 'paddle neutral', which equates to Porsche trying to silence those complaining about a lack of manual gearbox. Essentially, the system replicates the effect of pressing a manual clutch pedal, thereby temporarily disengaging the engine.

STRENGTH IN NUMBERS

Manualists of the world unite! Revealed in 2017, the second-generation 991 GT3 reintroduced a proper cog swapper to proceedings. That's not all — key features included four litres of displacement, 493bhp, 339lb-ft torque, an 8,000rpm redline and twenty percent more downforce. Top speed was quoted as 198mph, although several of the world's top motoring journalists reckoned this was a conservative figure.

In this article, we're talking about GT3s in the context of their qualities as

a 911, not as an investor asset, natch. "You can do both, though," Thomas interjects. "I mean, if you're keen to enjoy a GT3 for what it is, a brilliant trackday and fast-road 911, but you also want to see the model enjoy an increase in value over the long term, despite regular usage, then you could do a lot

standards? "Maybe," Thomas peruses, "but it's important to acknowledge the gap between 911 GT3 and RS models has never been so phenomenally pronounced. So much about these cars feels different. The steering, for starters. The RS is so agile, so exciting. The 992 GT3 just doesn't bring the same level of

excitement, which is a shame, because this trait is largely the attraction of GT Porsches, certainly to the car-buying public. To my mind, the 992 GT3 just doesn't feel like an

OF COURSE, OTHER THAN VASTLY INFLATED ASKING PRICES, IT'S FAR TOO EARLY TO COMMENT ON ANY POTENTIAL POINTS OF CONCERN FOR BUYERS

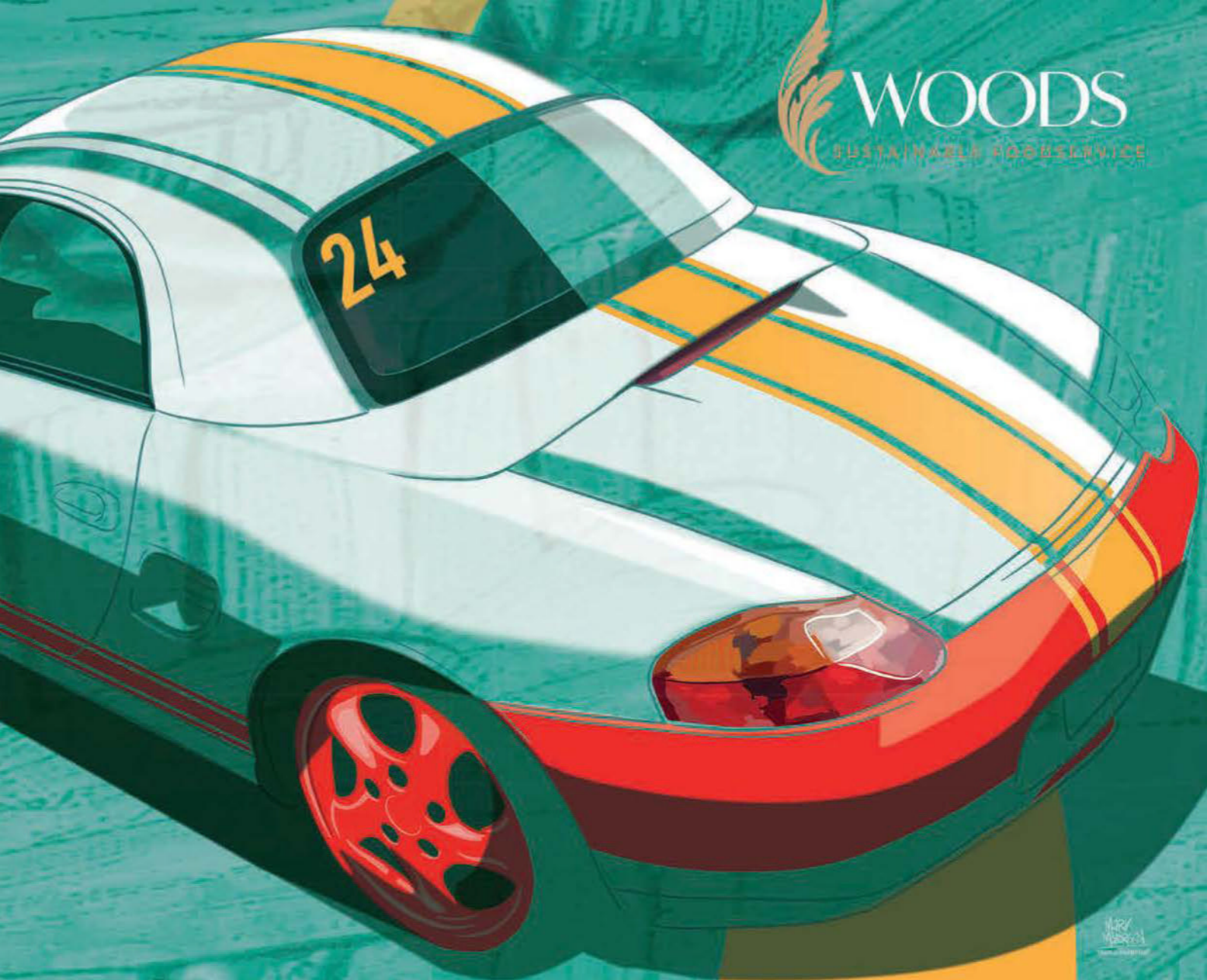
worse than buying a second-generation 991 GT3. You can subject it to track days and tip the hundred-thousand-mile mark and I genuinely don't think this will be a problem come resale a couple of decades down the line." Free motoring, then? "This is a very agile 911, a kind of 'Swiss army knife'. The second-generation 991 GT3 does it all, but remains understated, considering what it is. Put it this way, you can turn up at any event in a second-generation 991 GT3 and nobody is going to raise an eyebrow. Try the same in a same-age GT3 RS!"

It's true to say values have held very well, although Weissach UK reports lots more owners of second-generation 991 GT3s are holding on to their cars than is typical of previous years. Perhaps this is in light of the fact the 992 GT3 is, frankly, massive, even by 991

exclusive Porsche product."

Of course, other than vastly inflated asking prices, it's far too early to comment on any potential points of concern for buyers. Even so, the gaps between a modern Carrera, GTS and GT3 have become decidedly blurred, so much so there's every likelihood a 911 enthusiast will get just as much (maybe more?) fun out of a 992 GTS, what with its colossal firepower, GT3-inspired trim and S levels of comfort. The best of all worlds? Let us know your thoughts.

"I'm interested to see what residuals do on the 992 GT3 in coming months," Thomas concludes. In the meantime, we're off to check the classifieds for available 996- and 997-generation GT3s. Trackday season is upon us and we've got a heavy right foot to satisfy. Race you to the finish line! ●



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25 YEARS OF GT3



FIGHTING IT OUT

It's revs versus cubes as we pitch Josh Sadler's 3.9-litre 996 Carrera against its contemporary 996 GT3 Clubsport. Both cars develop near 385bhp, but deliver their power in different ways...

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

Talkin' 'bout my generation, as The Who once sang. Today, I'm talkin' 'bout my generation of 911, which is very much the 996.

Kind of ironic, given this iteration of the world's greatest sports car is seemingly nobody's favourite 911, to which I say wrong, wrong, wrong. Oops, I've gone a bit stridently Maggie T there. Before we get stuck into the meat and two veg of this 911 showdown, here's my defence for the 996.

While other Porsches are castigated for not being a 911, the 996 perversely gets it in the neck for being exactly that. Its crime?

Being the 'new' 911, the model Porsche had to build in order to, y'know, survive. It was, if you like, Porsche's difficult second album. From the 911's inception in 1963, right through to arrival of the 993 in 1995, Porsche had effectively remixed the 911 concept in a series of evolutions. The 996, however, was *revolution*. Purists didn't like it.

They didn't like the fact it was water-cooled. They didn't like the fact that it shared its modular construction and numerous parts with the Boxster. They really didn't like the fact this 'new' 911 appealed to a far broader customer base than any previous 911. With familiarity grows contempt, but the plain fact is this: in every respect bar those considered largely subjective, the 996 is a better 911 than the air-cooled 993 it replaced. Don't believe me? The 996 Carrera won *Evo* magazine's prestigious and (still) influential Car of the Year award in 1998. Among the glowing accolades was this telling line: *you would have to be perverse to declare the old car was better*.

I was one of those 911 virgins. In 1999, with no air-cooled 911 prejudice

or experience, the 996 was the first 911 I ever drove. I was blown away. Dynamically, this was like no car I'd experienced before. I made the absolute most of my week behind the wheel, including a there-and-back-in-a-day trip to the Nürburgring. This was a car I absolutely knew I would one day own. It's fair to say the 996 had a profound impact on me.

It was a long time coming, but I finally bought a 996 Carrera in 2015 and ran it for five happy years. I'm not the only

today, but it's important for me to stress the 996 GT3 was and is something else. Dynamically? The GT3 feels like it has landed from another planet, even in relation the 996 Carrera. Respected colleagues told me the 996 GT3 was a game-changing road car, and they weren't wrong. The guttural 'Mezger' engine, with its normally aspirated linear power delivery, peaking at a savage 8,000rpm. The animated chassis, perfectly tuned to UK roads in a way some later GT3s lost. The incredible

steering feel giving such rich feedback. The 996 GT3 is a car you can relax into and guide through the palms of your hand and seat of your trousers. Special, then? Very

IF YOU'RE GOING TO REPLACE CYLINDER LINERS, IT'S ONLY A MATTER OF TIME BEFORE THE NOTION OF INCREASING DISPLACEMENT REARS ITS HEAD

motoring scribe to have put their money where their mouth is and invested in a 996. Oh, and I made a modest profit when selling the car in 2020.

Back in 1999, if you'd told me the 996 was going to fall so drastically, from Car of the Year winner to the point more than thirty grand can separate a 996 Carrera and a 993 Carrera, I would have considered you one cylinder short of the full six. My second seminal and profound 996 experience? A week with a Guards Red second-generation 996 GT3 Clubsport in 2004. Another daylong adventure ensued, this time to both the 24 Hours of Le Mans and the 24 Hours of Nürburgring, which were inconveniently taking place across the very same weekend. For the purposes of an endurance-motoring-themed magazine article, however, the timing couldn't have been better. The problem? Two twenty-four-hour races on the same weekend in different countries. The conundrum? Which to watch. The solution? Watch them both. Well, I was in a GT3. C'mon!

I sense a reminiscence too far. As you can guess, there are cars to be driven

special. Coincidentally, my test car in 2004 was pretty much identical to the Guards Red 996 GT3 Clubsport Editor Furr has asked me to drive today. I can't wait to be reacquainted.

EXPERT OPINION

The Speed Yellow 996 Carrera in attendance? Here's one for all the 996 naysayers and denialists. It belongs to air-cooled 911 guru, Josh Sadler, co-founder of independent marque specialist, Autofarm. If a 996 is good enough for Josh, it's good enough for the rest of us. It's his personal Porsche of fourteen years, and one he's driven near fifty thousand miles. All is not as it seems, though. Standard this 911 might appear from the outside, it's packing a 3.9-litre, 385bhp punch. This is a car I've wanted to drive for a very long time. Why? Well, who wouldn't? Incidentally, I fervently reckon the current astronomical asking price of an air-cooled restomod or hot rod means the 996 is the ideal blank canvas for a more modernist approach to the genre. It's going to happen.

The primary question posed here?

Facing page Can a 996 Carrera with an oversized M96 flat-six take the fight to a same-age GT3?



Can a modified 996 Carrera take on a same-age GT3? Why not?! Save for different engines and suspension tweaks, they're broadly the same car. Also, the GT3 is heavier, tipping scales at 1,380kg versus the Carrera's 1,345kg. Yep, this is a fact not presenting itself very often in the 996 Carrera's favour — the GT3 rocks the stiffer, but heavier Carrera 4 bodyshell.

Before getting stuck into Josh's yellow peril, we must address the elephant in the room. It relates to both Josh's 996, as well as the 996 in general. I'm talking about the well-documented mechanical maladies suppressing values and enthusiasm for this generation of 911. Yep, I'm referring to intermediate shaft (IMS) bearing failure and busted cylinder liners. "An occasional problem exaggerated by internet forums," Josh dismisses. We concur. Indeed, we were recently at the workshop of a specialist, who proudly opened a drawer to reveal row after row of IMS bearings in perfect condition. Each and every one had been removed at the host 996 owner's request in order for an upgraded bearing to be needlessly installed.

Josh's car is something of a product of these issues, insofar as its oversized flat-six is a descendent of Autofarm's Silsleeve M96 engine repair programme. For Silsleeve, read steel Nikasil (as used by Porsche on the 917 and Carrera

RS 2.7 engines) plated cylinder liners to replace the standard alloy/Lokasil liners, which in some cases, are prone to cracking (or 'chunking' as it became known) around the top of the bore. Autofarm also took the precaution of converting from an open-deck cylinder block to a closed-deck design, effectively clamping the liners in place for rigidity. We ran one of the very first Silsleeve engines in a 911 & Porsche World project car back in 2000. The 911 in question is still going strong today.

Of course, if you're going to start replacing cylinder liners, it's only a matter of time before the notion of increasing displacement rears its head. For the M96 engine, there are two main options: 3.4 to 3.7 litres, or 3.6 to 3.9 litres, each achieved by increasing the cylinder bore from 96mm to 100mm. While in there, it would be foolish not to attend to the IMS bearing. Autofarm favours Porsche's own upgraded design, as fitted to the first-generation 997 Carrera. Beyond this, though, it's all new.

Above Josh's 911 was a development mule for Autofarm's Silsleeve M96 engine repair programme



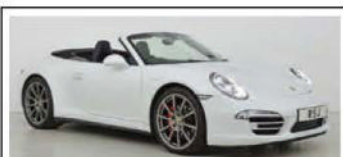


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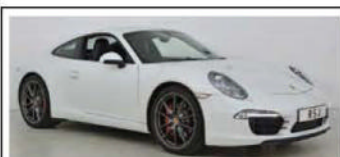
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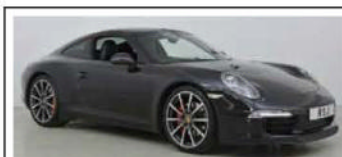
911 (991) "Turbo" 3.8 pdk (15 - 2015)
White with black leather
46,000 miles **£70,000**



911 (991) "4S" 3.8 pdk cab (14 - 2014)
White with black leather
45,000 miles **£58,000**



911 (991) "2S" 3.8 pdk cab (62 - 2012)
White with black leather
38,000 miles **£52,000**



911 (991) "2S" 3.8 pdk (63 - 2013)
Black with black leather
56,000 miles **£50,000**



718 Cayman 2.5 "GTS" pdk (68 - 2018)
Carmine red with black leather/
alcantara. 33,000 miles **£49,000**



911 (991) "2S" 3.8 pdk (63 - 2013)
Black with black leather
68,000 miles **£47,000**



Cayman 3.4 "GTS" pdk (64 - 2014)
Agate grey with black leather
22,000 miles **£47,000**



911 Carrera 2S (997) 3.8 pdk (10 - 2010)
Basalt black with black leather
45,000 miles **£45,000**



911 Carrera 4S (997) 3.8 pdk cab (58 - 2008)
Aqua blue with black leather
54,000 miles **£44,000**



911 Carrera 4S 3.8 pdk cab (60 - 2010)
Red with black leather
60,000 miles **£44,000**



911 Carrera (991) 3.4 pdk (12 - 2012)
White with black leather
44,000 miles **£44,000**



911 Carrera 2S 3.8 pdk (58 - 2008)
White with black leather
30,000 miles **£43,000**



911 Carrera 2S 3.8 pdk cab (60 - 2010)
Aqua blue with black leather
55,000 miles **£42,000**



718 "S" 2.5 pdk (17 - 2017)
Lava orange with black leather
19,000 miles **£42,000**



718 Cayman "S" 2.5 pdk (68 - 2018)
White with black leather
41,000 miles **£41,000**



Macan "GTS" 3.0 v6 pdk (18 - 2018)
Volcano grey with black leather/
alcantara. 33,000 miles **£40,000**



Macan "GTS" 3.0 v6 pdk (18 - 2018)
Pearl white with black leather/
alcantara. 45,000 miles **£38,000**



718 Cayman 2.0 pdk (67 - 2017)
GT Silver with black leather
27,000 miles **£38,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Arctic silver with black leather
79,000 miles **£36,000**



Macan "GTS" 3.0 v6 pdk (17 - 2017)
Carmine red with black leather/
alcantara. 40,000 miles **£36,000**



Boxster 3.4 "S" pdk (15 - 2015)
Yellow with black leather
38,000 miles **£36,000**



718 Cayman 2.0 pdk (18 - 2018)
Sapphire blue with black leather
45,000 miles **£35,000**



Boxster "Black Edition" 2.7 pdk (65 - 2015)
Basalt black with black leather
32,000 miles **£33,000**



Cayman 2.7 pdk (16 - 2016)
Basalt black with black leather
32,000 miles **£33,000**



Macan "GTS" 3.0 v6 pdk (16 - 2016)
Basalt black with black leather/
alcantara. 67,000 miles **£32,000**



Cayman 3.4 S pdk (13 - 2013)
Basalt black with black leather
59,000 miles **£30,000**



Macan "S" 3.0 diesel pdk (65 - 2015)
Basalt black with black leather
50,000 miles **£27,000**



Boxster "S" 3.4 pdk (13 - 2013)
Platinum silver with black leather
75,000 miles **£27,000**

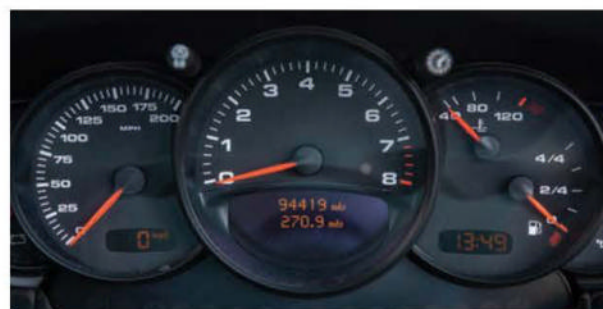
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Facing page M96 is comprehensively redeveloped and now boasts 3.9 litres of cubic capacity

This was certainly the case with Josh's 996's boxer, which was built back in 2010 following Autofarm's development of a prototype 3.7-litre M96 flat-six. A deeper dive into the specification is recommended, so here goes. New Capricorn pistons were fitted, as were updated intermediate shaft chain tensioners and the latest Variocam solenoids. In addition, the cylinder heads and valves were reconditioned, all new main and big end bearings and bolts were used. Fresh seals were applied throughout, including the rear main seal (RMS, another M96

bugbear). Schrick camshafts were fitted, while a custom exhaust comprising Milltek silencers, Dansk manifolds and sports catalysts joined the party. The standard ECU is retained, but remapped. As quoted, power is 385bhp at 6,900rpm (over the standard 320bhp). Torque is rated at 332lb-ft at 5,180rpm (over stock-spec 272lb-ft). In other words, pretty much GT3 levels of performance.

As far as Josh is concerned, as important as the engine is the car itself, which is effectively the 'carrier' for the conversion and a Silsleeve demonstrator, despite being sourced

by Josh to his personal requirements. "It had to be manual, Speed Yellow, and it had to have black leather interior," he recalls. "You'd be surprised at just how hard it was to find a 996 Carrera in this specification." Sadly, Porsche buyers stopped being bold with colours a long time ago, convinced primary shades would be resale suicide. And even way back when Josh's car left the factory in 2002, manual 911s were a dying breed. The great irony now, of course, is that such specification commands a premium over the usual greys, blacks whites and silvers.

Adding to Josh's desired Carrera configuration, the original owner optioned a limited-slip differential, M030 suspension and early-style BBS GT3 splitties. "I would like to have met the guy who ticked all those boxes. So much car for the money," Josh grins, before admitting this 996 is a form of retirement present to himself — ownership was transferred to him from Autofarm back in 2016, when he took a step back from the day-to-day running of the business. "The 996-generation 911, either standard or modified, is just so good," he continues. "I was totally seduced by it." Let's remind ourselves this is Josh Sadler speaking. He's owned, raced and rallied every 911 you care to think of.

We're photographing the car a short distance Autofarm's Oxfordshire base. Company directors, Mikey Wastie and Steve Wood, took ownership of the firm following Josh's decision to retire. Mikey drops by for a quick natter and to wax





lyrical about a new 996 project in the offing. The base 3.4-litre Carrera offering itself up for the job has covered 140,000 miles and, in Mikey's words, "refuses to die, no matter how hard we drive it." A return to 996 action for Autofarm, then? "We'll see," he says. "It's currently only an internal research and development project." As for continuation of Autofarm's enlarged capacity M96 engines, never say never. "In truth, the market just wasn't ready for what Autofarm was offering," Mikey shrugs. "Anyone with a busted M96 engine was looking for a fix, but wanted the most cost-effective fix. It was very much a 'distress' purchase."

DOUBLE BUBBLE

It's time to drive Josh's car, albeit not to the death. Not that you need to, because in case you hadn't guessed, it's all about the torque. Driven normally, you'd wonder whether this 996 is even modified. It performs like a standard Carrera, although in terms of fuelling and induction, it is a standard Carrera. Get a bit aggressive with the throttle, though, and it becomes very clear, very quickly, there's a substantial hike in performance at play. It's not just a bit of ferocity at the top end, rather a solid wall of torque propelling the car forward with such force the nose seems to lift itself like a hydrofoil getting itself up and out of water.

On the road, torque talks. This 3.9-litre Porsche projectile has it all going on. It's effortless and, in a way, really quite relaxing. Sounds a bit barmy, doesn't it? Well, not really, because there's nothing more superficially exciting than an engine requiring you be at the thin end of its performance curve to access power. Sure, there may be whatever number of bhp available, but if it's only, say, on tap between 6,500rpm and 8,000rpm, then accessing it on the road is going to prove very difficult.

As the numbers suggest, there is power absolutely everywhere, giving

this Autofarm machine an immediacy of response quickly becoming addictive. From as little as 2,000rpm, the car surges forward, decisively and with a massive sense of purpose. By the mid-range, it is ripping through the gearing. It doesn't dry up at the top end, either, the Schrick cams happy to pull strongly beyond 7,000rpm. You can drive hard or just surf the torque curve, as Josh confesses to doing these days. Me? I'd be up for either, as the mood takes.

The chassis dynamics are absolutely spot-on. The M030 suspension is in fine fettle. The wheels are suited and

Above Josh has decided to sell the car, which is available to buy from Autofarm

Below Bennett considers the asking price and begins to contemplate a session of manmaths



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booted with Michelin Pilot Sport tyres. The brakes are good and strong. The chassis, then, is up to the task of dealing with what's asked of it from the driver's seat. Actually, I or anyone could be in the driver's seat of Josh's 996 — it's currently up for sale through Autofarm, although he confesses it's probably a tad overpriced at £42,000. "Thing is, I don't really want to sell it, but I don't use this 911 enough to warrant keeping it." Steep? Well, yes and no. When the engine was built back in 2010/2011, its retail price was very nearly £18,000. Add the car's seriously desirable overall specification and super-solid condition, and suddenly the asking price doesn't seem too expensive. Besides, a 996 GT3 would almost certainly be another thirty thousand quid. Before we delve deep, a quick word on 996 GT3 values: with prices hovering at seventy grand (even less for private sale), now is most certainly the time. Don't say we didn't tell you.

SEEING RED

Tony Murphy's 996 GT3 Clubsport is a prime example. At 42,000 miles, it boasts just the right amount of usage — not too low to be precious about preserving low mileage, but not high enough to affect value. This is Tony's second 996 GT3. His first was a silver comfort-specification example, which by complete coincidence, is featured

elsewhere in this issue of *911 & Porsche World*, albeit with its new owner, Kerry Walpole. I was lucky enough to drive the silver machine, along with Kerry's 992 GT3 Touring. GT3 eh? You don't drive one for years and then all of a sudden...

Tony and Kerry belong to the Porsche Drivers Norfolk UK Facebook group, which makes sense for Kerry, because he started it and, er, he lives in Norfolk. Not so much for Tony, who lives in North Yorkshire, but hey, he's an honorary member.

GT3s aside, Tony 'gets' the 996 and just how good this breed of 911 really is.

"I owned a 40 Jahre anniversary model for ten years. I loved it. In so many ways, it was a better car than the 964 I also owned at the time, but then again, it's very difficult to compare air-cooled and water cooled 911s."

He knows a bit about 911 road racers, too. The racier the better, like his sub-1,000kg 911 SC, complete with carbon-fibre body panels, including roof. He rather regretted selling the silver 996 GT3 to Kerry, though, hence the red replacement. "The difference between the two cars is in the chassis setup, although I guess the contrast is quite

Below Unburstable 'Mezger' flattie in its natural habitat





Above Not quite as sparse as many might imagine a GT3 interior to be, but certainly lacking the Carrera's creature comforts

subtle." Subtle or not, Tony has Blakey Ridge in his backyard, a stretch falling into the category of *if you know, you know*. And know it we do, having used this rugged loop of the North York Moors for many road tests. It's a chassis-testing route like no other, perfect for a road racer like the GT3. A proper ordained homologated road racer at that — the GT3's very existence is down to Porsche's need and desire to take the 996 racing in Carrera Cup and

endurance GT categories. Of course, while I've been bigging up the 996 and intimating the M96 Carrera engine isn't

DROPPING INTO THE ENVELOPING AND FIGURE-HUGGING RECAROS OF TONY'S CAR MAKES ME GO A BIT FIZZY IN ANTICIPATION

quite the grenade the internet would have you believe, it was roundly rejected by Porsche's motorsport department for the task of going racing. Damning, but true. Sure, the M96 had all the bells

and whistles of twenty-four valves and a high standard power output, but it was designed for low-cost production and, crucially, was not dry-sumped, largely to eliminate oil leaks, which had plagued air-cooled Porsches to the point losing lubricant was seen as part of the deal.

Out of this

dilemma was born one of Porsche's legendary flat-sixes, known colloquially as the 'Mezger' engine, although this is a moniker it acquired over time. At the time of development, 'bitsa' might have been more appropriate, given it was created from 'bitsa this and bitsa that'.

The production of a new race engine hadn't really been part of Porsche's plan, meaning costs needed to spread. The 996 Turbo was on the horizon. Creating a flat-six capable of being either normally aspirated or twin-turbocharged (depending on application) was deemed more than desirable. Nothing goes to waste at Porsche — the resultant 3.6-litre flat-six could trace its ancestry back to the 959 and its water-cooled, twenty-four-valve cylinder heads. These were subsequently used on the Mezger-developed GT1 engine, which of course, was fully water-cooled and dry-sumped. The GT1 engine was developed into the GT3 engine, carrying over the time-honoured and developed aluminium 911 crankcase, with its seven main bearings and extended eighth (at the end of the crank) to drive the oil pump in





the sump. The GT3 engine's bulletproof strength comes from the above, plus the nitrided, forged steel crank and titanium connecting rods, linked to forged aluminium pistons.

Familiar Varioram injection plenum stacks fed the air and fuel mixture. Power was an exceptional-for-the-time 360bhp at 7,250rpm, with revs limited to 8,000rpm. This was the most powerful normally aspirated Porsche engine yet and a pre-emptive strike aimed at the doom-mongers criticising the 911's switch to water-cooled powerplants. Quite simply, such output wouldn't have been possible from the air-cooled flat-sixes of yore.

NO MESSING

To ram home the point, Porsche waited but two weeks after launch of the 996 to unveil its new racer, which certainly looked the part, complete with its aero appendages (an option on the 996 from day one), including swoopy, adjustable swan-neck rear wing, slammed stance and BBS split-rims. The body was based on the forthcoming Carrera 4 shell for strength, while the suspension was multi adjustable. The G50-based six-speed gearbox was carried over from the 993, but now packed a limited-slip differential. Gearing was limited to 175mph. On track, Supercup variants

were well received, with fast and furious racing guaranteed.

The roadgoing GT3 was launched in 1999 at the Geneva Salon and proved an immediate and hardcore hit, transforming the image of the 996 by way of savage performance, rowdy soundtrack and chuntering drivetrain. To drive a GT3 in period was almost revelatory, hence my earlier reminiscing. Even now, the 996 GT3 is a wonderful reminder of what an analogue 911 feels like. It also makes the gargantuan 992 GT3 look a bit, well, silly.

And so, the legend was born. In 2003, with the arrival of the second-generation

996 GT3 to further homologate the model's engine and aero, plus suspension and other tweekery, 360bhp became 381bhp. Dropping into the enveloping and figure-hugging Recaros of Tony's car makes me go a bit fizzy in anticipation. It will be fascinating to see how 381bhp's worth of Mezger 3.6 compares with 385bhp's worth of Autofarm 3.9, not to mention how the race-bred GT3 chassis compares with the Carrera's M030 fast-road option. Certainly, the GT3 looks more aggressive, stanced and cambered, making the Carrera seem meek and mild, even in shouty Speed Yellow. The

Above The 996 GT3 looks simply stunning painted Guards Red





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GT3's suspension, while being lower than standard, is positively jacked up.

Start and blip the GT3, and the Mezger 3.6 sounds like a sawmill at full tilt, whereas the Autofarm 3.9 is more bass and bombast. That's the aural difference 300cc makes, notwithstanding the GT3's more developed and sonorous exhaust. Every interaction with the GT3 feels more immediate and connected. The gearshift is more mechanical (thanks to motorsport cables) and the steering is ultra-precise, but check out the camber on the front wheels. The rears, too. The GT3 moves and swaggers, even in a straight line. At first, it's almost unnerving, but you soon settle into the rhythm of it.

The Carrera, in isolation, moves just like a 911 should, but compared to the GT3, it's almost passive in its demeanour. Here's the thing, though. If you so desired, you could emulate the GT3's chassis on *any* 996. The parts are easily available from Porsche or aftermarket, the crucial items being the camber-adjustable bottom arms. Springs and dampers are a personal choice, but the standard GT3 items are surprisingly compliant on ragged British asphalt.

No surprises, then, the GT3 is the more aggressive 996, but Josh's Carrera has power to play with and, again, it's all

down to torque. The numbers are thus: the GT3 has 284lb-ft at 5,000rpm, while the Autofarm 3.9 rocks the previously quoted 332lb-ft at 5,180rpm. This is what you really feel on the road. No, the Mezger isn't peaky enough to be hard work. In fact, it's no chore at all — this is a wonderfully charismatic engine, one of the very best, but it can't compete with the Autofarm 3.9's epic mid-range power, particularly since the gear ratios and final drive are virtually identical.

Which of these 996s would I take home? Oh, that's easy. The GT3. You

weren't expecting me to say this, were you? Maybe it's not quite so clear cut, but the GT3 is just so charismatic and exotic. That said, what would a 996 GT3 feel like with the Autofarm 3.9 in its bum? Undoubtedly, this would be a very exciting 911.

Flipping things the other way, what would Josh's Carrera feel like with a GT3 chassis setup? It would be pretty easy to achieve and wouldn't cost much on top of the asking price. Ask Autofarm nicely and I'm sure Mikey and the team will come up with something. ●

Above Criticise the 996 all you want, but we think it's a fabulous 911

Below Bennett considers whether the GT3's much higher value makes it in any way a better buy than Josh's Carrera 3.9





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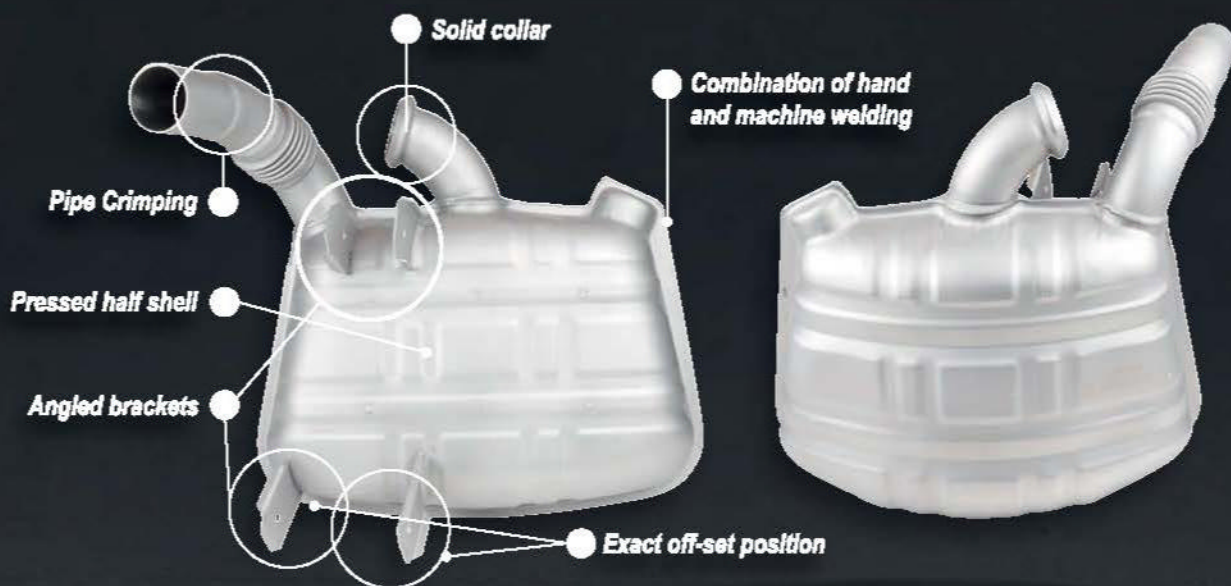


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Porsche Active Ride chassis wizardry progresses the game for adaptive suspension systems. Here's how it works...

Words **Shane O'Donoghue** Photography **Porsche Corporate Archive**

While it's not unusual for Porsche to allow us to have a drive in a prototype ahead of a new car's launch, it's not generally the done thing when the model line in question is coming in for a bit of midlife nip-and-tuck. Needless to say, our interest was piqued when the manufacturer summoned us to have a go in the new Panamera months before the finished product was ready for its full release. It soon became apparent why — we were presented with a camouflaged example of the new model for a unique demonstration.

Using a special smartphone app, one of Porsche's engineers made the Panamera dance while sitting still on asphalt. The car's body movements mimicked those of

the phone, lifting and dropping the height of the suspension on an individual wheel basis at scarcely believable speed. We can't think of a better way to introduce the workings of the new Porsche Active Ride (PAR) system.

As entertaining as this exhibition was, it's unlikely to become available as a feature of the My Porsche app any time soon, but PAR is a significant new development and much more than a party trick to show your friends, though they will undoubtedly be impressed with ride height lifting fifty-five millimetres the instant anyone goes to open a door. The action makes it easier to get in and out of the car, of course.

One of the main reasons for PAR is to counteract forces the human body normally experiences in a car. It's a bid to enhance comfort, at the same time altering weight distribution to increase cornering speeds and isolating the car's occupants from road-surface imperfections. During cornering,

occupants experience centrifugal force due to their own inertia. They feel pushed away from the centre of the curve and, as the car body itself also leans that way, the driver and passengers also experience vertical forces. This is best visualised by imagining being pushed into the base of your seat as a car quickly takes a banked turn. The opposite happens if it's not a banked turn.

Under braking, a car's nose dives down and its occupants feel like they're pushed forward by inertial force. The opposite is true under acceleration, when the rear of the car dips and the people on board feel pushed into the backs of their seats. Depending on the stiffness and design

could be excessive and uncontrolled, with potential for the wheels to regularly lose contact with the road.

These days, most automotive dampers are of a similar design, using a tube of special oil compressed by a piston. The advent of adaptive and adjustable damping in the late 1980s, however, was a serious game-changer for driving dynamics, allowing engineers to widen the repertoire of a given car's suspension system, rather than always compromising between comfort and control. Porsche's take on this is labelled Porsche Active Suspension Management (PASM). The 997 Carrera S was the first model to feature the system as standard equipment.

PASM has been continually developed and improved, but the concept remains the same: not only can the driver of a PASM-equipped car

choose from different damping setups, but the system uses various sensors around the vehicle to alter damping automatically, when deemed appropriate. For example, if PASM is in its Normal setting, but the driver slams on the brakes, the front dampers are quickly switched into the firmer Sport setting. Likewise, the dampers on the outside of a corner can be firmed up automatically to resist body roll.

SWAY THE WAY

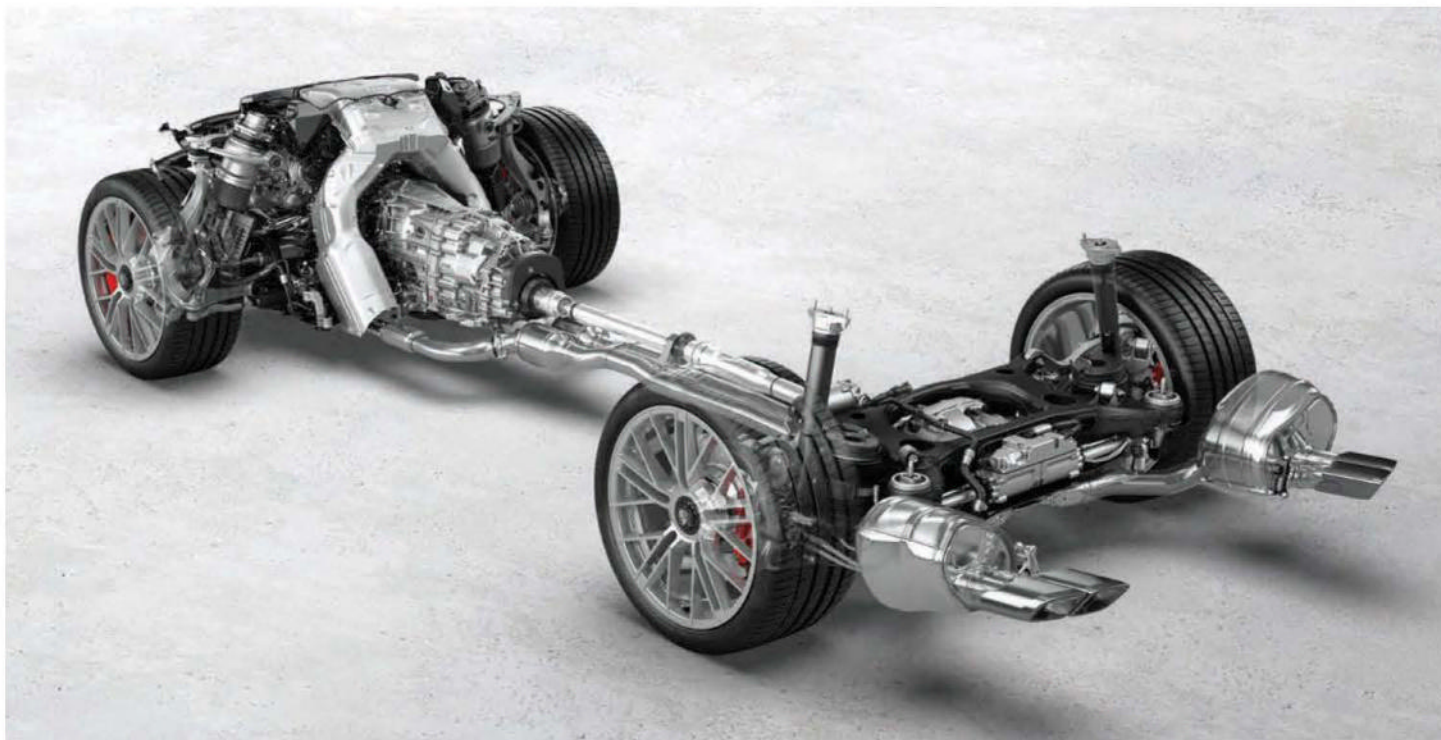
Of course, even before adaptive damping existed, body roll was partially controlled by anti-roll bars. These twistable metal bars connect either side of a car's suspension to distribute the cornering forces across the axle in a bid to minimise compression of the suspension on the outside of a bend, as well as decompression of the suspension on the inside. Anti-roll bars are still in widespread use today, although they too come with a compromise insofar as their

THE SYSTEM WON'T BE ROLLED ACROSS THE WIDER PORSCHE FAMILY OF PRODUCTS JUST YET, BUT YOU CAN BE SURE IT'LL COME TO THE MACAN EV

of the suspension, these things happen by varying degrees, but the same forces apply in all cars.

The most basic suspension system employs some form of spring and damper at each wheel. The springs allow the wheels to move up and down, absorbing bumps in the road. They play a crucial role in maintaining contact between the tyres and the road surface. Dampers control the fluctuation of the springs. Indeed, the name comes from the damping action of the movement. Without dampers, a car would bounce uncontrollably on account of the spring's rebound action. Without going much deeper into the theory of all this, it should be obvious how selecting the right damping is critical to how the host car drives. Too much damping, and the suspension could feel unyielding and uncomfortable, while failing to keep the wheels in touch with the road over undulations and bumps. Too little damping, and the car's body movement

Facing page An electrically operated hydraulic pump actively builds up power in the damper



existence alters the effective stiffness of the suspension.

In terms of technology, the natural evolution of such a system is one adapting to given conditions and minimising the inherent compromises of a fixed setup. It's called Porsche Dynamic Chassis Control (PDCC), though there are three different variants of the technology working in subtly different manners to achieve the same result. The first two are based on the same concept, where the traditional anti-roll bar is 'split' in two. A means to twist either side is inserted in the middle.

Hydraulic and electromechanical systems have been used to do the twisting in various Porsche models over the years. The electromechanical setup requires a forty-eight-volt power supply to deliver the required forces, but is much faster than the older hydraulic system. Neatly, in the interests of roll, this design can decouple the wheels from each other on a given axle, which is great for comfort, but also for extreme wheel articulation, as may be needed for driving off-road.

This only suits Porsche products such as the Cayenne, obviously. The brand's smaller models, such as the 911, come with a different set of challenges, chiefly packaging. To overcome this, Porsche devised a system retaining anti-roll bars, but adding hydraulic cylinders (at their mounting points) in order to vary their effectiveness. A key point to take away

from this is that neither PASM nor PDCC can alter ride height. This is where air springs come in. Now, these haven't featured on Porsche's sports cars to date, probably because of packaging requirements and weight, but air suspension makes a lot of sense for the bigger Panamera, as well as the Macan and Cayenne. Indeed, the first-generation Cayenne Turbo S was the first Porsche to come with air suspension supplied as standard equipment.

Air 'bags' in this setup act similarly to steel coil springs, certainly in terms of absorbing movement, though arguably in a more comfortable manner, depending on the specific installation.

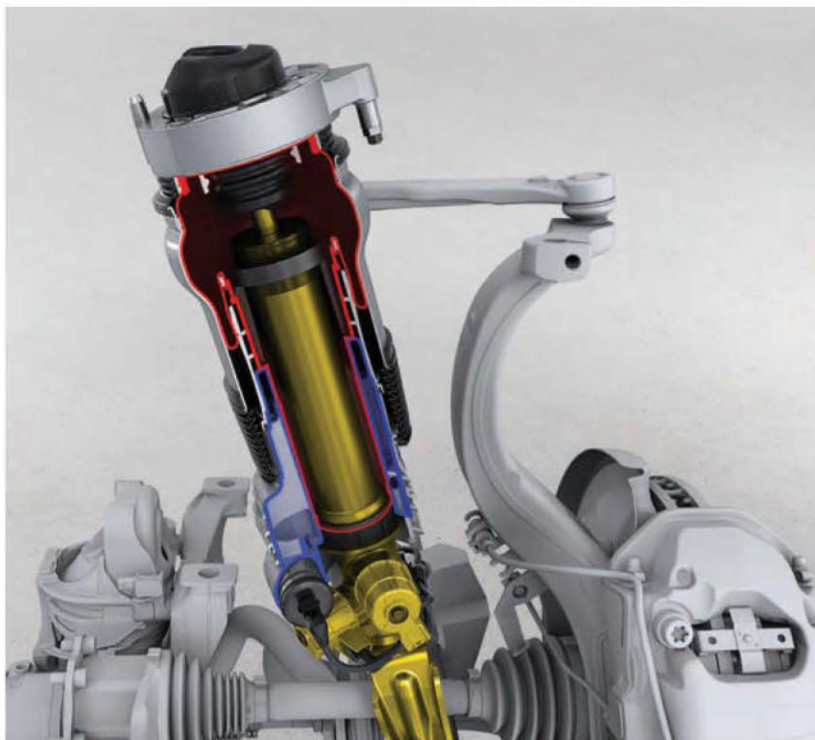
The characteristics of this system can be altered on the fly using multiple air chambers, an air compressor and a sophisticated control system. Not only can spring rate be adjusted according to the situation, but ride height can be altered by using compressed air to simply inflate or deflate the air bags.

For off-road driving, where ride height is one of the biggest limitations, air suspension has proved invaluable — a Cayenne can scale obstacles with its air bags inflated for maximum clearance, then safely drive at full chat down a German autobahn, with the ride height lowered to reduce the centre of gravity. And if you fill the Cayenne's luggage

Above Illustration of the Panamera Turbo E-Hybrid chassis

Below The PAR-equipped Taycan 4S Sport Turismo





Above Taycan Turbo S two chamber, two-valve damper cutout

Right and below PAR is perfect for larger models in the Porsche product line



space with cases of *Weißbier* on the way home, the air suspension neatly self-levels the car. Same if you're towing a trailer.

It isn't only SUVs that benefit from this functionality. Porsche has used air suspension in the Panamera — and, latterly, the Taycan — to good effect, lowering ride height (where appropriate) in the interests of dynamics and aerodynamics, while allowing a 'regular' ride height for getting in and out of the car. Many of you will be aware of the novel nose-lift system fitted to many Porsche sports cars (think 991 GT3), allowing safe navigation of tricky driveway entrances or speed bumps. We

particularly like the automated Smartlift feature, which can be programmed to remember the location of such obstacles on your daily drive.

Before the advent of PAR, the Panamera's and Taycan's air suspension system had evolved to include three chambers to allow for a wide range of spring rates. It was therefore something of a surprise to discover PAR uses just one chamber, which is, in theory, a backwards step. What's more, there's no PDCC and no anti-roll bars. All this saves weight and complexity and Porsche even tells us how, in theory, a PAR car could do without any form of spring at all — the system's sophisticated new active dampers can do it all. Perhaps, on this point, 'dampers' is a misnomer? Whatever, if they took on the work of a coil spring, the system would be massively energy intensive.

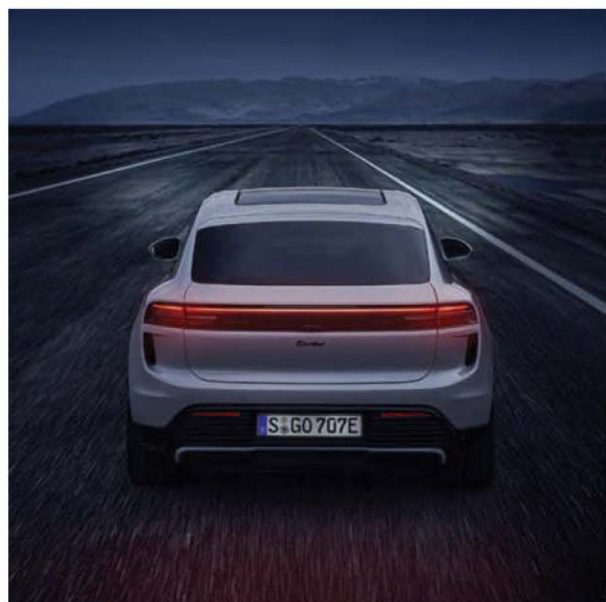
At each corner of a car using PAR, the damper has an electrically operated hydraulic pump to manage compression and rebound within the damper itself. Porsche says the system makes changes thirteen times a second to isolate the car's body from the topography of the road, pushing the wheel away or pulling it up toward the car as required, thereby keeping the car level and managing comfort.

That's just the start. While these active dampers can efficiently carry out all the shock absorption tasks described above, including control of body movement and

roll reduction, they are so fast-acting that they can go much further. Under braking, for example, they can not only reduce dive of the car's nose toward the ground, but actively lift it up, much to the benefit of comfort. Porsche likens the system's operation to the motion of a helicopter tipping forward as it accelerates — it feels utterly unnatural to begin with, but aids comfort and weight distribution over the car's four tyres.

Choose Sport Plus mode and any car equipped with PAR stops thinking it is a helicopter and instead mimics a motorbike, noticeably tilting into a fast-taken bend. This reduces tendency for the host Porsche's occupants to feel pushed to the outside of the bend, naturally, but it also means better traction and higher cornering speeds.

At the heart of PAR are the hydraulic pumps altering the volume of oil in each of the dampers. Just as importantly are the electric motors driving them. The system only works if these can operate with extreme precision at incredibly fast speeds. This has been made possible by plugging them directly into high-voltage battery packs, as found in the new Panamera Turbo E-Hybrid and all variants of the Taycan. In short, the system won't be rolled across the wider Porsche family of products just yet, but you can be sure it'll come to the new electric Macan. After that? Well, we'll just have to wait for our call to drive the prototypes. ●





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TWINNING AND WINNING

Innovative software, such as that from the gaming sector, supports Porsche during the design process of the brand's sports cars, but even in the age of digitalisation, the manufacturer still values hand-drawn sketches and labour-intensive clay modelling. As a result, along the path from vision to reality, Style Porsche's highly creative designers combine the best of both worlds...

Words **Robert Smith** Photography **Porsche Corporate Archives**

Has the power wall consigned the classic drawing board to the past? Do designers still use pencils, or are they now dedicated only to digital input devices? Are labour-intensive, handmade clay models necessary, or are virtual reality (VR) experiences more useful? The basic question is this: what direction is the design process at Porsche heading in? Vice President of Style Porsche, Michael Mauer, grins when asked. "There is no either-or," he replies. "At Porsche, there is no raging debate concerning analogue versus digital. Instead, we like to embrace both analogue *and* digital. The two approaches complement one another. Both have their advantages and disadvantages, but it's significant that the interaction between analogue and digital is a key contributor to the success of our vehicle styling work."

A sketch with pen and paper remains the most important starting point for brainstorming. For the next step (design evaluation), however, physical models made of industrial plasticine ('clay') are indispensable. "With this malleable material, the exciting interplay between concave and convex forms can be represented in a sensory way," explains Martin Kahl, Director of Design Models at Style Porsche. "However, the iterative design process, which extends over many months, naturally also involves a digital representation of the real-world models." His input is echoed by Sebastian Reher, Manager of Porsche's Virtual Design department. "Sometimes in parallel and sometimes in rotation, we further develop the proposed design by working directly on the physical model, or by manipulating it in the digital world.

Photo-realistic simulations make it possible to investigate many alternatives to the vehicle's suggested appearance. They allow us to experiment with colours and incorporate different surroundings during all phases of the process. Another advantage is the ability for us to use a digital version of the design to show a proposed new vehicle not only against its predecessor, but also alongside the rest of the Porsche model range. In contrast to physical models, simulations allow us to delve into the smallest details."

When digitising designs, Porsche uses state-of-the-art tools, which are also

contact. The resulting 3D data provides the basis for further digital development. Thus, in this stage of the design process, there is a back-and-forth between analogue and digital.

In a later phase of the process, before the so-called 'design freeze', physical hardware is finally introduced. At this point, the Porsche design complex in Weissach, which was opened a decade ago, showcases one of its structural advantages: in the site's expansive yard, protected from prying eyes, it's possible for Porsche to conduct an acceptance procedure under realistic conditions.

Not only is the light real sunlight, the background of green bushes and plants is also natural. Alternatively, the models can be parked in front of an urban facade of

PLASTICINE IS USED TO BUILD A 1:1 MODEL, WITH ALL THE DETAILS OF A CHOSEN DRAFT SUPPORTED ON A FRAME OF STEEL, WOOD AND RIGID FOAM

concrete and glass in the same location. deployed in the fields of video gaming and architecture. This high-end software is important, for instance, for the display and control concept of a Porsche interior. VR allows screen content and control concepts to be evaluated early, in many cases before the first hardware components are available.

Mixed reality applications provide particularly immersive experiences. In the so-called modular VR seat model, relevant physical components, such as the seat and steering wheel, can be moved electro-mechanically to the appropriate vehicle position. When the user puts on VR goggles and takes a seat, the real and virtual worlds merge together. In other words, the tester gets an impressively realistic impression of the proposed new interior.

State-of-the-art shaping and scanning technologies are used to transfer digital data to the physical models, or vice versa. For example, the 1:1 clay models are scanned and captured via photogrammetry without physical

concrete and glass in the same location.

The requirements of Porsche Style are clear: the brand's sports cars must meet the high design standards of head designer Michael Mauer and his team in a variety of environments. So, then, what exactly is the process, from start to finish? First come drawings. The design process always begins with conventional sketches on paper. Almost simultaneously, with the first drafts of the exterior, the interior is also sketched. From these many drawings, Mauer, Peter Varga and Markus Auerbach (the trio responsible for overseeing exterior and interior vehicle design) select the most interesting sketches. Up to ten clay models on a 1:3 scale are then made in what is essentially an internal department competition. The respective paired teams consist of a designer and a modeller, who transform their first drafts into 3D models and proceed to optimise them. In a further process of shortlisting, the most promising models are selected. While the designers still have relative

Facing page Digital software can tell modelling hardware to alter the contours of a clay Porsche, but the real-world model informs the digitisation process as a whole



freedom in the early phases of the process, key measurements, such as wheel size and wheelbase, now become increasingly realistic.

SUPERSIZE ME

Next, industrial plasticine is used to build a 1:1 scale model, with all the details of a chosen draft supported on a frame of steel, wood and rigid foam. The modeller removes excess material, shapes edges and smooths surfaces. Tapes and films are among their available resources. These are used to emphasise important lines and contours, or to represent the surfaces of headlights and windows. Some elements, such as wheels or body badging, are created with 3D printers and integrated into the clay model. It can take up to six months to complete a 1:1 model, after which, two go head-to-head in the final stage of selection. These models are given special silver-coloured films and are painted, thereby giving them a more realistic look.

Up to 1,200 kilograms of industrial plasticine is used in each 1:1 model. Up to one hundred kilograms is used for the 1:3 models. The modelling mass is stored at exactly 60°C in the design department's studio ovens. Apportioned into large bars, the plasticine has the consistency of soft butter.

Each of the near fifty skilled modellers at Style Porsche chooses their own utensils for working on the clay models, often making bespoke tools for the

job. These individual kits contain more than one hundred individual items, including metal blades and scrapers, thin wire loops, wooden spatulas and paintbrushes. Interestingly, those responsible for interior styling also use clay modelling as a key part of the design process, although they also make use of a special scanner to capture the visual properties of interior materials and store them in a dedicated database for recall during digitisation. This includes early Porsche textiles, such as ribbed velvet, as well as fabric finished with the iconic Pepita houndstooth pattern.

With each model's surface data collected, plus an itinerary of materials used (including paint and grain) and what Porsche refers to as 'product substance' (vehicle specific details, such as differences between the style of proposed 911 Carrera and Turbo variants) taken into consideration, the two models are rendered digitally, effectively becoming realistic on-screen representations of proposals for future Porsche products. The doors and flaps of the digitised models can be opened, the light and shading falling on bodywork can be varied with a simple mouse click.

A virtual model of a Porsche sports car consists of up to fifty million polygons, including triangles. At the time of writing, its file size is around eighteen gigabytes and is viewed on a 16.5-metre-wide power wall, approximately the size of a standard cinema screen. This power

wall comprises a total of 972 LED tiles. Resolution is 10K. From here, a 'data control' model is created. Porsche's so-called 'strak' department is the interface with teams responsible for series production and has the task of ensuring construction feasibility down to the finest details. Thus, the aforementioned 'design freeze' defines how the car will look, while the 'data control' model serves to specify how it will be produced. From here, with all boxes ticked, the new Porsche can launch on manufacturing and assembly lines. ●

Above Creating a 1:1 clay model of a proposed 911 at the Style Porsche studio





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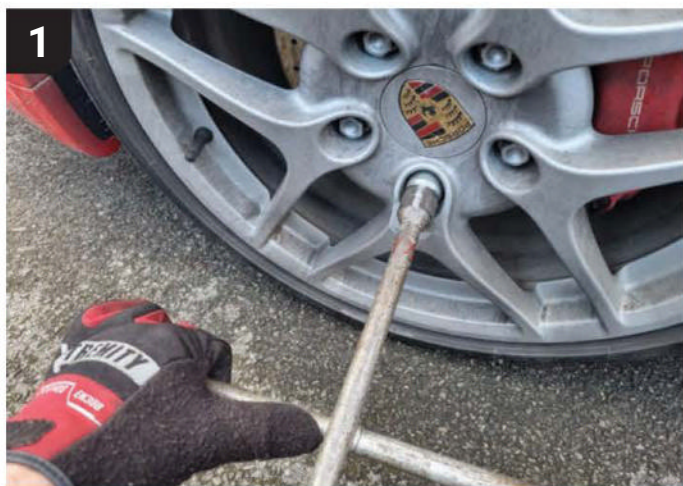
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THEM'S THE BRAKES

Replacing the front brake discs and pads on a 987 Cayman or Boxster is simple procedure taking a couple of hours and can save you hundreds of pounds, as Peter Rosenthal demonstrates...

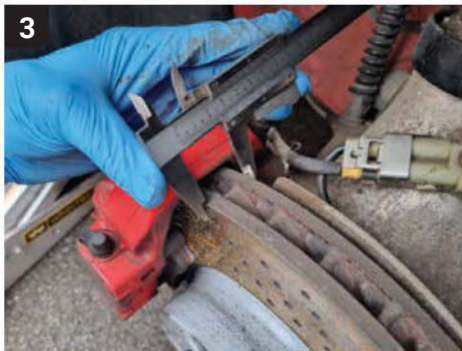
Words and photography **Peter Rosenthal**



1 Work one side of the car at a time. Locate the key for the locking wheel bolt and loosen it with hand tools. An impact gun risks damaging the part. Moreover, Porsche locking wheel bolts are fairly delicate (when compared to the locking wheel bolts found on other vehicles).



2 Lift the car with a trolley jack, chock the rear wheels and place axle stands in the appropriate place. Use an impact gun to remove the loose wheel bolts, then remove the wheel.



On any given Porsche sports car, there are often multiple disc sizes available, each relating to year and specification. Measure width of the old brake discs as a first step before ordering any parts.



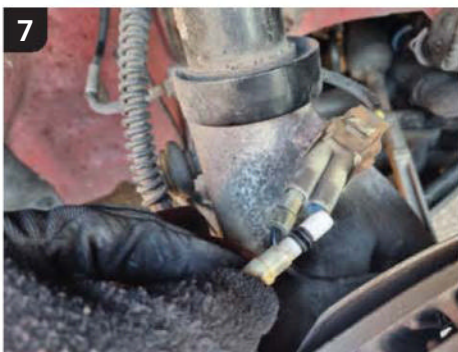
The easiest way to measure the disc diameter is with a clamp, such as that pictured. Then, measure the gap between the jaws of the clamp. This will avoid you ordering incorrect parts.



When the new brake discs arrive, check their diameter, width and bolt pattern. It's also important to check the two discs are handed.



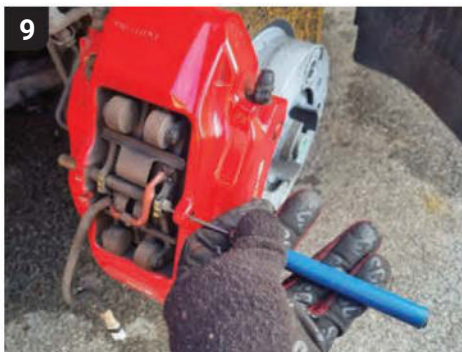
With the caliper still in situ, apply a good squirt of brake cleaner to shift some of the brake dust away. While modern brake pads don't contain asbestos, the dust isn't very lung-friendly, so wear a mask.



Unclip the metal tab securing the pad wear indicator to the hub. Remove the electrical connector. It has a rubber seal and can be quite tight. The neighbouring ABS sensor doesn't need to be touched.



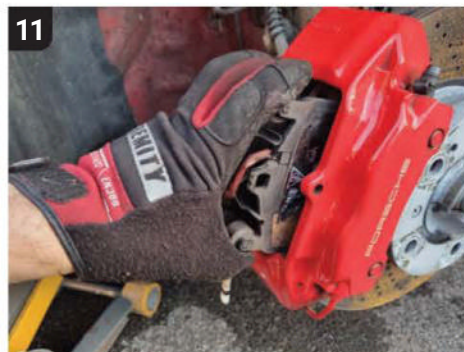
Using a pair of small-angled pliers, remove the R-clip securing the brake pad retaining pin. If the clip looks worn, renew it.



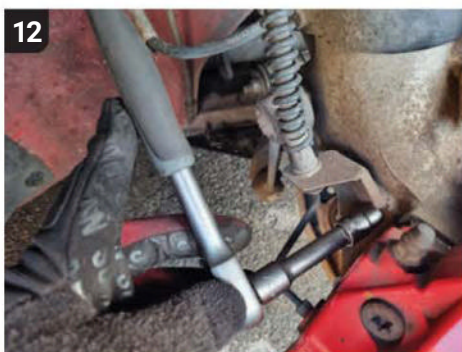
Using a parallel punch and a small hammer, tap the retaining pin toward the inner wheel arch. Once it becomes loose, the pin can be removed by hand.



At this point, the pads can either be extracted by removing the caliper, or by gently easing them out with a flat-blade screwdriver. If the disc is heavily lipped, it's easiest to unbolt the whole caliper.



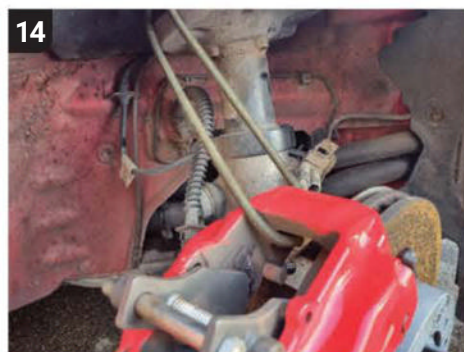
Our pads slid out easily. Remove both pads together. Sometimes, the anti-rattle skim will have welded itself to the pad, meaning you may need to prise it off with a flat-blade screwdriver.



Unscrew the 10mm bolt securing the hub bracket supporting the brake pipe and hose connection. These steel fixings (into an aluminium hub) can sometimes shear, so take great care as you work.



The brake caliper can now be removed from the hub using a heavy-duty T55 torx socket and a beefy ratchet. Porsches tend to have frequent brake swaps, meaning the bolts shouldn't be seized.



With the caliper removed, secure it to the suspension coil spring with a bungee cord or cable ties, thereby not straining the brake hose by letting the caliper dangle free.

TECH: HOW TO



15

A piston wind-back tool suitable for four-piston calipers is the only specialist tool you'll need and can be bought for as little as £20. It is essential for pushing the pistons back squarely.



16

When the pistons are fully pushed home, they should sit flush with the caliper itself. Note the anti-rattle skims are still in place here. This is a good time to clean off any accumulated brake dust.



17

The disc needs to come off by removing the two small crosshead screws securing it. Use an impact driver with a tightly fitting crosshead bit to remove them. They often seize, so be prepared to drill.



18

Once the screws are free, the disc will either come loose or need a little persuasion with a deadblow hammer. Brake discs are often stuck fast, so may need a little force to ensure release.



19

Use a wire brush (or a wire wheel in a drill) to clear corrosion from the hub face. It's especially important to remove proud debris, thereby ensuring the disc sits flush on the hub.



20

The front discs are handed each side (the rears are not). Ensure the drilled hole pattern and internal venting flutes are pointing in the correct direction (to suck and expel air as efficiently as possible).



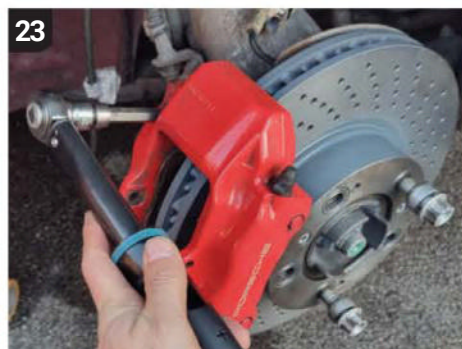
21

The spiral pattern indicates flute direction. Use a couple of wheel bolts to make sure the disc is centred, then secure it in place with the locating screws. Use Loctite on threads to prevent corrosion.



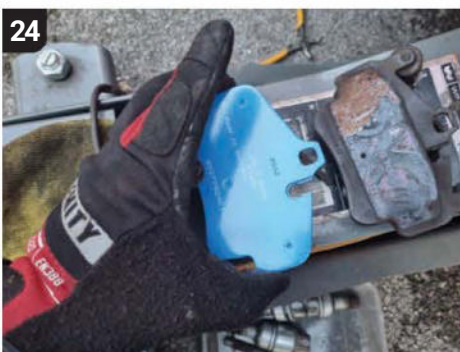
22

Not all discs need to be cleaned off with brake cleaner solvent, but it's good practice to remove oily fingerprints and any other dirt attached during the fitting procedure.



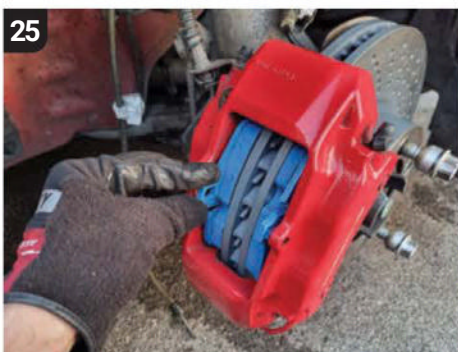
23

Refit the caliper, ideally with new bolts. If the bolts don't have a ring of threadlock on them, add some medium-strength Loctite to prevent corrosion. Torque the bolts to 85Nm (63ft-lb).



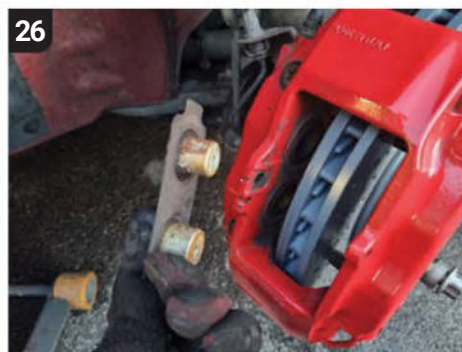
24

Check the new pads have an identical shape and pattern to the old ones – as with the discs, there are several different pad thickness and patterns for each model year.



25

Trial-fit the pads in place. The pistons are fully retracted, meaning the pads should easily slide into place and the disc should easily rotate. In this case, they were too tight and were therefore removed.



26

These motorsport-spec pads were slightly thicker than the OE pads, meaning there was no room to use the anti-rattle skims. These were therefore prised out with a flat-blade screwdriver.



Many mechanics use copper slip on brake pads, but this is an outdated practice. Pagid specifically advises against this and only recommends using ceramic grease, due to its higher melting point.



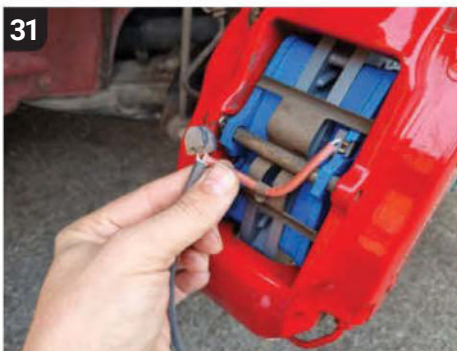
With the anti-rattle shims removed, the motorsport pads easily slip into place. If fitting OE pads, the anti-rattle shims can remain in situ. They can also be refitted once the motorsport pads have worn.



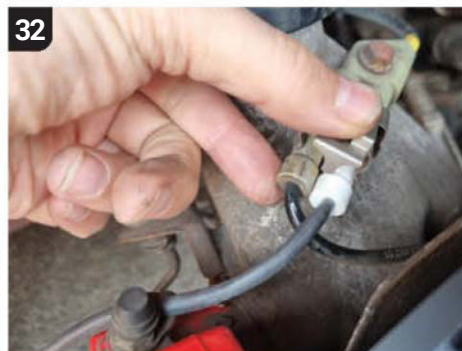
Clean off the pad retaining pin and add a light coating of ceramic grease. Tap the pin back in place over the retaining spring clip. Note the tab securing the brake pad warning wiring points downward.



With the retaining pin in place, refit the R-clip securing the pin. As mentioned earlier, renew the clip if it has lost its spring or is heavily corroded.



Not all motorsport pads have provision for the brake wear indicator sensor, but these Pagid parts do. Clip the outermost sensor in place first, thread the wiring under the metal tab, then fit the inner sensor.



Reattach the sensor wiring to the hub connector. Ensure it is level with the ABS sensor wiring. Clip the metal retaining tab back into place. Note the wiring is looped through the bleed nipple valve cap.



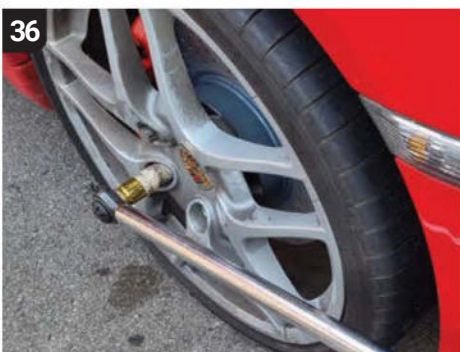
Check the brake sensor wiring is clipped in place through the indent on the side of the caliper. The wiring should look neat and tidy, as pictured.



Press the brake pedal to check it firms up. This is to avoid the brake reservoir overflowing when you push back the brake pistons on the opposite caliper. If the pedal doesn't feel firm, check all your work.



Refit the road wheels, attaching the lower bolt to ensure the wheel stays in place as you work. Always start the threads by hand in order to avoid damaging them when using an impact gun.



Torque the wheel bolts up to 130Nm (96lb-ft) and recheck them after a few hundred miles. Follow the manufacturer's instructions for bedding in the brakes – this is very important.



The process involves a series of repeated stops from varying set speeds and pedal pressures. This is a vital part of the job. Consult your car's owner's manual for recommended speeds and pressures.

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DAN FURR

944 TURBO, 997 C4S, 968 SPORT



Gearing up for my pilgrimage to N24 by fitting a new dashcam to my 911, as well as treating it to chassis tuning at Center Gravity, before immediately taking to the road and driving to the Nürburgring.



RICHARD ROBERTS

991 GTS, 968 SPORT



Time spent with my car after its stay at my local Porsche Centre was short-lived. Yes, as you will read on these pages, my GTS is back under the knife, so to speak. It is in a queue, too.



JOHNNY TIPLER

987 BOXSTER S



Tyre troubles abound. The offside rear picked up a screw, possibly one of several liberally distributed in my mother-in-law's Bruton yard by a chap converting his Ford Transit into a camper van.



DAN SHERWOOD

996 GEN II GT3



Delighted to have my GT3 back from M&A Coachworks and looking good as new. I'm thrilled with the paintwork, as well as the amazing customer service I experienced throughout the job.



CHRIS WALLBANK

981 GTS, 981 BOXSTER S



Back to the RPM Specialist Cars workshop in Knaresborough, but this time with my 981 Boxster S, which has been treated to a new set of tyres in advance of a planned European summer road trip.



FRIENDS REUNITED

Richard Roberts relays the frustration of his 991 Carrera GTS taking an extended holiday at his local Porsche Centre...



It has been several months since my last 'fast fleet' update. Looking back, I last penned something before Christmas, at which point I was waiting to get my 991 GTS into my local

Porsche Centre for what I thought might be a radiator problem. A call in mid-December had the car booked into the workshop for early February, but five weeks later, I was still without a 911.

Let's rewind. I've covered more than 60,000 miles behind the wheel of this 991, but it has recently been semi-retired and replaced with a top-of-the-range fridge freezer (Tesla Y Performance — I can't think of anything to describe it better than 'urgh'). Infrequent use is the enemy of aging Porsches, and when the car was extracted from my garage in advance of a weekend away, I was rewarded with a steamed-up windscreen, which needed constant blasts of the 'defrost' setting to clear. I feared a coolant radiator problem, put the car away and awaited its visit to Porsche.

Early February arrived. This time, I was rewarded with a flat battery after my trusty OptiMate battery conditioner gave up the ghost after twenty years of loyal service. I duly started the engine off a booster pack, only to hear a horrible ticking noise, which I really didn't like. Sticky tappet, maybe? I didn't want to take any risks and so filmed the ticking on my smartphone and sent the resulting video to my contact at the Porsche Centre. The car was then recovered. I waited. And waited.

Three weeks in and nothing. I left several messages. No response. I eventually sent my video and a polite (but rather frustrated) message to the dealer principal via WhatsApp. I asked for help. This action elicited a response from the Centre's new Head of Service. It seems my 991 had been 'triaged' for its misting problem, but because there was no obvious cause, the car was put to the back of the queue, allowing the team to deal with the overwhelming influx of dead Taycans arriving on the back of tow

Above Let the good times roll... or not, as Richard's recent ownership experience would suggest



Above Forget what you've heard about preserving low mileage — Porsches like to be used, they need to be used

trucks. Apparently, there is a charging issue leaving many owners stranded. Each warranty repair takes two and a half hours, the Centre's technicians working flat-out (including weekends) to keep up. As one of my kids said, NMFP, which I'm told is the acronym for Not My Problem. You can guess what the F stands for.

Mr Head of Service was apologetic and promised to get my 911's misting problem sorted. What about the ticking? He had no knowledge of the problem. I explained the issue all over again. He called a few days later to tell me the car's coolant and air-conditioning systems had been pressure tested and all was okay. I asked if he'd driven the car. "No, but I'll take it home tonight," he replied. The very next morning he called back. "Yes, it's misting up, isn't it?!"

CONTACT SPORT

To summarise the next few day's worth of telephone calls, I was told a hydraulic tensioner was replaced on one cylinder bank, thereby resolving the ticking. The air-conditioning refrigerant, so I was informed, had dropped to a level causing the system to switch itself off, hence steamy windows. I expressed my concern the system is 'closed' and would only lose pressure in the event of a leak. "They all need topping up sooner or later," came the rebuffal. By this point in time, we were five weeks on from when the car was originally booked into the workshop.

I stopped arguing and collected my 911. I must admit, after several months with the fridge freezer, it was great to be back the wheel of my much missed 991.

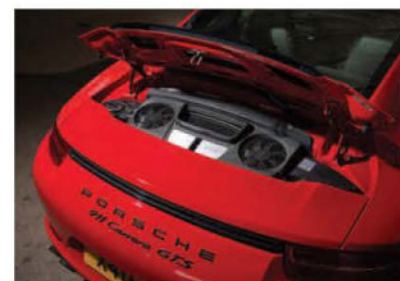
Joy lasted approximately four minutes. The radio switched itself off and the Porsche Communication Management (PCM) system rebooted. It continued to reboot at four-minute intervals, even when I attempted to manually disable the unit. This is quite possibly the most irritating fault known to man.

I got home and put the handbrake on, which resulted in a flashing handbrake error warning light. I rang my new friend, Mr Head of Service. The upshot? The car spent the next three weeks in the Centre's car park before finally being returned with a new PCM unit, a new reverse camera and a rebuilt rear brake caliper. Great. All sorted. I got home and put the handbrake on. Immediately, I was presented with another handbrake error message. Seriously?!

As I write this update, I am still 'sans 911'. I dropped the car off yesterday in order for the Centre's technicians to look at "suspected handbrake actuator fault". Guess what? No air-conditioning. Again. Mr Head of Service tells me there are no leaks showing from the condensers, which I must admit was my first thought, but there are no obvious leaks elsewhere. Going back to what I said earlier, air-conditioning gas doesn't just disappear unless there are leaks in the system. It

has now been re-gassed again, so let's see what happens.

Despite all this moaning, I have to give credit to the Porsche extended warranty. All of the above, bar an hour's labour to look at the handbrake, has been covered by warranty. If the condensers aren't at fault, then the air-conditioning system work will (hopefully) also be covered. Has any of this put me off the idea of taking to the road in my 991 GTS? No, not at all, but it does support my position these cars really don't like to be sat around doing nothing. Besides, I need this 991 back for a planned road trip, of which I will report on in due course. ●



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ME!





RUBBER MEETS THE ROAD

Chris Wallbank turns his attention away from buying and selling Caymans and treats his 981 Boxster S to a new set of tyres in advance of a planned summer of open-top motoring in mainland Europe...

Above Stuart's extensive collection of webbing swatches amounts to a vast catalogue of colours to suit every vehicle interior, whether custom or stock

After the unexpected purchase of my 981 Cayman GTS, I almost forgot my 981 Boxster S was in desperate need of new tyres.

They haven't been changed during my ownership of the car, which was riding on six-year-old Pirelli P Zero tyres. In fairness, they still exhibited around 4-5mm tread, but I noted the block shoulders were beginning to perish. With summer looming large, it was time to treat the Boxster to new boots, but which product should I go for?

I found the Pirellis to lack grip in colder temperatures and in the wet. They also seemed to give a harder-than-expected ride over poor surfaces, when compared to the Michelin Cup 2s on my recently departed 981 GT4. I can only assume this is due to the P Zeros having a harder compound, which might mean they last well (certainly in terms of tread wear), but, I'm guessing, the trade-off is overall performance? Do let me know your experiences comparing rubber.

I found the Boxster sometimes broke traction between first and second gear, albeit when travelling in a straight line at full throttle (Sport Plus mode with PDK). The back end felt unsettled, not something I've experienced in previously

owned Porsches. This just didn't seem right for the conservative 320bhp being delivered through the rear wheels.

On the various 981 online forums and Facebook groups, the subject of tyre choice is raised frequently. In recent times, owner preference almost always seems to be Michelin Pilot Sport 4. Many owners report big improvements in levels of grip and ride quality, even when compared to other N-rated tyres, such as those from Pirelli and Bridgestone.

I also had an interesting conversation with Jason Kahler, the owner of a Carmine Red 981 Cayman GTS running on brand-new Michelins. Coincidentally, he had just removed Pirelli P Zeros from his car and had nothing but positive things to say about the Michelins, which he reckons improve grip in lower temperatures and deliver vastly improved ride quality across all surfaces.

According to Michelin, the Pilot Sport 4S is designed for occasional track use. As you'd expect, it comes with Porsche's highly valued N-rating, as well as having a respectable B-rating wet weather performance. Although I'd pretty much made my mind up, I contacted my preferred Porsche indie, RPM Specialist Cars for a second (fourth?!) opinion. Company director, Andy Meeking, confirmed his customers have nothing

but positive feedback for the Michelins. With this endorsement, I wasted no time in getting a set ordered. In fact, RPM Specialist Cars managed to source them there and then for next-day delivery, which is impressive, to say the least.

After Andy's team fitted the tyres and carried out precision balancing, it was time for the moment of truth: a thirty-seven-mile journey home, taking in a selection of twisty B-roads. The 'before and after' difference is very much night and day. The first test I gave the new black circles was in a straight line, accelerating from a standing start and going through first and second gears in Sport Plus mode at full throttle, which as mentioned, seemed to prove problematic for the Pirellis. It immediately became clear there was now no loss or break in traction, quite unlike what I was previously experiencing.

The Michelins definitely give me the confidence to travel faster in bends, allowing me to push harder mid-corner before any sign of losing grip. Turn-in felt precise, while the ride quality seemed smoother, with slightly less road noise.

Needless to say I'm more than happy with my choice. I'm looking forward to testing the tyres further, on my planned French Riviera and Amalfi coast road trip in August. More updates on the way. ●

REAR-END RECONSTRUCTION

When a Mercedes Sprinter van decided to introduce itself to the hind quarters of Dan Sherwood's second-generation 996 GT3, it was sent to Porsche-approved accident repair and restoration specialist, M&A Coachworks, in order to for the car to be returned its former glory...



25 YEARS OF GT3

As regular readers will recall from last month's 'fast fleet' update, things took a decidedly dire turn on my GT3's maiden voyage out of winter hibernation. An inattentive Mercedes Sprinter driver managed to rear-end the car at a roundabout, causing damage to the rear bumper, engine lid, nearside light cluster and the RS-style carbon-fibre rear wing. Obviously, this was far from the kind of adrenaline rush I was hoping for, but luckily, in Lockton Performance, I have an excellent insurance broker ensuring dealing with the unsavoury incident was a breeze.

After contacting the company and outlining what had happened, I was assigned a personal account holder, who has been with me every step of the way, advising me through the repair

process, the main part of which was selecting a suitable repair centre to carry out the necessary remedial work. M&A Coachworks has a strong reputation on the Porsche scene, not least because it is one of the few UK-based automotive body repair specialists with multiple manufacturer-approved repair and restoration centres.

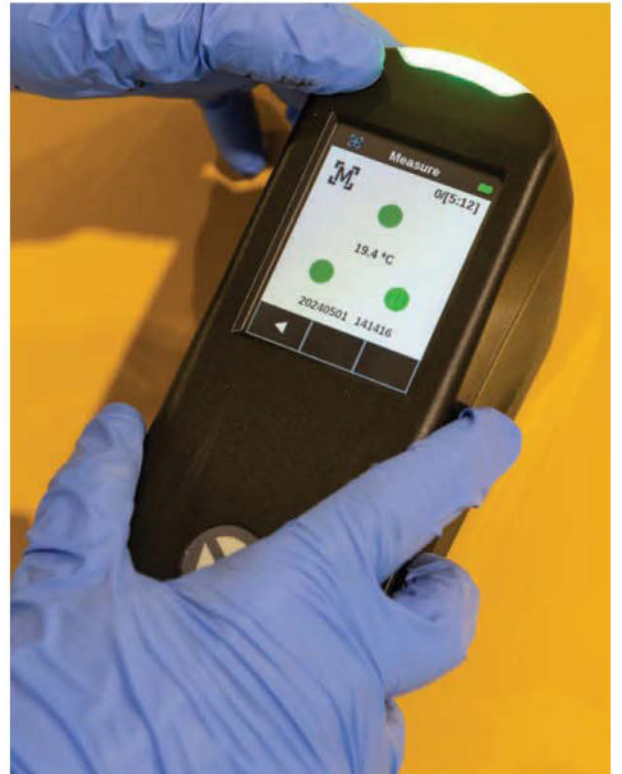
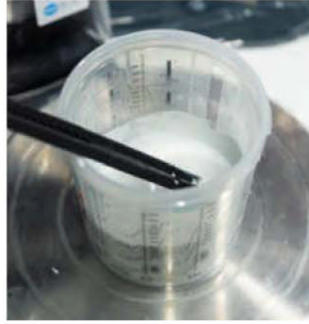
Within hours of confirming M&A Coachworks as my preferred repairer, I was contacted to arrange collection of the car to be transported to the firm's recently opened facility adjacent to Snetterton Circuit. A few days later, the GT3 was loaded onto a trailer and was winging its way up the A11 to Norfolk, where it was scheduled to undergo a thorough assessment of the damage and for the M&A Coachworks team to devise the most suitable route to repair. This was a task for

the company's assessment engineer, who, after stripping the rear of the car, concluded (as suspected) the damage was restricted to the exterior panels, as well as the bumper's sacrificial crash bar and support, which both did their job and crumpled on impact, thereby dispersing energy and vastly reducing the chance of structural damage. Luckily, the relatively lofty height of the Sprinter's bumper, combined with the sill-scraping

Above New rear bumper and light cluster were deemed necessary, but the engine lid and wing were salvageable

Below Air scoop was repainted and refitted





Above and overleaf
A spectro analyser was used to identify the exact colour of the car, after which, fresh paint was mixed

ride height of the 996, meant the car's exhaust system had slipped underneath the front of the van and survived the accident unscathed. Just as well, because impact would have resulted in repairs stretching to the engine and its associated ancillaries. Ouch.

The assessment engineer concluded the bumper, its supports and the light cluster would need replacing with new items, but considered the rest of the damage repairable. Repair (as opposed to replacing parts) likely reduced the cost of the claim significantly – when I researched the cost of swapping damaged parts with brand-new replacement items, I was alarmed to discover a new 996 GT3 engine lid currently retails at almost seven thousand pounds, and that's without the spoiler blade taken into account.

ROAD TO REPAIR

With an agreed plan of action, the M&A Coachworks team set to work. The car's engine lid was removed and disassembled, before the parts were handed over to paint technician, Nigel Pye, for the carbon blade to be sanded back and re-lacquered with a fresh clearcoat, rectifying the damage inflicted

on its end plate. The wing supports form part of the engine lid itself and therefore required repairing before the panel could be painted. As well as completing this fix, the M&A Coachworks team also removed and reinstalled the additional air scoop

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(diverting cold air into the engine bay), chiefly because this had experienced 'blending in' of paintwork during a previous repair and was exhibiting small cracks in its paint. Removing, painting and reinstalling the scoop has made the part look a lot better. Moreover, it is now installed as it should be.

Achieving the correct colour for the engine lid and the new rear bumper (in order to match the rest of the car) was obviously of critical importance. A spectro analyser was used to verify the exact hue of the existing paint and to present the correct formula for an exact match to be mixed using tinters from the advanced Glasurit Refinity paint system.

A paint sample was mixed and applied on a small card known as a 'spray out', which was offered up to the car in order to check the colour match in various

lighting conditions. Once Nigel was satisfied the colour was correct, it could then be readied for application.

While the car was being worked on, branch manager, Paul Thompson, sent me numerous photographs and video clips demonstrating progress. Paul also invited me to enjoy a tour of the M&A Coachworks Snetterton site, an experience to coincide with inspection of the car when work was complete.

Tucked away at the end of a large industrial estate, this newly opened facility isn't the easiest place to find, but once you make your way inside, it's hard not to be impressed. The sheer size of the place is bewildering. Clinically clean and with a dedicated reception area (complete with a half race car body attached to the wall) for Porsche owners,





the 15,000ft² venue exudes an air of professionalism from the minute you walk through the door. Once inside, the vast workshop you're confronted with features a host of vehicle bays dedicated to the various different parts of the repair process, such as mechanical, electrical and trim.

There are three bays for high-voltage EVs, as well as areas dedicated to panel

preparation and repair. Plus, I noted customer handover bays and space dedicated to quality control. A huge STL Cyclone II paint booth and oven dominates the far end of the building, while a Hunter four-wheel laser alignment system sits at the other.

After completing the tour, it was time to see my GT3. The reveal was conducted with no small amount of ceremony — a soft-touch car cover was slowly drawn back to reveal my fully repaired 911, gleaming from a full-car post-paint detail. Small touches like

this, as well as personalised courtesy floor mats, made the entire process feel special. Truth be told, I was so excited, I wanted to head out and drive the car right there and then.

I'd driven to Snetterton in my less exciting Volkswagen Passat, meaning I'd

have to wait for a drive in the Porsche until it was delivered to my house a few days later. Seeing the 911

aboard a covered delivery lorry and then being effortlessly extracted on a slide-out trailer bed and lowered onto the road outside my house was another moment to treasure. Oh, and having now had the car home for a while, I can confirm the work M&A Coachworks has carried out is utterly flawless.

At the time of writing, my spotless GT3 is safely tucked away in my garage. I need to summon enough bravery to take the car to the mean streets once again. Let's hope my next journey out brings out only smiles, not swearing. ●

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968 (1991-1995)

Top-of-the-range 968s can be bought for less than bottom-of-the-barrel air-cooled 911s. Here's what you need to know when on the hunt for the last shout of Porsche's transaxle line-up...

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

Ask one of your mates to bring to mind a model from Porsche's transaxle family of products, and they'll most likely think of a 944 or a 928. They might even visualise a 924, but they're unlikely to picture the 968. In part, this is due to the fact that so few 968s were assembled, but it's also because there's every chance those unfamiliar with Porsche's legacy products (beyond the 911) will incorrectly identify a 968 as a 944. Which in a way, it is.

You see, the 968 was intended to be launched as the 944 S3, the ultimate iteration of the best-selling Porsche product prior to the arrival of the Boxster, but thanks to the high number of replaced or re-engineered parts applied to the new car by Porsche's chief designer, Harm Lagaaij, the final evolution of the four-cylinder, rear-wheel-drive, front-engined, water-cooled Porsche product line was deserving of its own name, hence 968.

This 'new transaxle for a new era' had difficulty being viewed as anything other than

a 'not particularly new transaxle for a new era' due to it being obviously related to the 944 and the narrow-bodied 924 beforehand, yet the 968 had much in common with the 928 S4, including always visible headlamps and wraparound rear taillights. Moreover, the 968 ushered in looks to be inherited by the 993. This was no coincidence — Lagaaij developed a common design language for Porsche's model range, bringing the 911, 928 and 968 together as a family of products with front ends mirroring the look of the technological *tour de force* that



was the 959. This approach was in contrast to promoting different models with few shared features, which had become tradition at Porsche, much to the detriment of the company's balance sheet as the 1990s drew near, when manufacturing costs were spiralling and sales were slumping.

Like the 944 before it, the 968 was available in hard-top and cabriolet formats. It was offered with a far greater selection of interior and exterior colour schemes than its predecessor, as well as an updated version of the 944 S2's three-litre inline-four, now delivering almost 240bhp free of forced induction and making use of Porsche's all-new Variocam variable valve timing technology. If there's a positive to

be drawn out of the 968's apparent anonymity outside the Porsche enthusiast scene, it's how the model's value on the used car market has remained pleasingly low. Even a top-flight, immaculately presented 968 Club Sport is going for less than a rusty 911 SC in need of an engine rebuild and a retrim. The flip side of the same coin, of course, is that there aren't as many 968s to choose from as one might like (fewer than 13,000 examples of all variants were manufactured for worldwide distribution), but with base models often hovering around the twelve grand price point, and with the UK-only Sport available for twenty, it's fair to say any 968 will deliver a huge amount of Porsche for your money. ●



BODY & IDENTITY

The 968 you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 document and on the identification plate located in the engine bay. Additionally, the car's VIN will be stamped into the nearside bulkhead. Elsewhere on the V5, you'll see the engine number. Check this against the number etched into the rear nearside of the block. If they don't match, ask the owner why the car has been fitted with a replacement powerplant. There might be a perfectly reasonable explanation for an engine swap (failure), but make sure it ties in with what the supporting paperwork suggests. Receipts from Official Porsche Centres or recognised independent specialists should fill you with confidence and, in our experience, it's more than likely the garage responsible for carrying out the work will be happy to chat to you about the fault and, importantly, the fix.

Spend a couple of quid at mycarcheck.com, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at bit.ly/dvlamot. The service will return all test passes, failures and advisories registered as far back as electronic records are stored, which is helpful in identifying any ongoing mechanical or safety issues. If you have the V5 document number at your disposal, you can even see which test centres carried out the inspections.

You don't need to park a 968 next to a 924 or a 944 to see obvious similarities between the styling of each model, but the 968 represents the most curvaceous iteration of Harm Lagaaij's vision for Porsche's four-cylinder transaxle offering. Despite being galvanised at the factory, however, the 968's body attracts rust in hard-to-see spots, including around the rear suspension equipment and floor pans. It might be difficult to check these areas in advance of your test drive, but try to get underneath the car and have a good poke around. Better still, take someone with you who knows what they're looking at. Fortunately, sill corrosion isn't as profound as it is with the 944, although the 968's chunky side skirts can hide a multitude of sins. Again, get on the floor and have a good look at the car's metalwork.

Damage may have been inflicted upon 968s in track trim, so check panel gaps to make sure they're straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a supermarket car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at rear quarters full of filler. Oh, and if you're intending to buy a 968 Cabriolet, thoroughly examine the condition of the car's hood. Products from Renovo will help recolour canvas, but tears may be expensive to fix. Small nicks probably won't get any worse, but check they're not letting in water. Fully retract the hood to ensure its motors work.



ENGINE & PARTS AVAILABILITY

The 968's engine is a normally aspirated three-litre unit once touted as the world's largest capacity four-cylinder production powerplant. Featuring a 104mm bore and an 88mm stroke, the smooth-running straight-four featured Porsche's new-for-the-time VarioCam variable valve timing. Much like Honda's more famous VTEC system, VarioCam continuously varies the timing of intake valves by adjusting the tension on the chain connecting the exhaust and inlet camshafts. This process ensures the engine is performing at its best for the driving conditions experienced at any given time, whilst keeping emissions at a safe and sensible level.

Sounds good, huh? Well, yes, but check for any rattling noise emanating from the VarioCam system. Ask the seller when the parts were last examined for signs of wear. Also, look for documentation highlighting a change of fluids, filters, belts and the engine's water pump. If there is no sign of this work taking place, consider it as a bargaining point. You won't want to be driving the car far until the jobs are carried out, so factor the cost into the price you're prepared to pay. If in doubt, call your nearest independent Porsche specialist and ask for a quote. It's in their interest to put your mind at ease.

Finding a 968 with low mileage is a good result, but regular servicing and frequent oil changes are required on every classic Porsche, regardless of how much ground they've covered. Have a butcher's at the dipstick for the colour and condition of oil. Do the same with the contents of the coolant expansion tank. All should be in good order. Thankfully, the 968's 944 heritage means all mechanical parts and related consumables are in plentiful supply, with Porsche Classic releasing an ever increasing number of newly manufactured spares for legacy models. Independent specialist retailers, including Design 911, FVD Brombacher, Frazerpart, Rose Passion and 9Apart stock new genuine *and* aftermarket components. Second-hand spares are also in good supply. In other words, don't be worried about the availability of parts, whether new, used, OEM or from the aftermarket.

Are there any screeching noises when turning the steering wheel on full lock? If so, check the level of the power steering reservoir and ask the seller when the fluid was last changed. While you're under the bonnet, eyeball all hoses and vacuum pipes for signs of wear. These are easily replaced, but it's an expense you can do without.

TRANSMISSION, BRAKES AND SUSPENSION

968s benefit from a six-speed gearbox in place of the 944's five-speed unit. A dual-mode four-speed Tiptronic gearbox (a new introduction to the Porsche product line) was offered on late 968s. Tiptronic and VarioCam made the 968 something of a technical marvel (and an expensive car to produce), adding to its enviable reputation as a perfectly balanced sports car, but be prepared for costly repairs if the tech-fuelled transmission goes wrong. For this reason, our advice is to seek a 968 equipped with a manual gearbox.



When out on your test drive, establish how easy is it to change gears. A high-miler may feel 'notchy', which may mean the clutch needs replacing. Sadly, you'll need to prepare for the possibility of buying a new dual-mass flywheel at the same time. Linkages are known to wear, but this is a cheap fix.

Brembo four-piston brakes — originally a plus point of the 944 Turbo — feature as standard equipment on the 968, as do lightweight aluminium semi-trailing arms, but an M030 sport chassis upgrade provides even greater stopping power thanks to even bigger calipers and cross-drilled 304mm discs. Whichever brake package the car you're looking at makes use of, a wide range of reasonably-priced aftermarket discs and pads are available in different designs and compounds to suit your driving style and the environment your new 968 will be travelling in.

Ask anyone who has experience of driving a 968 and they'll tell you the model handles like it's on rails. Making use of the same suspension setup found on the 944 Turbo (McPherson struts with standard Sachs dampers or M030 cost-option Konis), the 968 wows with its lack of body roll, even when being thrown into tight corners at speed. The experience is enhanced further with Sport and Club Sport models thanks to their chunky anti-roll bars and a lower centre of gravity produced by a dropped ride height, but listen out for knocks over bumps, indicating worn bushes, which are common on a car of this age. Check for irregular sounds at full lock, which may indicate a problem with the steering rack. If the car pulls to one side or feels tail-happy over bumps, then this may be a sign of tired shocks (check for leaks) or out-of-kilter alignment.



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INTERIOR & TUNING

When stepping inside a 968, it's difficult to believe Porsche's claim you're sitting in a car comprising eighty percent new or re-engineered parts when compared to the 944 S2. Everything is utterly familiar, from the clocks to door cards to the gear knob. This certainly isn't the step forward many would expect from a manufacturer's new model, which goes some way toward highlighting early plans for the 968 to be badged as the 944 S3. Even so, the classic 'oval dash' is a great design, has weathered well and is far more modern than what was being fitted to the same-age 911.

Sporty variants of the 968 focus on weight saving, so forget about electrically adjustable seats or precious soundproofing materials. In fact, forget about creature comforts full-stop, although UK-only Sport models served as a half-way house between a standard 968 and the more extreme Club Sport. Thankfully, Porsche saw fit to continue its trend of equipping transaxles with ridiculously comfortable seats (even the Sport featured Comfort pews), but fabric centres can fray if exposed to direct sunlight for prolonged periods, dashboards can crack due to the same (a 'greenhouse' effect, where the sun cooks the dash with intense magnification of heat through the windscreen) and large Sport seat bolsters can wear thanks to occupants unavoidably dragging their jeans across them when entering and exiting

the car. Thankfully, help is at hand: Dave the Trimmer, Southbound, Classic FX and Awesome are just four different UK-based automotive upholstery specialists well-versed in Porsche interior repairs (the latter offering CNC-machined anodised aluminium vent recess inserts to protect 944 and 968 covered dashboards and reinforce the panels), while expert vehicle detailing company, Cambridge Concours, is on hand for reconolising and comprehensive restoration of discoloured cabin (and body) trim.

Before you're tempted to tinker, make sure the car is properly serviced and is running without fault in a standard state of tune. Once you're satisfied this is the case, a plug and play K&N panel air filter, an enlarged stainless steel exhaust system and renewed hoses will make a world of difference to the airflow qualities of your new Porsche. Unlike modern ECUs, the 968's electronic brain can't be live-mapped, meaning chipsets need to be installed on the original circuit board. These old-school parts can be ordered direct from K300 Performance and should improve the torque curve of the 968, whilst simultaneously raising its rev limit. For the most comprehensive ECU upgrade, invest in a standalone engine management system.

A re-profiled camshaft will offer instantly noticeable performance benefits over the fairly tame standard Porsche part. Balancer shaft



deletion and lightweight pulleys will also provide optimised power. As per the Club Sport, however, the easiest and most cost-effective way to make a 968 quicker and faster is to reduce its overall weight. Consider ditching the rear seats, heavy audio equipment and any other parts you consider supplementary to requirements. Porsche did, and look at the result.

968 suspension and brake upgrades aren't in short supply, with retro-fit M030 cost options and aftermarket alternatives readily available from GAZ, Bilstein, Weitec and KW. ●



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TIME FOR T

The 911 T has long been considered the entry point to early 911 ownership. We get up close and personal with an original and unrestored example of this classic model...

Words **Steve Bennett** Photography **Gregory Owain**

Classic 911? One man's Turbo is another man's occasional light snack. A Carrera RS 2.7 is too rich for most folk's palette, while a Carrera 3.2 might just be the perfect 911 on every level. What constitutes a classic 911 anyway? Given the 911 is now sixty-one years old, most 911s ever manufactured qualify as classic. Even the 997 is officially classed as a classic. The world of classic 911s, then, is as wide as the ocean is deep, which is part of the enduring appeal. Broadly, however, you can separate between pre-1974 cars and those manufactured after discontinuation of G-series production in 1989. The pre-1974 cars are bona fide classics, narrow of body and light of bumper. No questions there. Within this era of manufacturing, early cars are short of wheelbase, while those built from 1969 are fractionally longer, to the benefit of stability and packaging.

Until 1967, a 911 was just that: a 911. There was just the one and it developed 130bhp. The 912 was kicking around, but let's not confuse matters. Put simply, a model range with just one option is not much of model range. Consumers demand choice. Choice equals an aspirational ladder to climb. And so, in 1967, the 911 S (Sport) arrived with a heady 160bhp. What had been 'just' a 911 became the 911 L (Lux) with 130bhp. Further down the pecking order came the 911 T (Touring) with a meagre 110bhp. The L was short-lived and became the 911 E (Einspritzung, the German word for injection), therefore, by 1969 and in descending order, the 911 model range was established as S, E and T. A bit like Waitrose, Tesco and Aldi

You know exactly where this is going. Of course, we're here to fight the corner of the underdog, the entry-level model. Poverty-spec, the one with rubber floor mats and no radio. The 'really, this is

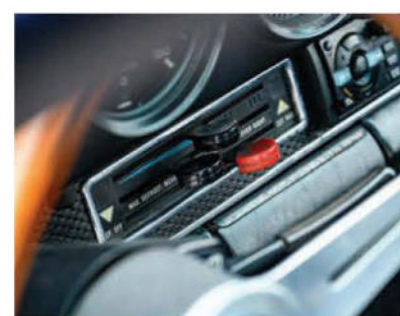
all you need,' option. Today, it takes the shape of a 1971 911 T, with its 125bhp produced by 2.2 litres of flat-six. Make no mistake, it looks great, but this is the runt of the Porky litter — by the time of our star car's release into the wild, the E was kicking out 155bhp and the S boasted 180bhp, or thereabouts.

This is relevant information, because in 2024, buyers of classic Porsches are not the same as those faced with such choice in 1971. Indeed, in today's massive classic Porsche sales market, the person choosing a 911 T is not doing so on the basis of cost. There is a price to pay for any classic 911 of the era, with values blurred and merged across a wide range of factors, but there is far more of an emotion-driven purchasing decision going on, where the distinction between T, E and S is not so important. In 1971, you probably did buy a T because it was the one you could afford, but in 2024? It might well be because the T simply

speaks to you, you've found one in better condition than all the other same-age 911s you've laid eyes on, or you simply want to experience the 911 at its lightest, its most basic and in its purest form.

Enter, then, Michael Campbell. We've met Michael before. He very kindly loaned us his Arena Red 993 Turbo a couple of months back, bravely extricating it from its air chamber in order for us to get it absolutely filthy by driving around his Monmouthshire locale at the height of winter. To add insult to injury, we also pinched his Land Rover Discovery to use as a camera tracking car, primarily because your correspondent (that's me) rocked up in a two-seater Mazda, while photographer Greg is the kind of nutter running a Peugeot 205 GT as his daily driver. Frankly, I don't know why Michael didn't tell us to sling our respective hooks.

Once we'd finished getting his 993 Turbo all cacky, Michael went beyond the



Facing page Proof you can drive a classic 911 year-round in all weather



call of any sort of duty and unzipped a second air chamber to reveal his wonderfully imperfect Albert Blue 911 T. Imperfect, not because it's a humble T, but rather because it's completely original and unrestored, a state bringing its own set of conundrums and, it has to be said, quite difficult decisions for Michael to contend with.

He is obviously a Porscheophile.

In addition to the 993 Turbo, he owns a 997 Targa and previously a restored 944 S. A narrow-bodied pre-1974 911? An itch he needed to scratch, one offering a totally different driving experience. As already intimated, his buying criteria was based on rather more than that facing a shopper 1971. Realistically, he could have gone for an S, E or T, but fittingly (for our story, at least) he went for the underdog. Why? Well, largely for the 'less is more' aspect

of 911 ownership, but also because in its unrestored state, this was the car that did indeed 'speak' louder. "I narrowed my choices to the 2.2-litre 911s, meaning S, E and T. Of course, you think 'it's got to be an S' for the power and prestige, but in

I'M GETTING NOTES OF PETROL, VINYL AND TOASTED CARPET, PLUS THAT DISTINCTIVE HEAT EXCHANGER WHIFF

terms of performance, an S is really quite 'toppy', which is potentially hard work on the road. I considered an E to be the perfect compromise."

The T on these pages, however, unexpectedly presented itself as available for purchase. A totally unrestored and un-messed-with classic 911 is kind of the Holy Grail, isn't it? A blank canvas almost, giving you the option of embarking on your own

restoration adventure or leaving the car as it is.

Albert, as this 911 is affectionately named, was residing with a Porsche Club Great Britain member in North Wales.

Predictably, to have survived unrestored for decades, the car hails from the United States. It was imported into the UK in the early 2000s. US documentation (in the shape of the accompanying distinctive burgundy

vinyl-covered owner's manual, plus an original bill of sale) reveals a delivery date of March 11th 1971 to a Charles R Owens via Joe Hershman's Porsche+Audi dealership in Arlington, North Carolina.

Michael is on the lookout for a local-to-him Porsche specialist to fettle the T, the previous owner having carried out all his own maintenance. Thankfully, the car came with a documented timeline

Above Albert Blue is the car's original colour and was a shade picked by Porsche to kick off the newly upgraded 911 line-up in 1971



of work carried out, including Stateside history recorded by previous owners.

HIP TO BE SQUARE

It takes a fair bit of cranking to coax Albert into life, but it finally emerges from its tented slumber by catching with a thrummy roar and a distinct whiff of unburned fuel from downdraught Webers. Albert Blue is a 1971 launch colour for the 911 range and looks perfect offset by chrome brightwork and skinny fifteen-inch Fuchs wheels with silver anodised rims and 'petals'. The fascination lies in the car's originality, which is what drew Michael to it in the first place. What's the saying? Ah, yes: *it's only original once*. Very true — once restored, there's no going back. Not that this 911 has to be restored, of course. Therein lies something of the dilemma Michael faces. And after fifteen months of ownership, it's one he's yet to reconcile. It's also a dilemma being exacerbated by the cost of restoring any classic 911 these days.

To live in the moment, rather than debate the options just yet, it's lashing down with rain. Rather like our time with Michael's 993 Turbo, we need to take the T out and get it properly grubby. This is, remember, wet and windy Wales. We're not in North Carolina. Oh, and Michael, if you don't mind doing the honours with the Disco?

Talking of his 993 Turbo, to make the leap backward to the 911 T is something of an eye opener. Twenty-four years separates the two cars, but amazingly, there are certain components and panels interchangeable between models. To drive, though? It's the difference between night and day, but also neatly encapsulates the 'something for everyone' classic Porsche market. £120,000 will get you a 400bhp 993 with twin turbochargers and four-wheel drive. The same sum will coin you a basic 911 T with none of those things, which for many, will be the absolute point. Not that Michael paid £120,000 for his T, and nor is it worth that figure. £120,000 is the

preserve of the very best, which takes us back to the 'do ya or don't ya' conundrum regarding restoration. Put it this way, if the car was fully restored, I wouldn't have the rare pleasure of driving such a wonderful time capsule, which wears its scuffs and scars like a true survivor.

The paint clearly isn't all original, such is the mix of surface patina morphing from glossy to matte. The chrome and brightwork are pitted. The window rubbers and seals are split and dry, but it takes close-up inspection to reveal such defects. Sure, this 911 is a long way from concours, but there's plenty of room in the Porsche scene for such honesty.

The cabin pongs pungently of old Porsche, which if you could bottle, I'm sure would sell by the gallon. I'm getting notes of petrol, vinyl and toasted carpet, plus that distinctive heat exchanger whiff. In keeping with base-model specification, there's no luxury or frippery to speak of, although no 911 of the era could claim much in the way of such things, save for occasionally optioned

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leather. Black vinyl dominates, while the carpet is typically charcoal and fuzzy. Only a lovely wood rimmed Nardi steering wheel lifts the sombre mood, fitted (as the history file reveals) in 1990 for \$243.00.

If anything sums up the originality of this time machine, it's the rubber gear lever gaiter. Well, it was once rubber, but it is now dried and hardened, resembling something more akin to Bakelite.

Michael has left the T running, which it does quite happily, gently chattering away with the odd chuff and spit from the carbs and exhaust, indicating ignition and fuelling is probably not quite in sync. Sliding behind the Nardi wheel, I note the driver's seat has that familiar 'bounce' typical of classic Porsche pews. And if the seat has a certain bounce, then the rest of the controls are typically sprung-loaded. Nothing says classic 911

quite like the floor-mounted pedals, the clutch in particular, with its over-centre action, cable operation and strong recoil, which calls for your left foot to be fully lifted from the footwell. Likewise, your right hoof for the brake pedal, which similarly has that over-centre actuation. The organ-pedal accelerator also hinges from the floor, opening the six throttle butterflies via rods and springs. From the largely hydraulically actuated and damped 993, the T feels very antiquated, but in a good way.

There's more fun and games to be had with the dog-leg Type 901 gearbox. First is to the left and back, with second being a wiggle to the right and forward, then... well, you get the picture. The history file reveals a gearbox rebuild at 52,000 miles, costing \$3,117. Given the odometer reads 75,000 miles, the transmission should still be in fine fettle. It certainly

feels good, the way it nudges into gear. Counter to all the other springy controls, as I move the curved wand-like lever up and down the 'box, the shift is resolutely un-sprung in its action. As for the engine, the history file reveals a rebuild at 45,500 miles, work generating an invoice for \$6,423. You'd have to assume the flat-six is in excellent order, with peak performance perhaps only a carb tune and ignition tweak away. It's important to note, while it may have just 125bhp (5bhp short of the original 911, which nobody deemed underpowered), Albert only has 1,020kg to propel.

To put all of the above together on wet, but rather inspiring Monmouthshire roads? As ever, with a 911, it's all about the balance. The T has a balance all its own. The 165-profile tyres react immediately to inputs, the feedback is delicate and detailed, rather than heavy

Above Serial Porsche owner, Michael, was lucky to find such an original early 911



with grip and kick-back from the wider rubber of later 911s. There's a similar poise to the ride quality. The T drifts over broken surfaces with a deftness coming from a light body, low unsprung weight and unfashionably skinny tyres. You guide rather than manhandle, only heaving at the wheel when a tight turn or switchback demands you put your shoulders and elbows into it.

The T is a lovely thing, brimming with character and manufactured when fast driving was about making progress and carrying speed, rather than outright power and high levels of grip. From this point of view, Michael's car is more Lotus-like in its character. Less is indeed

more. Satisfyingly so. Not for the first time when driving a classic Porsche of this era, I'm minded as to just how well it would be suited to drifting around the highways and byways of my neck of the

REGARDLESS OF WHETHER THE OWNER OF A CLASSIC 911 HAS THE WHEREWITHAL, NOBODY LIKES TO HAVE THEIR TROUSERS PULLED DOWN

woods, namely rural Suffolk.

Here's the big *but*. Lovely that this T is, Michael didn't buy it for its originality and largely unrestored status. He bought with restoration in mind, encouraged by the relatively sound US-protected body, 'matching numbers' mechanicals and just an all-round good feeling about the

car. "My wife says it the cutest car I've ever bought!" he smiles. That kind of endorsement is practically priceless, particularly when, the big bills start rolling in. "How far to go? It's a quandary,"

he reasons. This is a dilemma facing anyone contemplating the restoration of an air-cooled 911, primarily because the figures just don't stack up. To

put this into perspective, Michael paid £65,000 for the T, but a full restoration could be anything between £120,000 and £250,000, depending on who you talk to. Even at the lower end of the restoration price spectrum, that equals a £185,000 911 T, which is about £65,000 more than the best 911 Ts on the market right now.

BUYING: TRIED AND TESTED



These numbers do rather detract from the 'less is more' angle we're going for here, don't they?

So what's going on, then? Blatant profiteering? Er, no. While £250,000 is definitely taking the proverbial, most specialists will shake their heads and confide restoration prices are indeed eye-wateringly high, but for clearly defined reasons. The quality demanded of today's restorations, for example, has pushed prices up significantly, while a general skills shortage across the industry means labour costs are much increased, although we should stress, such craftsmanship deserves to be properly paid. On top of all this, parts prices have risen dramatically as Porsche and others have cashed in on the classic car restoration scene boom. There are many observers privately thinking the current trajectory is in no way sustainable, and that parts and panel prices for what were mass-produced cars — still relatively abundant cars — are completely unjustified, particularly when, to add insult to financial injury, most body panels have to be hand-finished to properly fit after purchase.

Between driving Michael's T and scribbling this article, a couple of

months pass. I wonder whether he had any blinding flashes of inspiration or clarity since we last met. "No," comes the emphatic reply. I almost felt guilty for asking, but I'm just doing my job. "It's a question of what degree do you go to with a restoration? Do you work on body, running gear and interior at the same time, or do you do only the body, but then have to live with a worn interior and running gear not operating at its best. The latter makes no sense to me."

Never has there been a more compelling reason to buy a car already subjected to restoration, but on the evidence of the above, only the hyper-rich will be able to afford to commission such work, and they're unlikely to be restoring 911 Ts, SCs or the more leftfield G-series 2.7 S. I mean, c'mon, who's realistically going to sink £120,000 into a 911 2.7 S? Thing is, parts and panel prices don't distinguish between model and desirability.

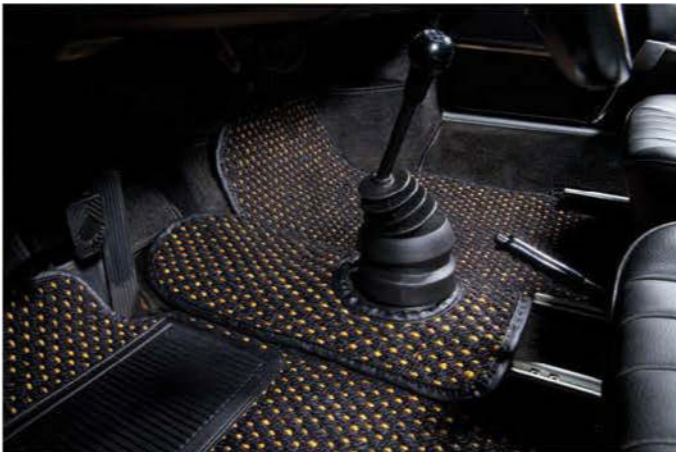
Rant over, but y'know, don't kill the Golden Goose and 911. Michael might still be in a quandary, but I don't blame him — regardless of whether the owner of a classic 911 has the wherewithal, nobody likes to have their trousers pulled down. Here's my £250,000 worth of opinion.

Does the world need another full nut-and-bolt classic 911 restoration? As Michael himself concedes, "this car's charm is its originality." Albert is far from rotten, which is why I'd sort the bits that need sorting, just to make the bodywork solid in all areas. The engine and gearbox are sound, but perhaps rebuild the carbs and get the ignition spot-on, as well as the rest of the running gear. New dampers and bushes would be a good idea, maybe even uprated units. Last time I looked, Koni hadn't jumped on the bandwagon and weren't charging ten grand per corner, or whatever the going rate is these days.

Michael has already improved Albert's interior no end, not least by adding Coco Mats floor mats, a surefire plus-point for any 911 of this age. The Nardi steering wheel is perfect. The Alpine stereo needs to go, but really, it's all there. All that's left is to drive and enjoy, perhaps with James Taylor crooning *Carolina In My Mind* on repeat loop?

This is motoring in a way you couldn't possibly do with hundreds of thousands invested in what is supposed to be a base model. And I reckon, at any cars and coffee meets, it won't be preened and restored classic 911s drawing attention. It'll be Albert. ●

Above Our advice? Don't be so concerned with pumping money into a full restoration if the car runs well, is perfectly serviceable and presentable



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AUCTION NEWS

From star cars to cars of the stars, this month's eye on auction action takes us both sides of the Atlantic for a veritable feast of Porsches classic and modern...

Just as this issue of *911 & Porsche World* went to print, the highly anticipated 2024 Supercar Fest sale of iconic and classic cars took place at Sywell Aerodrome in Northamptonshire. Organised by Iconic Auctioneers, the sale element of the event incorporated a special selection of Ferraris in association with Ferrari Owners Club Great Britain, but don't think there wasn't a significant number of Stuttgart-crested sports cars available to buy on the day. 911 GT3s, Turbos, Targas and a selection of cars from Porsche's transaxle family of products took a leading role in the sale.

Of particular interest to our readers will be the duo of pretty Porsches offered by television's very own *Wheeler Dealer*,

to the car anyway," Mike confirms. To our amazement, his 912 E's immaculately presented half-leather tan interior is all original, requiring little more than a clean to bring back to its best. Fresh Fuchs sixteen-inchers wrapped in Continental tyres were appointed, while all four calipers were sent to Worcester-based anchor refurbishment specialist, Bigg Red, for a rebuild.

Though hidden behind the black five-leaves, the calipers are colour-coded to the car's body. Meanwhile, the engine and other mechanicals were given a full service and a clean bill of health by classic car maintenance specialist, Nathan Bovingdon.

The Guards Red 1982 911 SC restomod Mike offered at the Supercar Fest sale benefits from a MoTeC M84 ECU loaded with a custom map, Bosch coil-on-plug

THE GUARDS RED 1982 911 SC RESTOMOD MIKE OFFERED AT THE SUPERCAR FEST SALE BENEFITS FROM A MOTEC M84 ECU LOADED WITH A CUSTOM MAP

Mike Brewer. First up is Mike's 1976 912 E, which was featured in the September 2021 issue of *911 & Porsche World* (order a back issue at bit.ly/issues911pw). When he first encountered the flat-four-powered Porsche in the USA, it was dressed in a non-original coat of yellow and was riding on 'cookie cutter' wheels. "Other than tired paintwork along the roofline, the car was in excellent overall condition," he confirms, remembering the inspection, full strip and rebuild the four-pot Porsche was subjected to following its arrival in the UK. "There was absolutely no rust anywhere to be seen, indicating more than four decades of cherished ownership. Evidence of Enamel Blue was found when stripping the shell to bare metal. It's the colour the car wears today." In fact, so good was this non-sunroof 912 E, hardly anything needed to be binned — most components were refurbished and reassembled. "A previous owner replaced the fuel injection system with carburettors to allow easier tuning and the release of trapped power, but this is a change I'd have introduced

ignition (modernising control of the engine, improving reliability, performance and cold start consistency), a new fuel pressure regulator, new fuel lines and hose ends, Bosch high-impedance fuel injectors, a 100psi stainless steel fuel pressure sensor, a new wiring harness, dual lambda sensors, a Bussmann fuseboard, new camshaft and crank sensors, a 1bar MAP sensor and a new intake air temperature sensor, along with SSI stainless headers, an M&K twin-exit muffler and a Rasant Products IS-6 42mm throttle body kit with 964 plenums, which improves mid-range performance by modifying intake volume at different speed and load points. The resonant valve is controlled electronically by the engine's MoTeC electronic brain.

Strikingly different from the car's US-mandated overrider-wearing original 'accordions', this sensational SC's super-smooth bumpers are the work of Barnsley-based 911 restoration and competition car



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preparation specialist, EB Motorsport, and are set much further into the body (25mm at the nose, 30mm at the rear) than the standard parts. A truly stunning build with 230bhp on tap. Needless to say, neither car had difficulty finding a new home, each Porsche selling for an undisclosed sum.

Across The Pond, Broad Arrow Auctions enjoyed great success with its exclusive Porsche-only auction in partnership with the first-ever Air|Water event, which was held on Saturday 27th April at Orange County Fairground in California. The auction consisted of fifty-six cars and forty-one lots of Porsche memorabilia, and saw strong attendance from both registered bidders, their guests and show spectators, resulting

(historics.co.uk) is a 911 S/T evocation produced by Oshe Automotive. Starting out as a 1971 911 T, the car remained in largely original specification until the late 1990s, when it was sold to Dave Dennett, founder of DSD Motorwerks, who proceeded to turn the car into an S/T evocation. During the build, any modifications he made were period correct, his aim being to acquire FIA competition papers when the project was finished. Steel arches were replicated from period photographs and hand-beaten to accommodate 7x15 and 9x15 wheels (front and rear respectively). A lightweight interior was also fitted. The original matching numbers engine was retained, but currently fitted is a genuine un-numbered



BACK IN BLIGHTY, HISTORICS HAS ANNOUNCED THE LAUNCH OF ITS NEW PRIVATE TREATY SERVICE, OFFERING EXCLUSIVE CARS FOR DIRECT SALE

in a standing room only for the entire event. Total sales surpassed \$15.6 million, with a sell-through rate of eighty percent.

The auction's top sale was a 2015 918 Spyder Weissach Edition, which sold for \$2,865,000. Second-spot honours went to the event's 1988 959 Komfort, which sold for \$1,930,000. A 2005 Carrera GT rounded out the top three with a sale price of \$1,792,500. Notable aftersales activity included a rare 1997 RUF BTR Twin, which sold for \$1,150,000 post-auction.

Air|Water is the brainchild of Luftgekühlt founders, Patrick Long and Howie Idelson, well-known and respected in the Porsche world on account of organising first-class gatherings for the Porsche community to celebrate not only Stuttgart's air-cooled sports cars, but also the camaraderie of the Porsche enthusiast community.

Further highlights from the auction included a Dyson Racing 962 IMSA GTP, which sold for \$775,000 (this seems like a bargain when compared to the aforementioned trio), a Flying Lizard 997 GT3 RSR (\$747,500), a 992 Sport Classic (\$478,000), a 964 Turbo 3.6 (\$423,000), a 992 GT3 RS Weissach Edition (also \$423,000) and a 356 A 1600 Super Speedster (\$362,500).

Back in Blighty, Historics Auctioneers has announced the launch of its new Private Treaty service, offering exclusive cars for direct sale. Among the offerings catching our eye on the company's website

7R magnesium case. This engine was fully built to short-stroke S/T specification, including shuffle-pinned and gas-flowed cases, JE pistons, Mahle barrels, twin-plug heads with new guides, three-angle valve seats and enlarged ports, titanium valve springs, new race valves, S-specification cams, an uprated mechanical fuel injection pump, an uprated oil pump, race headers and a lightweight aluminium flywheel. The brakes were upgraded with RS calipers and vented discs. Period Koni adjustable dampers and uprated anti-roll bars were fitted in addition to the rebuilt suspension. A lightweight clutch was added, as was a Tuthill adjustable pedal box. Also fitted were upgraded Bosch twin fuel pumps, a plumbed-in fire suppression system and Schroth five-point harnesses.

In 2019, the car was sold before being fully finished, at which point the buyer handed it to Oshe Automotive. A full rebuild followed, as did FIA certification. The engine and drivetrain work was contracted to BS Motorsport, the bodywork to Normandale's. Total cost? You'd be looking at more than £350,000 to create this 911 from scratch. A bargain, then, at £175,000 through Historics Auctioneers.

Finally, the third right-hand drive 912 built (a former Porsche press car) is about to be offered for sale through Bonhams. Fully restored by MCE Porsche, this fabulous car is not to be missed. Details next month. ●



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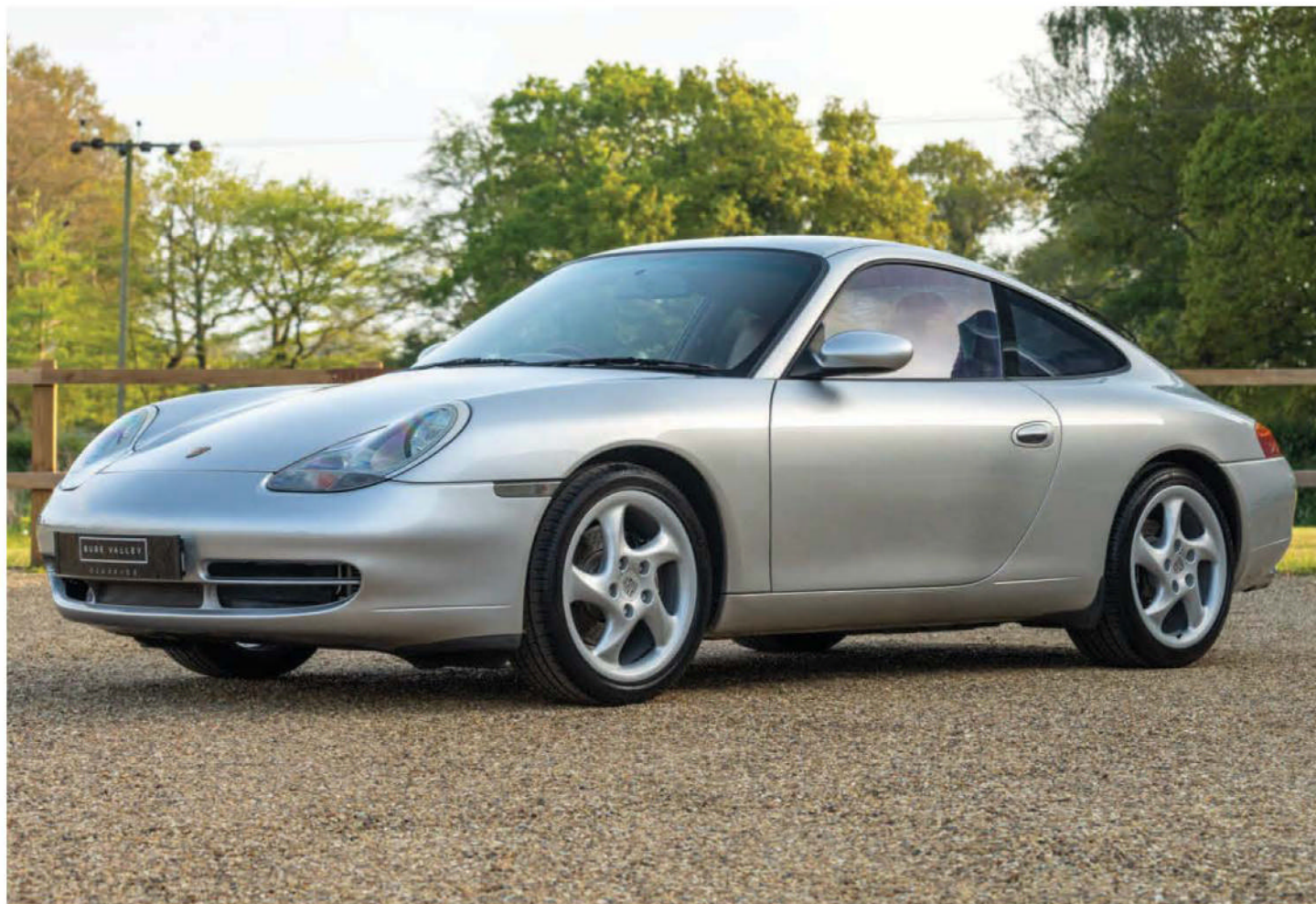
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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available in Porsche dealerships, we head to Norfolk-based Bure Valley Classics...

Words **Dan Furr** Photography **Oli Tappin**

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FOR DETAILS



You've doubtless noted we spent a lot of time in Norfolk when compiling this issue of *911 & Porsche World*, and not just because

it's where Editor Furr and the lion's share of the magazine's contributors live. With this in mind, it made perfect sense for us to drop in and see the team at Porsche sales centre, Bure Valley Classics, based at Tunstead, a stone's throw from Wroxham. The company's stock is anything but predictable – the current portfolio of Porsches available from Bure Valley Classics includes a stunning Viola Metallic 996 Turbo and a 550 Spyder replica built by Martin & Walker Technic Motorsport. This eclectic mix of machinery is one of the

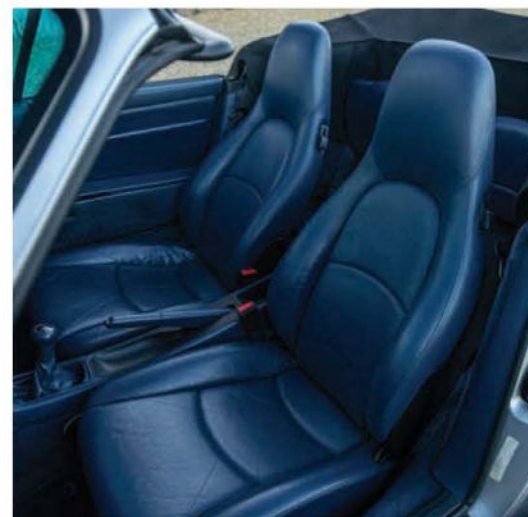
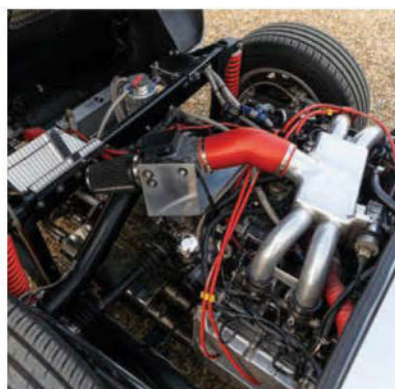
reasons Bure Valley Classics founder, Oli Tappin, enjoys a pleasing rate of repeat business. Though his stock incorporates Porsche sports cars of all persuasions and of all ages, however, a constant runs through the collection like a stick of Hunstanton rock: high-quality vehicles carefully selected and prepared for sale.

We decided to sample a small selection of what's currently on offer, beginning with an Arctic Silver 1998 997 Carrera. A beautiful example of an early 3.4-litre model and boasting manual transmission, the car has covered just 79,500 miles from new, but had an engine rebuild by Porsche at 41,000 miles. Barely run in, then. The clutch was replaced at 64,000 miles, while the last of eighteen services was carried out in June 2023. Riding on Turbo-aping

eighteen-inch twisties and benefiting from replacement air-conditioning condensers, new coffin arms and a Dansk sports exhaust system, this non-sunroof Carrera is an absolute peach of

Above Simple and stunning in silver, this 996 Carrera is a fantastic buy





Above Alfa-powered 550 replica is offered at a fraction of the value of the real deal

Right 993 Carrera Cabriolet is ready and waiting for your summer of fun

a 911, a fact emphasised by its striking Boxster Red leather interior. The best bit? The asking price. Yes, this stunning 996 is yours for just £22,995.

We couldn't resist hopping into the aforementioned 550 Spyder replica. The real deal was built between 1954 and 1956. Only a handful of examples were manufactured for sale, in addition to works race cars. Many changes to specification were made during the model's short shelf life — the Martin & Walker Technic Motorsport replica at Bure Valley Classics is based on the 1955 550 Spyder, widely remembered as the version owned by Hollywood movie star, James Dean.

FIGHTING TORQUE

550s raced successfully all over the world, winning their class and often challenging for outright victory in the face of stiff competition at Le Mans, the Nürburgring and the Mille Miglia. Surviving 550s are now multi-million-dollar collector cars, but the spirit of these outstanding racers has been recaptured by a series of high-quality replicas, such as the example seen here.

Unusually, this particular replica isn't powered by a Porsche or Volkswagen air-cooled flat-four. Instead, a recently rebuilt 1,712cc Alfa Romeo flat-four

(water-cooled, normally aspirated, known for propelling the Alfa Romeo 33 and Alfasud Sprint) is at work. Shouting through a custom stainless exhaust and sitting neatly in the tubular chassis (wrapped inside a recently resprayed fibreglass body), the engine is kept in check by disc brakes in each corner. Supplied complete with its valuable DIG 550 registration number, this raucous replica is offered at £28,995.

For those of you who very much prefer your Porsches to be cooled by air, Bure Valley Classics has a superb collection of retro rides ripe for picking. Chief among the classics taking our fancy is the company's 1997 993 Carrera Cabriolet, finished in its original colour combination of Arctic Silver paintwork with Midnight Blue leather interior and Dark Blue hood. Originally supplied by Rivervale Porsche, Brighton, in July 1997, this gorgeous drop-top has been very well-maintained, evidenced by twenty-three service stamps spread across two service books, with invoices in the history file confirming uninterrupted maintenance. During its lifetime, the car has been cared for by Porsche Centres, as well as respected independent marque specialists, not limited to Northway Porsche, La Rose and, more recently, Centrum. Powered by the near





285bhp Varioram-kitted 3.6-litre M64 flat-six, the car rides on new Bilstein dampers and recently refurbished Cup 2 wheels. Driving faultlessly, and with everything working as it should, this air-cooled 911 Cabriolet is supplied with its original service book, two keys, its original tool kit, plus a large folder of past invoices, MOT

certificates and associated history.

Complete with original tonneau cover and wind deflector, this nifty 993's current MOT is valid until

October 2024. The price? £47,995, which seems very reasonable for a superbly presented manual 993 with only 78,244 miles covered from new.

If you prefer older air-cooled 911s, you'll be pleased to know Oli keeps a steady stream of G-series cars running through the Bure Valley Classics showroom. At the time of writing, a stunning Guards Red 1982 911 SC (£48,995) and a 1986 Grand Prix White Carrera 3.2 Sport (£64,995) are taking up residence in the company's recently

opened premises. Complete with contrasting grey interior, the Sport is a 'matching numbers' C16 UK home market Carrera 3.2 offered with full service history, amounting to no fewer than twenty-four services recorded in a huge folder of past invoices for work carried out. Importantly, the engine

maintained throughout its life. In fact, Oli tells us the car spent the past thirteen years living in a dehumidified garage and won a showcase award from detailing product company, Meguiar's, at the Simply Porsche show in 2016. With just six previous custodians and rolling on original sixteen-inch staggered Fuchs

five-leaf wheels, this white wonder is sure to delight its next owner.

Oh, and we should probably talk about the previously mentioned Viola

Metallic 996 Turbo, shouldn't we? Pitched at £49,995 and with only 49,000 miles from new, this two-owner car is one of just sixteen Turbos produced for the UK market in 2000 for the 2001 model year. A particularly early 996 Turbo, and benefiting from full specialist service history (including a full gearbox rebuild), this force-fed purple-over-black 911 looks far younger than its twenty-four years would suggest. What a difference a colour can make! For all the details, visit burevalleyclassics.co.uk. ●

Above Sport-spec Carrera 3.2 has been pampered its entire life, spending thirteen years in a dehumidified garage

THE CAR SPENT THE PAST THIRTEEN YEARS LIVING IN A DEHUMIDIFIED GARAGE AND WON A SHOWCASE AWARD AT THE SIMPLY PORSCHE SHOW IN 2016

was treated to a top-end rebuild by Silvertune Porsche six years ago. The gearbox was overhauled in March 2018 by transmission specialist, Gearlink. The last serviced was carried out by Bahnsport in September 2022 and the car has covered just 390 miles since, bringing total mileage to 81,680.

The car's braking system was refurbished by Dorset-based classic Porsche restoration specialist, Canford Classics, in July 2021. As you can guess, this gorgeous 911 has been lovingly

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1999, 96966 miles, POA. Convertible / Silver. Bereavement sale, three previous keepers current since 2020. Guide price: from £8,000 to £10,000. To see more pictures and create an online account to bid on our online bidding page please see link below. Starting at 12:00pm on Wednesday 17th April 2024. Bidding ends for the first lots from 12:00pm on Thursday 18th April 2024. Please call 01233506266, South East. (T)

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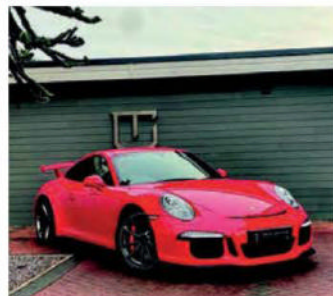
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2006, 117000 miles, £19,000. C2 997, manual. Fabulous car in great condition. No issues, ready to enjoy. Please call 07900374300, East Midlands.

122762

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. Please call 01229 486315, North West.

112557

PORSCHE 911



1989, £84,995. This car is now an incredible package, it's beautifully finished and presenting in exceptional condition with a top quality bodysell 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. Please call 01944 758000, Yorkshire and the Humber. (T)

119350

PORSCHE 911



1969, 59000 miles, £79k. 2.7RS Lightweight Evocation. Built from a show quality 911T road car with zero corrosion. Freshly built 2.7 competition engine. Fitted with genuine 40 IDF Webbers. £28k + expenditure 2020-22. Built in 2020 this RS Evocation started life as a 911T, designated for the US market and resided in the US until it was re-imported in 2015. Its new German owner planned to convert it into an RS replica until an accident in another car left him with spinal injuries. After 18 months in hospital he was finally able to walk again and had every intention of completing his project. However, faced with a longer than expected recuperation the owner decided it wouldn't be possible to complete, and thus sold it in January 2020 to its current UK owner. Please call +447976440110, West Midlands.

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1994, 54000 miles, £45,950. 993 Carrera Cabriolet 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. Owned by me for the last 18 years. Always garaged. Used sparingly only in the summer months. Please call 07957212299, Greater London.

120815

PORSCHE 911 TURBO



2001, 112000 miles, £42,250. C16 UK Car, Porsche Exclusive Manufacture, Manual Transmission, non sunroof, Sports hardback seats, extensive history, 2002 Model Year. Taunton, Somerset. South West.

120448

PORSCHE 993

1996, £95,000. 3-6LT Twin Turbo 6 speed g/box. Wide arch body kit wide BBS wheels full cage. Air jack system ex race car V5 registered. Stunning car. Please call 07860 379440, East of England.

121509

PORSCHE 996 TURBO



2001, 70200 miles, £36,000. Tiptronic, Metallic Lapis Blue. Full black leather immaculate interior, Michelin sport tyres, excellent condition, turbo wheels also immaculate. Purchased from 911 Virgin 9 years ago, last major service carried out at Eporsche at 69456 miles. Amazing car to drive. Please call 07796246116, South East.

121897

PORSCHE 996 COUPE C2 TIP S



2003, 66000 miles, £29,995. One previous keeper prior to ourselves. Originally supplied by H R Owen and original delivery docs in the file. Finished in midnight blue metallic with full black leather upholstery. Factory fitted 'GT3' Aero spoiler and Carbon Fibre interior package. Full specification includes £8k+ extras. 18" Sport Classic alloy wheels in silver. Brake calipers in black with Porsche Logo; sports suspension; Tiptronic S transmission; factory fitted GT3 Fixed Aero Spoiler; PSM – Porsche Stability Management; Sports exhaust system; electric tilt / slide sunroof; heated manually folding body coloured door mirrors. Please call 01765 609798, Yorkshire and the Humber. (T)

121203

PORSCHE 996



1999, 145000 miles, £10,000. 3.4 Carrera 4, FSH, bore scored symptoms hence priced at £10,000 as it is. Has MOT and comes with 2 keys, additional Clifford Security. Full clean bill of health on the instrument panel with no loss of power at all. Plenty of factory options including xenon's, sunroof, rear wiper, etc, confirmed by the buildsheet. Lots of time and money spent maintaining this vehicle with stacks of receipts available in a folder. Lots of car here for a reasonable price. Ideally looking for a cash sale due to reducing fleet. Please call 07989961039, East Midlands.

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120121

PORSCHE 928

1987, £12,000. 4951cc immaculate 95k MOT recent service. Please call 07399144780, South East.

122480

PORSCHE BOXSTER 2.7



2005, 75000 miles, £10,995. With blue paintwork and tan interior, sports exhaust, recent service, full mot, genuinely immaculate condition. Please call 07500714593, Scotland.

123115

PORSCHE BOXSTER



2003, 82000 miles, £6,950. Arctic Silver paintwork, blue hood, leather seats, Porsche crest on seats, 18 inch Carrera wheels, 4 new P1 Pirelli tyres, polished new exhaust. Please call 07923105828, East Midlands.

122859

PORSCHE BOXSTER



2001, 77450 miles, £7,500. MOT June 2024. New hood - 2 family owners. Please call (951) 846-0503, South East.

120892

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PORSCHE BOXSTER 987



2005, 67000 miles, £10,795. 2.7 5 speed manual, 67K with full main dealer and specialist service history. Arctic metallic silver with black leather partial electric heated seats. Bi Xenon lights, Sat Nav, Bose sound system, 19" Carrera "s" alloys in excellent condition, multi function steering wheel, wind deflector. Recent service and brake fluid change hence next service not due until March 2026, MOT till 23 August with no advisories. Please call 07845298551, North West. 122776

PORSCHE BOXSTER 987



2008, 44400 miles, £10,500. 2687 cc. Sport edition, 6spd. Blue. Sports seats. Bose audio. New blue hood 2017. Excellent condition with FSH. MOT October 2024. Private sale. Please call +447939528614 or 01603400971, East of England. 123261

PORSCHE BOXSTER 986



2000, 115600 miles, £7,900. 3.2 s in lovely condition. Currently has hand controls fitted - car can be driven with hands only or these can be ignored and driven as normal or the controls can simply be removed. Recent respray and fabric hood in red. The car is currently on upgraded 18" black wheels although I have the original refurbished 17 s. Last serviced late last year including coil packs and gearbox oil. Please call 07850741438, North West. 121739

PORSCHE 944



1990, 123000 miles, £28500. 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. Please call 07825621020, West Midlands. 120639

PORSCHE 944



1987, 95000 miles, £11,500. Dark Blue. Two previous owners. Current owner 18+ years. Summer use only. Always garaged, well maintained. Recent new cam belt. Excellent condition. Please call 07747020758, East of England. 122920

PORSCHE 914



1975, £14,995. Rot free import, MOT, runs and drives great. 1.8 injection. Recently imported from California. The car was MOT'd in October 2023 and a UK log book has been applied for, obviously Nova completed and all duties/taxes paid (docks won't release the car if you don't pay these!) Car runs and drives very well, these really are quite fun to drive! Engine number EC 044940. Paintwork: there are a few little scratches and some chips which have been touched up, and a couple of small dents (RH front wing top, RH door top, pictures available of chips etc). The car is a super rot free car apart from a couple of small bits. Please call 01763262263, South East. (T) 121066

PORSCHE CAYMAN



2010, 67500 miles, £25,000. My 295 bhp, 3.4 Cayman S has more bang for its buck than any other car in its price range. People stop and stare. Colour? Absolutely unique. In terms of upkeep, MOT Aug 2024. Following on from a 40,000 mile service by SCS Porsche in Honiton, 4 brand new Pirelli's (19 inch) discs, pads, front and rear, all fitted July 2023. Please call 07508001304, South West. 120710

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2911 Ltd	2	Oil Analysis Laboratories	8
Adrian Flux	121	Paragon GB	17
Alexanders Prestige	13	Parr Garage	131
Anglo American Oil Co	76	Patrick Motorsports	82
Autolight Systems	4	PERON Automotive	61
Beverly Hills Car Club	28	PIE Performance	73
Brey Krause Manufacturing	4	Porsche Centre Norwich	48
Charles Ivey		Porsche Club GB	87
(Specialist Cars)	82	Porsche Torque	92
Classicline Insurance	121	Portiacraft	101
Club Autosport	92	Quorn Sports & Classics	93
CMS Porsche	92	Rennline Inc	27
Co-ordSport	37	Richbrook International	92, 93
Coco Mats	117	Road & Race Restoration	30
Dansk	77	RSJ Sports Cars	65
Dave The Trimmer	93	RSRNurburg	23
Design 911	21, 105	Seacoast Specialist Cars	25
Dura	41	Spirit of Le Mans	93
EBS Co	45	Sportwagen Eckert	83
Elephant Racing	53	Stoddard	33
EPS Vertex Automotive	49	Stomski Racing	5
Fabspeed Motorsport	57	Tarett Engineering	8
German Car Festival	119	Tech 9 Motorsport	132
Goodwood Classic		Westwood Cylinder Liners	32
Solutions	125	William Hewitt	
Harbour Cars	48	Porsche Specialist	101
Hartech Automotive	76		
Hilcrest Specialist Cars	92	Classifieds	
IPD Plenums	69	Octane Garage	
Jasmine PorschaLink	82	Prestige & Performance Cars	
Jaz	30	Roger Bray Restoration	
LN Engineering	32	The Manor Garage Box	
Morethanpolish	101		
Ninemeister	9		
No5 Garage	93		
Northway Porsche			
Specialists	32		

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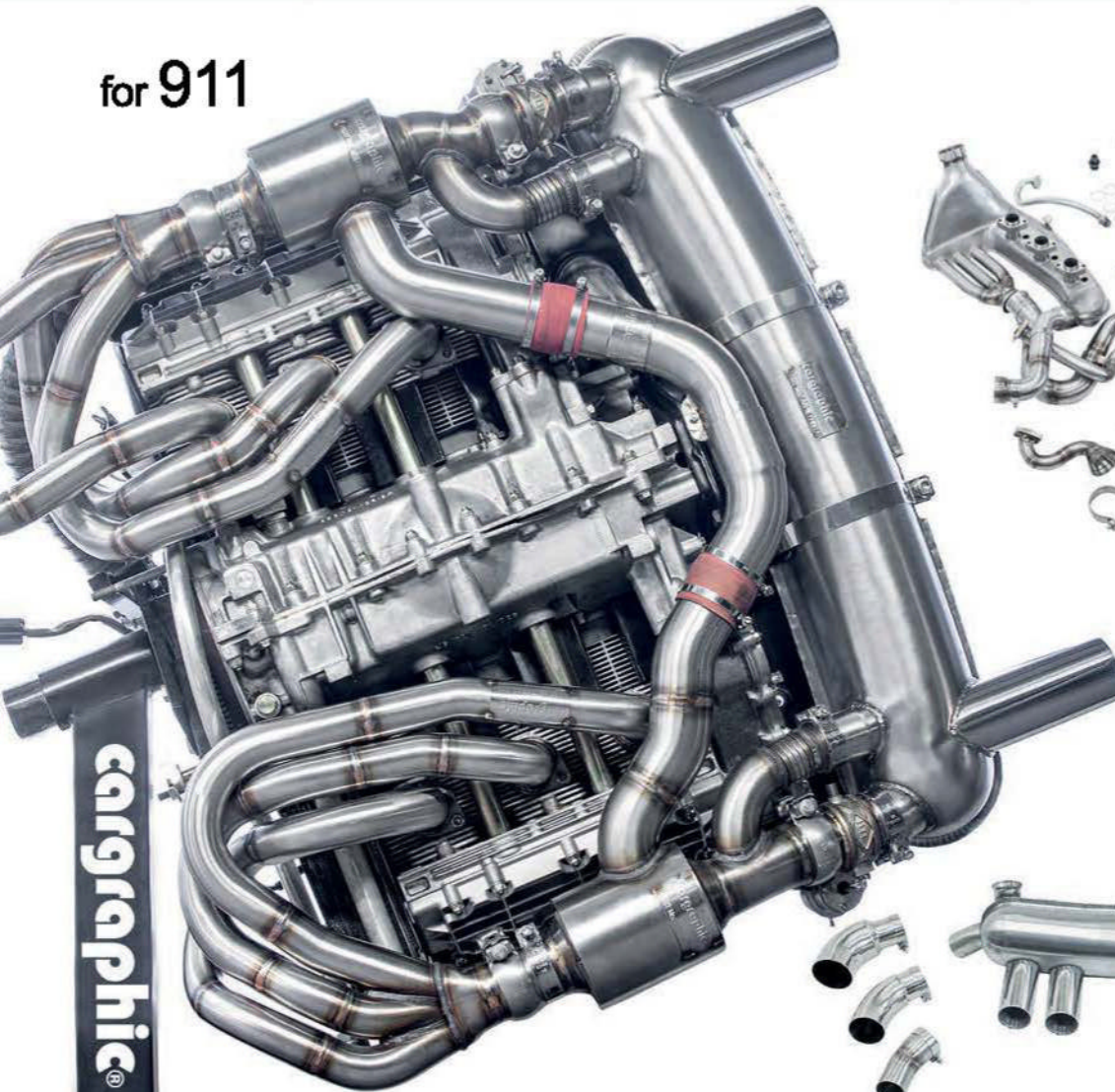


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