

PORSCHE 986 BOXSTER S ● TAYCAN TURBO SPORT TURISMO ● CARRERA GT

911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

World

CAYMAN SHOWDOWN

PERIDOT 987 R TAKES ON
RUBYSTAR 718 GT4

NEW CAYENNE
GTS DRIVEN

THE RACER'S RACER
CARRERA RSR 3.0

PLUS

STEP-BY-STEP GUIDE TO RENEWING 997
FRONT COOLANT CROSSOVER PIPES



MODIFIED MODERN CLASSIC

BOXSTER S 3.2
LABOUR OF LOVE
READER'S PERSONAL
987 PASSION PROJECT





**The UK's
most trusted
independent
Porsche Buyer**



Looking to sell or part exchange your Porsche?

Join the UK's most trusted Porsche buying network

Whether you have a classic or modern Porsche, some dealerships will pay much more for your Porsche than others. Thanks to our unique relationships with Official Porsche Centres and Trusted Specialists, we guarantee top prices for your car



Enjoy a smooth, hassle-free service with immediate payment and free collection from your location. We also take care of any outstanding finance

CLASSIC • MODERN • GT • DISCREET OFF-MARKET

Old fashioned Porsche service. Immediate cleared payment – Free collection from you – Finance settled

**Call Karl directly: 07779 100069
Email: Sales@2911.co.uk**



OFF THE HOOK

NEXT ISSUE ON SALE
FRIDAY 29TH NOVEMBER
 PRE-ORDER AT bit.ly/911PW202501



Last month, while visiting PIE Performance with my 968 Sport, I couldn't help but drool over two eye-popping sales cars in the company's Suffolk showroom. One was a rare 987 Cayman R finished in Peridot Green, the other a 718 Cayman GT4 dressed in Rubystar. I took photographs of both cars on my iPhone and planned to share them in this month's 'fleet' pages. Fate had other ideas.

In a not uncommon-for-me display of stupidity, I put the phone on the roof of my car while I searched my pockets for its keys. By the time I'd found said keys, I'd forgotten all about my iPhone and drove off, blissfully unaware of the disaster about to unfold.

As I reached the national speed limit on a stretch

of busy A-road in total darkness, I heard a loud thud. Bugger. Yep, my Otterbox-wrapped iPhone held on for as long as it could before bouncing along the car's roof and making a bid for freedom. Unfortunately, it did so directly in the line of fire of a vehicle on the other side of the road and promptly got squashed.

In the process, I lost all the images taken of the two colourful Caymans, which is why I commissioned the photographs and test drives you'll discover across the following pages. Expensive lesson learned. Enjoy!



Dan Furr Editor
 @FurrsFleet

911&Porsche
World
KELSEYmedia

MAILING ADDRESS

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

EDITORIAL

Editor: Dan Furr

Email: dan.furr@kelsey.co.uk

Design: Media Justice

Contributors: Tom Vagi, Chris Wallbank, Dan Sherwood, Shane O'Donoghue, James Fossdyke, Karl Meyer, Steve Bennett, Barry Hayden, Adrian Brannan, Andi Koslowski, Rich Pearce, Johnny Tipler, Robert Smith, Dave Humphreys

ADVERTISING

Group Advertising Manager:

James Stainer, 01959 543515 or 07948 802130
james.stainer@kelsey.co.uk

MANAGEMENT

Managing Director: Phil Weeden

Subscription Marketing Director: Kevin McCormick

Subscription Marketing Manager: Dave Sage

Retail Director: Steve Brown

Fulfillment Manager: Andy Cotton

Print Production Manager: Georgina Harris

Print Production Controllers: Kelly Orriss and Hayley Brown

SUBSCRIPTIONS

12 issues of 911 & Porsche World are published per annum

UK annual subscription price: £104.88

Europe annual subscription price: £128.88

USA annual subscription price: £128.88

Rest of World annual subscription price: £140.88

UK subscription and back issue orderline: 0845 241 5159

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

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

UK customer service team: 01959 543 747

Find current subscription offers at:

www.bit.ly/sub911pw

Already a subscriber? Manage your subscription at:

shop.kelsey.co.uk/myaccount

CONTACT US

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

Customer service and subscription postal address:

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

DISTRIBUTION

Seymour Distribution Limited Tel: 020 7429 4000

Distribution in Northern Ireland and the Republic Of Ireland:

Newsread Tel: +353 23 886 3850

CLASSIFIEDS

Tel: 0906 802 0279

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

Classifieds email address:

cars@kelseyclassifieds.co.uk

View and upload classifieds at:

motorfreeads.co.uk

Classifieds mailing address:

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

Kelsey Media 2024 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published.

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

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



BREY-KRAUSE

Art in ~~Design~~ Engineering...

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

Facebook, Instagram, YouTube icons



ROAD AND RACE RESTORATIONS Ltd

OUR PASSION YOUR DRIVE

- Porsche Recommended body repairer since 2006
- Only genuine Porsche parts used on every insurance repair
- All technicians and staff Porsche trained and passionate about their work
- Over 35 years of restoration experience on all marques including Porsche
 - Continued investment in specialised Porsche equipment and training
 - Full detailing and paint protection facilities

www.road-and-race.com

Road and Race Cheshire Ltd 01925 346991
Road and Race Restorations Ltd 0161 703 8427

Our new 15,000 sq ft state of the art second facility now open 1 mile from J10 of the M56 in Cheshire

ROAD AND RACE
ESTABLISHED 1988

If you wish to claim on your insurance YOU have the legal right to choose who repairs YOUR car

'Brightling'



Despite its 10.95mm height, the Trident C60 Pro 300 'Lumière' leaps from your wrist. (Just like it jumped off this page.) Its brightness results from proudly protruding indices and the logo they encircle. Featuring facets finely machined to tolerances of 0.03mm, these mini-monoliths are super-legible in daylight. But it's the Globolight®, the unique luminous ceramic from which they're hewn, that produces their astounding, super-brilliance at night. And inspired this timepiece's name. The light show doesn't end there. Carved from titanium, the 41mm case incorporates a second sapphire crystal displaying its super-accurate movement. But it's not the back of this beautiful tool watch you're buying into. Is it?

Do your research



christopherward.com





SUBSCRIBE TO
911&Porsche
World
SEE PAGE 100
FOR DETAILS

44

FEATURES

10 FRENETIC ENGINEERING
Sampling the brand-new Cayenne GTS.

32 THE RACER'S RACER
Up close and personal with the RSR 3.0.

44 THE GLASS CEILING
Pitching a 987 R against a 718 GT4.

58 TIME TEAM
A 987 Boxster S creating a lasting legacy.

66 FLUID DYNAMICS
We visit Anglo American Oil Company.

74 IN THE PIPELINE
Replacing the 997's front coolant pipes.

82 OUR FAST FLEET
What we've been up to this month.

88 FRIENDS REUNITED
Johnny Tipler buys back his blue Boxster.

102 BUYING 718 CAYMAN GTS 2.5
What to look for when on the hunt.

110 ESTATE OF MIND
Taycan Sport Turismo tried and tested.



10



18



102



110



118



32



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



96

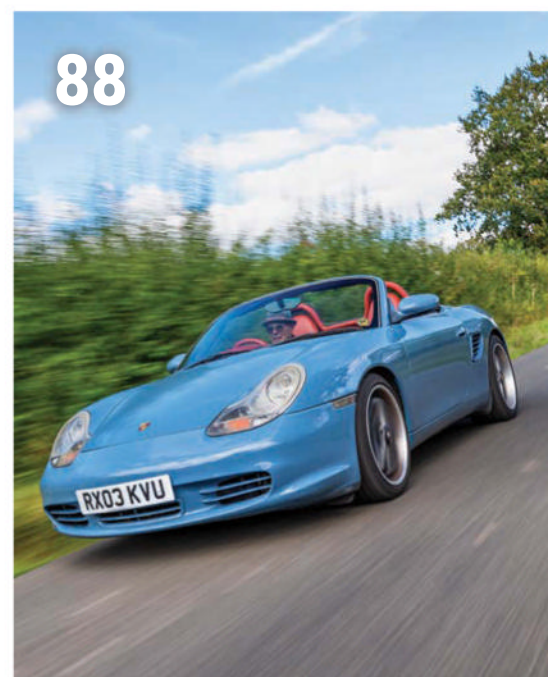


66



74

88



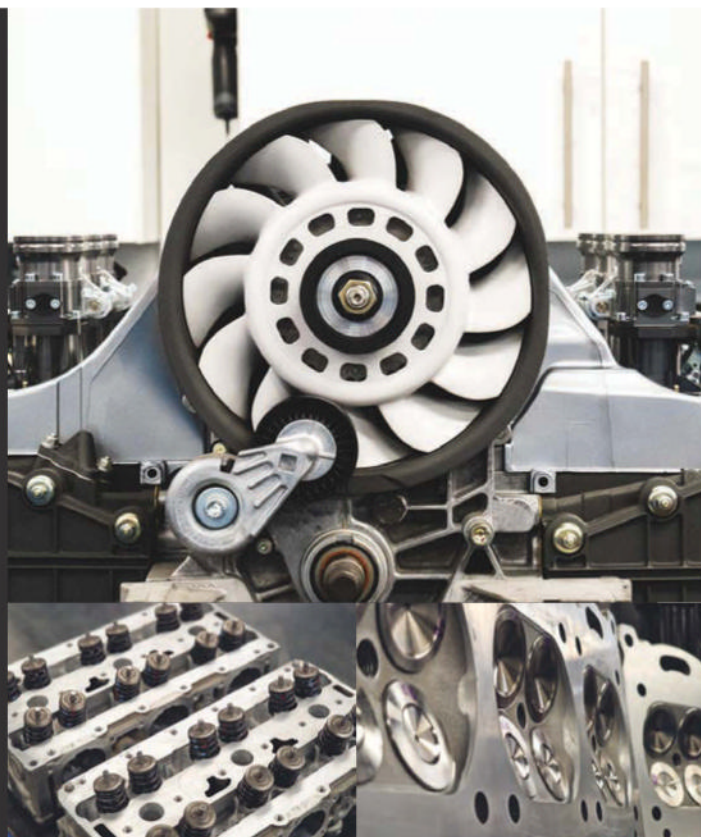
58

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.
- 100 SUBSCRIPTION DEALS**
Get the magazine delivered to your door.
- 116 BACK ISSUES**
Complete your 911&PW collection.
- 122 DEALER SPOTLIGHT**
Plum choices from the dealer network.

EXPERTS IN ENGINES SINCE 2001

- Aircooled
- Watercooled
- Gearboxes
- Road, Track and Race



RPM
Technik

**PORSCHE
PARTNER
NETWORK**

01296 663 824
rpmtechnik.co.uk

Tring, Herts

AUTOMATIC HEADLIGHTS SWITCHING

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



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

Passionately made for :

Boxster 987.1.2
Cayman 987.1.2
911 997.1.2
Cayenne 955 & 957



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

PALS™
par Autolight Systems

Certified CE (E)

Order on

autolightsystems.com



NINEMEISTER

9m65 GT2RS
3.6 Turbo 565hp

Specification: Full shell restoration from bare metal, 9mRS chassis reinforcement, Sunroof delete, Turbo S exclusive rear spoiler, Bentley Beluga Black, Full leather retrim in black leather, 9m Electric Airconditioning, 9m / Tractive handling kit, 9m GT2 wide track kinematic package, 9m 4 channel brake upgrade, Original Porsche Speedline wheels, 9m Wavetrac LSD, 9m mid weight flywheel, new clutch, 9m 3.6 Turbo 500 - Max 565hp & 800Nm at 1.1bar boost, 9m Life Racing engine management, Drive-by-wire strategy, 997 Turbo throttle, 9m Headers with hybrid turbo.

FRENETIC ENGINEERING

911 & Porsche World samples the brand-new Cayenne GTS...

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







The idea of a large SUV built with sports car purists in mind seems faintly ridiculous, yet in the world of Porsche, it's somehow *de rigueur*.

Just as nobody raised an eyebrow at the introduction of the Macan GTS, the arrival of the GTS nameplate in the Cayenne range was similarly accepted. But with the advent of the Turbo GT (which, regrettably, is no longer available in the UK), and indeed other Turbo-badged Cayennes, is there still a reason to choose the GTS?

With some justification, Porsche would probably argue this is the sporty Cayenne capable of not breaking the bank. Admittedly, with prices starting at just over £106,000, the GTS is very nearly £15,000 more expensive than the S, but it's exactly £33,000 cheaper than the Turbo E-Hybrid, currently the pinnacle of the Cayenne SUV range. Well, in the UK, at least. That figure is before you add the GT package, giving the Turbo E-Hybrid Coupé — and *only* the Coupé — the Turbo GT's suspension tweaks.

In this context, even the £107,700 GTS Coupé is relatively well priced. You get plenty for your money, too. All the usual Cayenne stuff is there, but Porsche has tweaked the GTS's exterior with lots of

glossy black trim and twenty-one-inch Anthracite Grey RS Spyder Design alloy wheels, behind which lurk red brake calipers. The GTS also gets a different (from the S) front bumper, courtesy of the Sport Design package fitted as standard. Buyers will enjoy dark-tinted HD Matrix LED headlights, but while the old GTS wore black exhaust tips, the new car's sports exhaust tailpipes are finished in dark bronze, a direction Porsche will look to continue with its future GTS-badged products.

The interior has been similarly embellished, with Race-Tex microfibre material for the seat inserts, which neighbour a heated GT steering wheel. This particular steering wheel, complete with fifteen-millimetre-smaller diameter than the Cayenne's standard steering wheel, sits alongside a new digital instrument cluster and gear selector arrangement, which regular readers of this magazine will know is now a feature of every model in the Cayenne range.

Other additions include black Race-Tex roof lining and door panel trims. Porsche has fitted eight-way adjustable sports seats as standard, complete with raised bolsters holding you in place a little better during cornering. Black and brushed aluminium trim elements punctuate the cabin. Additionally, the

GTS logo appears in various places, including the head restraints and the rev counter.

Naturally, the individual equipment list is extensive, giving customers plenty of opportunity personalise their GTS. Those who opt for the Coupé, for example, get a panoramic glass roof as standard, while it's an optional extra for the SUV. It's one well worth specifying, because all that black leather and Race-Tex can make the interior feel a little dark and dingy. Adding a dash of colour are the Carmine Red and Slate Grey Neo interior

Above Do you really want this view in your rear-view mirror?








LAPLAND ICE DRIVING

LIKE NOWHERE ELSE

Imagine yourself drifting at 125 MPH in total control...
...behind the wheel of the latest supercars with up to 820hp,
...round risk-free F1 circuits reproduced full-scale on a frozen lake,
...under the northern lights of Swedish Lapland.

Yes, you can!



WWW.LAPLAND-ICE-DRIVING.COM   


HUBLOT


OAKLEY


LOUIS JADOT


HENRIOT

ALPINE


OETKER COLLECTION

HECHTER
PARIS

Get in Touch and Book Now!
+44 (0) 1473 557 504





packages, which amount to contrast stitching for the GTS logos on the head restraints, the Porsche logo on the floor mats and the stitching on the seats and dashboard. Red or grey seat belts provide a final flourish.

Customers who choose a Cayenne GTS Coupé can also opt for one of three “lightweight sports packages”. They include a lightweight roof with a carbon rear diffuser, a carbon interior package and twenty-two-inch GT Design wheels, as well a sports exhaust and reduced sound insulation material. Go for the Black Lightweight Package and you get matte black exterior trim, while the Carbon Package delivers carbon-fibre trim on the exterior mirrors and the ‘airblades’. Depending on your choices, you can cut the Cayenne Coupé’s weight

by a cool twenty-five kilograms. As ever, the Cayenne remains a luxury product, with build quality every bit as robust as you’d expect from Porsche. Practicality hasn’t gone out of the window, either, demonstrated by the GTS matching the S for boot and cabin space. Indeed, the Coupé’s 554-litre luggage area expands to 1,502 litres with the rear seats folded. It’s cavernous enough, meaning the SUV’s 656-to-1,708-litre cargo space should provide adequate carrying capacity in almost every situation. And if towing is your reason for choosing a Cayenne, rest easy in the knowledge the maximum 3.5-tonne braked trailer weight remains unchanged.

Even the Cayenne’s off-road credentials aren’t completely trashed by the metamorphosis to GTS guise.

Yes, the GTS sits ten millimetres lower than standard on its standard-fit air suspension, but this also means it can be raised up to an off-road setting providing greater ground clearance and all-terrain capability. All-wheel drive is included with every Cayenne model, but on-road performance is the GTS’s forte. To ensure it cuts the mustard, Porsche has given the model a raft of Turbo GT-inspired chassis tweaks. Aside from adaptive air suspension (utilising a two-chamber, two-valve arrangement) and Porsche Active Suspension Management (PASM), Porsche has fitted its torque vectoring technology to distribute the power as appropriate. Though this stuff is already available on Cayenne models, including S variants, the GTS makes use of stiffer anti-roll bars, and

Above The new Cayenne’s length and width are surprisingly similar to those of the new 911, demonstrating how bulky the Neunelfer has become

TECH SPEC

Model	Cayenne GTS
Price	From £106,100
Powertrain	4.0-litre twin-turbocharged V8 petrol engine with eight-speed manual gearbox
Economy	21.2-22.4mpg
CO ₂ emissions	287-303g/km
Top speed	171mph
Power	493bhp at 6,000rpm
Torque	487lb-ft at 2,100-4,500rpm
0-62mph	4.4 seconds
Weight	2,190kg (DIN)
Length	4,930mm
Wheelbase	2,895mm





Above Sleek wheels and swish interior trim are now staple GTS hallmarks

Below The new Cayenne offers a large amount of luggage space, which we intend to put to good use in a coming issue of 911 & Porsche World

its damper hydraulics are taken from the Turbo E-Hybrid with GT Package, improving body control, both laterally and longitudinally.

The GTS also gets steering knuckles from the Turbo GT, increasing the negative camber of the wheels by just over half a degree when compared with other Cayennes.

Has it worked? In many ways, yes. The GTS feels lively and sharp, with a little more eagerness to nip into corners than a Cayenne S. The difference isn't

enormous, but it's noticeable. Admittedly, the sensation is helped slightly by the smaller steering wheel, but it makes

of bandwidth by way of the various suspension modes, but the Turbo GT-derived upgrades have taken their

toll on comfort credentials, particularly in Sport Plus mode. Even on the almost unblemished road surfaces around Stuttgart, where we sampled the GTS,

THE GTS IS LOADED WITH AN EIGHT-SPEED SEMI-AUTOMATIC GEARBOX DIVIDING POWER BETWEEN ALL FOUR WHEELS

the GTS feel keen and willing, where the S feels content and competent. The changes make the GTS feel fractionally more agile and lighter on its feet, as well as easier to place on the road.

Thanks to the available driving modes and the adaptive suspension, the GTS is also immensely stable in bends. In Normal mode, which is the softest setting available, the Porsche is well controlled, and though the body leans a little in corners, there's still plenty of grip and a sense you're seldom working the vehicle's limits. Move up to the Sport mode and roll is limited further, with minimal movement as the car careers around bends. In Sport Plus mode, movement is almost undetectable unless you really chuck the Cayenne around, at which point you can almost feel the suspension pinning the big body in place.

Unfortunately, while such control makes the Cayenne a monster in the corners, it impacts the ride. Porsche claims to have given the GTS lots

the Sport Plus setting seemed to reveal even the most minor undulations, giving the Cayenne a bubbly and unsettled feel. Turn it down to Sport mode and the ride becomes more tolerable, but expansion joints and other short, sharp shocks will make their presence felt. Even the Normal setting doesn't round off bumps as effectively as it might in a Cayenne S. This isn't really a problem in Germany, but it might count against the GTS on roads in the UK.

The other weakness in the GTS's make-up is the carbon-ceramic brake option. Okay, that's a bit harsh — braking performance is exemplary with the lighter, more fade-resistant anchors, but they don't feel as *natural* as steel discs. As standard, the Cayenne GTS gets larger six-piston front calipers and 410mm discs, while the rear rotors measure 365mm and are clamped by four-piston calipers, but the 440/410mm ceramic discs fitted to our test car felt very inconsistent. A little pedal travel





provoked little response, but felt quite heavy. A fraction more movement resulted in a vicious grab.

We haven't tried the GTS with steel stoppers, but experience with other new Cayennes assures us it's easier to brake smoothly with the more conventional braking system.

This has an impact on one of the other weaknesses of the GTS's chassis, if you can call it a weakness. You see, while this Cayenne may be incredibly stable in roll, it is less planted in pitch — when those carbon-ceramic brakes are gripped by the pads, the nose will lurch forward. Swapping into the more performance-oriented driving modes only offers marginal help. It's a disconcerting phenomenon, making the Cayenne feel a bit unsettled as the nose nods, which happens when you engage and release the brakes. That said, it isn't disastrous and doesn't detract from what is an impressively capable Porsche.

EIGHT BELOW

We've yet to talk about the engine, which is nothing short of glorious. In essence, it's the same four-litre, twin-turbocharged, petrol-powered V8 you get in the S, but tuned to suit the GTS. Power output rises from 468bhp to 493bhp, while torque is increased to 487lb-ft. Admittedly, we're talking fine margins for a vehicle weighing around 2.2 tonnes, but it permits a small improvement in straight-line speed. Equip both the S and GTS with Sport Chrono (standard on the

GTS in the UK) and the GTS will get reach 62mph from rest 0.3 seconds faster, registering just 4.4 seconds. Flat-out, it'll do 171mph.

With the sports exhaust, the GTS has an impressive vocal range. In its quietest mode, it's refined but menacing, grumbling away subtly until you prod the accelerator pedal and induce a bit more anger. When the exhaust system is engaged, this Porsche growls like a vicious dog at idle, before rapidly rising to a snarl — and then a scream — as the needle darts around the rev counter.

It isn't just the sound, either. It's the responsiveness. The GTS is loaded with an eight-speed semi-automatic gearbox dividing power between all four wheels. The system works brilliantly, getting its ducks rapidly in a row and propelling the GTS toward the horizon with almost indecent haste. Unfortunately, delivery of this performance is rather undramatic, meaning the GTS doesn't *feel* particularly quick. Yes, scenery rushes past the windows a bit faster, but there's little sense of tearaway pace from the driving seat. You just look down and notice the numbers on the speedo skyrocketing.

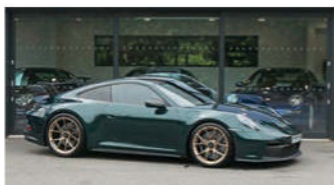
Of course, sticking the GTS in Sport Plus mode and getting bolshie with the throttle will rapidly increase your heart rate, but ride comfort aside, Porsche hasn't spoiled the Cayenne's long-distance credentials in any noticeable way. It just feels a fraction more eye-opening when you crank it up and push it hard. Pleasingly, the GTS gobbles up

distances and its capability is such that pushing the limits on the road requires a somewhat laissez faire attitude to laws and common sense. You need a racetrack to really explore what this thing can do.

As a result, the GTS is filling an exceedingly small niche in the Cayenne range. While it fills the brief well, the majority of Porsche showroom visitors may find this model a little unnecessary. After all, if you're buying a roomy five-door Porsche and you want it to corner brilliantly, what exactly is wrong with the Panamera? That said, the GTS's ability to combine so many conflicting demands, from towing capacity to handling and from off-roading to straight-line performance, is constantly awe-inspiring, even if it doesn't quite have the suppleness of the S. As a technical achievement, then, the GTS is impressive, but a Cayenne S with considered additional equipment makes a bit more sense. ●

Above 487lb-ft torque suggests big pulling power, but frustratingly, the level of refinement on offer makes sprinting toward the horizon largely a non-event





911 GT3 (992)

Jet Green Metallic • Black 918 Bucket Seats
PDK Gearbox • 20/21" Centre Lock Wheels
Carbon Roof/Upper Mirror Sections
Porsche Ceramic Composite Brakes
Front Axle Lift • 5,542 miles • 2022 (22)

£174,995



911 Targa 4 (992)

Guards Red • Graphite Blue Leather Sports
Seats • PDK Gearbox • 19/20" Carrera S
Wheels • Switchable Sports Exhaust
Adaptive Cruise Control • Front & Rear
Parking Sensors • 10,521 miles • 2021 (71)

£94,995



911 Carrera 3.0

Minerva Blue • Tartan Seats
Sportomatic Gearbox • 15" Fuchs Wheels
Electric Sunroof • Original Radio
Previously Sold & Serviced by Paragon
33,984 miles • 1976 (P)

£89,995



911 GT3 (997)

Carrera White • Black Half-Leather
Sports Seats • 19" GT3 Wheels • Satellite
Navigation • Heated Seats • Extended
Leather Package • Air Conditioning
42,711 miles • 2007 (57)

£86,995



911 Carrera 2 GTS (991.2)

GT Silver • Black Half-Leather Sports Seats
PDK Gearbox • 20" GTS Centre Lock
Wheels • Switchable Sports Exhaust
Sport Chrono • Previously Sold & Serviced
by Paragon • 8,889 miles • 2017 (17)

£84,995



911 Turbo (991)

Basalt Black • Bordeaux Red Leather
Sports Seats • PDK Gearbox • 20" Turbo
III Wheels • Sport Chrono • Previously
Sold & Serviced by Paragon • 22,883
miles • 2014 (14)

£79,995



911 Carrera 2 GTS (991.2)

Jet Black Metallic • Black Leather Sports
Seats • PDK Gearbox • 20" GTS Centre
Lock Wheels • Touchscreen Satellite
Navigation • Sport Chrono • Switchable
Sports Exhaust • 25,807 miles • 2017 (17)

£79,995



911 Carrera 4 GTS (997.2)

Meteor Grey • Black Half-Leather Sports
Seats • PDK Gearbox • 19" GTS Centre
Lock Wheels • Switchable Sports Exhaust
Previously Sold & Serviced by Paragon
41,420 miles • 2012 (12)

£67,995



911 Carrera 4 S (997.2)

Meteor Grey • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Heated & Ventilated Seats
Touchscreen Satellite Navigation • Bose
Sound System • 7,048 miles • 2009 (09)

£59,995



Boxster Spyder (987)

Carrera White • Black Half-Leather Bucket
Seats • PDK Gearbox • 19" Spyder Wheels
Switchable Sports Exhaust • Sport Chrono
Touchscreen Satellite Navigation
11,992 miles • 2011 (11)

£49,995



911 Carrera 4 S (997.2)

Guards Red • Black Leather Sports Seats
Manual Gearbox • 19" Sport Design
Wheels • Switchable Sports Exhaust
Previously Sold & Serviced by Paragon
68,832 miles • 2009 (09)

£46,995



Boxster (986)

Arctic Silver • Graphite Grey Leather Seats
Manual Gearbox • 17" Boxster Wheels
Air Conditioning • Wind Deflector
Previously Sold & Serviced by Paragon
27,315 miles • 2001 (Y)

£16,995

01825 830424

sales@paragongb.com

www.paragongb.com

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

PARAGON GB LTD

FIVE ASHES

EAST SUSSEX

TN20 6HY

THE BULLETIN

News from the world of Porsche

WORLDWIDE CARRERA GT RECALL RELATING TO TYRE SAFETY CONCERNS

Together with its long-term technical partner, Michelin, Porsche has developed a new tyre for the Carrera GT. The super sports car, of which 1,270 examples were manufactured between 2003 and 2006, feels even more precise and is demonstrably more predictable when driven on the limit. The difficulty, however, is in the Carrera GT being a car few owners use often, and with a distinct lack of consumer knowledge regarding tyre degradation, there is real danger of accident when pushing this flavour of Porsche hard on tyres well past their best.

Specifically, many drivers judge the health of their car's tyres on tread depth alone, which is a huge mistake. The tread blocks of tyres are designed for movement, but rubber stiffens and therefore loses its grip with age. Consequently, tread block movement is reduced, presenting a danger to drivers of sports cars used in anger. For this reason, we recommend replacing tyres at least every five years, irrespective of the Porsche being driven.

Making use of the latest advances in tyre technology, the rubber compound and the structure of the new Michelin tyres for the Carrera GT have been optimised to enhance performance in both wet and dry conditions. Development driver and Porsche brand ambassador, Jörg Bergmeister, has already tested the product, labelled Michelin Pilot Sport Cup 2. "The Carrera GT is an absolute dream sports car. I'm delighted these new tyres



have taken the performance of this legendary Porsche to a whole new level," he says.

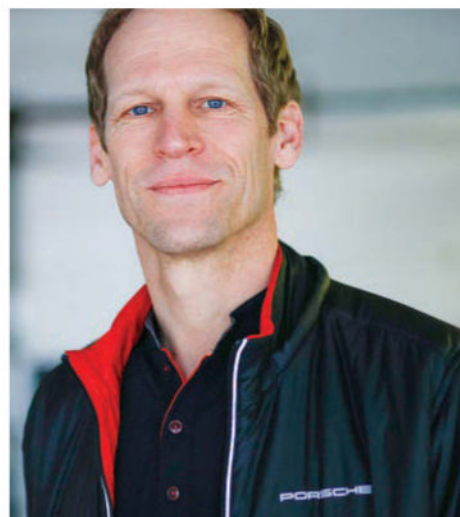
On its debut in 2003, the Carrera GT was one of the fastest series production cars. Porsche originally developed the model's normally

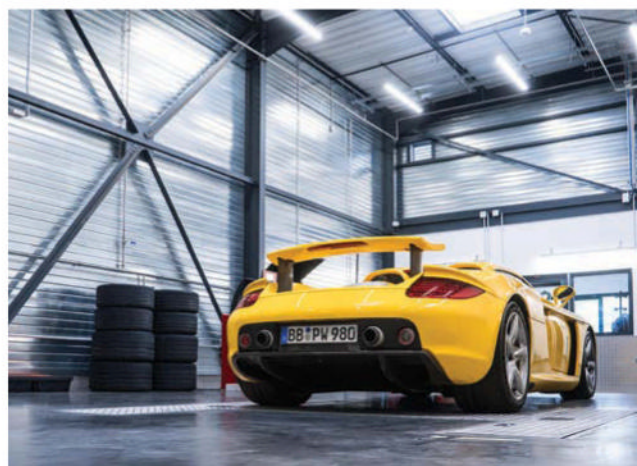
aspirated V10 engine for racing at the 24 Hours of Le Mans, although in the Carrera GT, the unit's displacement was increased

from 5.5 to 5.7 litres. Tipping scales at 1,380kg and delivering 603bhp, as well 435lb-ft torque, the Carrera GT's top speed is 205mph, with the sprint from rest to 62mph taking 3.9 seconds.

From the very beginning, the Carrera GT (factory Type number 980) was equipped with bespoke Michelin tyres, namely Pilot Sport PS2. The first update came in 2013 with the arrival of Pilot Super Sport tyres, which are now superseded by the newly developed Pilot Sport Cup 2, bearing the N-marking reserved exclusively for Porsche. The first iteration of this new tyre will carry the N0 stamp.

"Developing new tyres for a twenty-year-old car is very unusual," says Bergmeister. "It shows how important the Carrera GT and its customers are to Porsche to this day." Porsche says the goal in developing the new tyres — a process in which Bergmeister was involved — was to further improve the driving dynamics and safety of the super sports car on both wet and dry roads, but reading between the





lines, the manufacturer is keen to avoid further negative publicity surrounding safety of the Carrera GT on old tyres, a complaint reaching global recognition in late 2013, when *Fast & Furious* actor, Paul Walker, and racing driver, Roger Rodas, were tragically killed in the latter's red Carrera GT. Law suits were brought against Porsche by various members of the Walker and Rodas families, and though a US district court judge ruled in favour of Porsche against Rodas's widow, and despite reports of dangerous driving (up to 93mph in a 45mph speed zone) leading to the accident, the manufacturer settled out of court with Walker's father and daughter (who claimed Carrera GT design defects in her case), hoping to end the stream of negative publicity in the aftermath of the film star's death.

TREAD CAREFULLY

In production of the Pilot Sport Cup 2, two different rubber compounds (bi-compound technology) are used in the tread. "We use silicic acid on the inner shoulder and the inner tread block to get the best compound for wet grip," explains Mathieu Greco, the development engineer at Michelin responsible for Porsche



sports car tyres. "The compound on the outer shoulder and the outer tread block of the tyre is designed for dry grip. One of the most important ingredients here is carbon black."

The contact patch was further optimised with thorough testing of driving dynamics and handling, some of which was conducted on the legendary Nürburgring Nordschleife. "I'm impressed by how the engineers improved feedback at the upper limits. You feel much more distinctly the point at which the tyre starts to lose its grip," relates Bergmeister.

The improved balance provides significantly enhanced driving dynamics and enables even faster lap times on track. "The new tyres not only make the Carrera GT faster, they make it easier for the car to be driven at speed. This shows how tyre development is always moving forward. Motorsport, in particular, is a development platform ensuring advances in tyre technology find their way directly onto series-production cars. This technology transfer enhances performance significantly."

In addition to improved feedback at the upper limits, the newly developed Pilot Sport Cup 2 ensures the Carrera GT comes to a stop faster during emergency braking. The braking distance from 62mph to a standstill is, in fact,

2.5 metres shorter. From 104mph, the super sports car stops a full twelve metres earlier. "Tyres specially developed for a car are always an advantage, not just for performance, but also for driving safety. The data to illustrate this is impressive," concludes Bergmeister.

The new Michelin Pilot Sport Cup 2 tyres for the Carrera GT were developed in close collaboration between Michelin, Porsche Classic and the Porsche Development Centre in Weissach. They can be ordered from Porsche Classic Partners or any Porsche Centre.





LUFT 10 PUTS 911 TURBO FIFTIETH ANNIVERSARY IN THE SPOTLIGHT

The tenth staging of the world's leading event celebrating air-cooled Porsches ably championed fifty years of 911 Turbo with a showing at Universal Studios in Hollywood not long before this magazine went to print.

Former Porsche factory driver and Luftgekühlt co-founder, Patrick Long, alongside Pikes Peak star and event Creative Director, Jeff Zwart, delivered an unforgettable event helping to tell the diverse story of the 911 Turbo, both as an epoch-defining sports car and a dominant force in motorsport. Named *Luft 10: The Sequel* on account of this being the second time Luftgekühlt has been hosted on the Universal Studios backlot, the event grew its presence with a bold new exhibition designed to celebrate the very best of Porsche's early turbocharged sports cars, as well as a remarkable selection of air-cooled 911s from across the decades.

"As always with Luft, we try to play by our own rules," says Long. "Our highlighting of the 911 Turbo's fiftieth anniversary was focused around significant race cars derived closely from the 930. For the first time, we saw 934s and 935s alongside a little-seen 962. We decided to front-load the race theme because most of us involved in organising Luftgekühlt are from a motorsport background."

With even greater access to the evocative



backdrops of Universal Studios, Long and Zwart were able to curate an unforgettable display using film sets with diverse cinematic themes, such as Western, New York City and the historic cobbled streets of Europe. Allowing each car a considered and generous space to be viewed (one of the hallmarks of Luft's carefully curated displays), the event created unprecedented photographic opportunities and conversation points for the record number of guests in attendance.

A variety of very special race cars drew large crowds on Saturday, with highlights including the Vasek Polak Racing 934, winner of the 1976 Trans-Am Championship. Additionally, Long and Zwart presented the Kremer-prepared Wally's Jeans Carrera RSR 3.0, an unmistakable example of one of Porsche's most successful customer race cars to date. Also on display was the winning 917 K campaigned at Le Mans in 1971 by Martini Racing. This particular Porsche has been preserved in the unrestored condition in which it finished its racing career.

AN UNMISTAKABLE EXAMPLE OF ONE OF PORSCHE'S MOST SUCCESSFUL CUSTOMER RACE CARS TO DATE

Motorsport is always a strong theme at Luftgekühlt, but the personal stories behind road cars is at the heart of each event. Luft 10 saw a typically eclectic mix of the highly original and the subtly modified being given equal attention, with European restomods and an immaculate

factory-restored 930 sharing the limelight with Californian cars, such as a 1977 Sahara Beige 911 S Targa owned and driven by a local

father and son since 1980. In all, around four hundred cars were featured across the studio lots, each provoking discussion, interaction and, of course, inspiration.

Since its low-key launch in 2014, Luftgekühlt has grown exponentially to become a national and now international phenomenon, with events in Indianapolis and San Francisco followed by ambitious outings to the United Kingdom, Germany, Poland and, most recently, Denmark. The return to Los Angeles, however, was a fitting homecoming after ten years of championing Porsche's unique air-cooled cars and the culture they define. We can't wait for Luft 11.



DESIGN911

Centre for Porsche

 design911.co.uk
 design911uk
 design911uk

EVERY PART FOR EVERY PORSCHE



SUPPLIER TO
PORSCHE SPECIALIST
GARAGES & WORKSHOPS



1 BRAND
PORSCHE



1995
ESTABLISHED



598
SUPPLIERS



151,000
SKU'S



118,000
CUSTOMERS



1.6M
PARTS



180
DELIVERY
COUNTRIES



WORLDWIDE SHIPPING

UK DISTRIBUTION CENTRE

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

EUROPEAN DISTRIBUTION CENTRE

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

DESIGN911.COM

ESSENTIALS

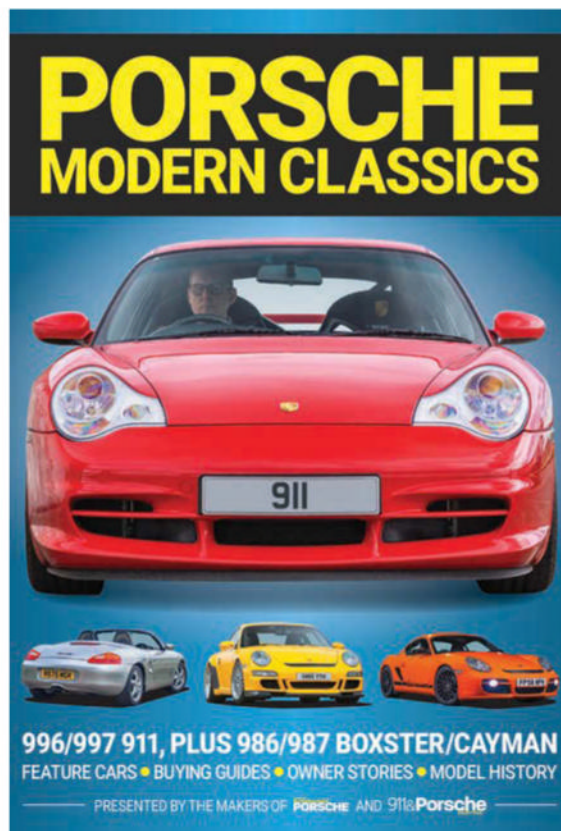
Hot new products for you and your Porsche...

NEW PORSCHE MODERN CLASSICS BOOKAZINE

New from the team behind 911 & Porsche World magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and can be ordered at the link below.

Price: £9.99

shop.kelsey.co.uk/porsche-modern-classics



WEBCON ANODISED FUEL PRESSURE REGULATOR

Webcon, the leading global distributor of authentic Weber carburettors and spares, as well as producer of a wide range of bespoke fuel injection and ignition system components for classic cars, including Porsches, has enhanced its range of electronic fuel injection system pressure regulators with the introduction of an anodised black finish on a wide variety of available units. Consequently, black anodised regulators are now available from 2.5bar (fixed rate) up to 4.5bar (fixed rate) and zero-to-5bar adjustable regulators with a choice of a single eight-millimetre side feed, twin eight-millimetre side feeds or a single -6 AN fitting feed across the range.

Price: From £87.69

webcon.co.uk or call 01932 787100



IRM-GTR11 WHEELS FOR 964/CARRERA 3.2

Following last month's Irmeler Racing product reveal comes the brand-new IRM-GTR11 wheel for the Carrera 3.2 and 964. Designed with backdates in mind, this seventeen-inch forged aluminium wheel is manufactured in Germany with modern CNC machines for precision and low weight. Analysis with special dynamic calculation software, followed by extensive bench testing to check wheel loads and stability, ensures peace of mind for buyers, who can choose from a wide variety of width and offsets — IRM-GTR11 widths range from seven inches all the way to ten and a half, thereby suiting 'staggered' fitment. The choice of offsets span ET 8 through ET 55. As you'd expect, each wheel features a 5x130 stud pattern and can be ordered in a range of colours to suit the host 911. Irmeler Racing is no stranger to wheel design and manufacturing, having built a reputation for producing first-class reproductions of classic touring car rims, which are used by drivers of BMW and Mercedes-Benz sports cars in many of today's top-tier historic motorsport championships.

Price: 9x17" ET42 €1,499, 11x17" ET28 €1,640

gema-motorsport.de or call +49 544 598 6990



THE CHOICE IS YOURS



ELECTRONIC FUEL INJECTION & THROTTLE BODY KITS

Like PMO Induction carburetors, PMO EFI throttle bodies are compatible with any flat six Porsche engine from 1965 to 1998 and will enhance the tunability, throttle response and fuel efficiency of your air-cooled Porsche.

Available in 40mm, 46mm and 50mm Sizes in natural aluminum or black anodized "R" finishes for a vintage / period correct appearance.



Rennsport
"R" Finish

Manifolds, Fuel Injectors and TPS are for reference only and not included in the kit.

Natural
Aluminum
Finish

COMPLETE CARB SETS W/O MANIFOLDS & AIR CLEANER KITS

Whether you're looking for replacement carburetors or an upgrade, PMO Induction has you covered. High-quality core billet material is machined, hand assembled and finished at PMO's facilities in Anaheim, California. Your classic Porsche deserves the best and PMO delivers just that.

Pick your choice of 8 uniquely designed stock carburetor sets, ranging from 40-50 mm to fit 2.0 to 3.6 L engines.

NEW



TITANIUM CRANKSHAFT PULLEY

Titanium is an aerospace material that has the highest strength to weight ratio of any structural metal.

It has been used by Porsche Racing for decades in applications where high strength combined with the lowest weight is required.

PMO Parts has chosen to produce a limited run of motorsports inspired stock configuration v-belt crankshaft pulleys for your engine honoring this rich heritage.

Available in 3 different sizes.

PM-O330-0 134mm

PM-O331-0 116mm

PM-O332-0 131mm



**MORE PMO PARTS AVAILABLE NOW
CONTACT YOUR PMO DEALER FOR MORE!**

NEW

OIL COOLER : TUBE STYLE : PORSCHE 911/930

PMO Parts is proud to introduce a Euro style oil cooler to replace "Trombone" style coolers used in most G-model cars. The PMO Parts oil cooler delivers vastly improved cooling properties over the stock loop cooler, its heavy duty 28 tube brass core construction offers additional cooling surface to prolong the life of your air cooled engine. The oil cooler looks OE with a durable satin black finish.

PM-O325-0



Phone: 714-421-4970 | Fax: 310-394-6313 | Email: sales@pmoinduction.com

empius.com

PMO Products are exclusively available through PMO and EMPI distributors



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



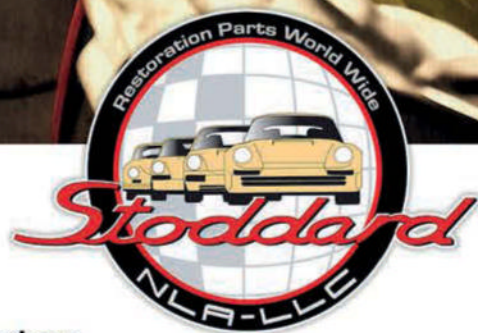
PPT FOUR-PISTON BRAKE KIT FOR G-SERIES 911

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 optioned in a colour of your choosing.

Price: £2,012.80

pieperformance.co.uk or call 01787 249924





Vintage Porsches deserve Old-World Craftsmanship.

Stoddard is proud to announce that we are the exclusive North American distributor of Simonsen 356 Panels.



Proper Floor Panels

1950-52, 1952-55, T1, T2 and T5-C
All Proper Impressions



Speedster Aluminum Seats

SMS-521-061-A
Steel and Reutter Versions Available



Pre-A Rocker Panels

Fits 1950-1955
SMS-51-323 / SMS-51-324



Concours-Quality Lockposts

All Proper Impressions
356B T5 Shown

Stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414

Stoddard

NLAParts.com

Reno, Nevada 89502 USA 800 438 8119

PRODUCT CALL

OUR LATEST SUBSCRIPTION DEALS

Get every issue of *911 & Porsche World* magazine delivered direct to your door by taking advantage of our latest subscription deals. You'll get every issue before the official on-sale date, plus you'll receive a discount off the regular retail price. Shipping is included in the cost of subscription and we deliver internationally — enjoy *911 & Porsche World* no matter where you are in the world. Simply turn to page 100 of this issue to view our latest offers.
shop.kelsey.co.uk or call 01959 543 747



LN ENGINEERING MAGNETIC OIL DRAIN PLUG

LN Engineering's 20x1.5 billet engine oil and transmission oil drain plugs for classic Porsches are produced with 6061 aluminium or 416 magnetic stainless bar stock. Rare earth neodymium magnets (the strongest you'll find on any drain plugs) keep harmful swarf and other metal particles out of the vehicle's engine oil stream. Offered through Porsche parts retailer, Stoddard, these magnetic drain plugs for engine and transmissions are available to order for most Porsche sports cars at a low price point, but could save you a small fortune.

Price: \$20

stoddard.com or call +371 2922 5885



STOMSKI RACING 996/986 REAR CALIPER ADAPTORS KIT FOR CLASSIC 911

These precisely machined adapters convert your classic 911's rear trailing arms (either steel or aluminium three-bolt spacing from 1969 to 1989) to allow for mounting of 986 Boxster S or 996-generation 911 rear calipers (part numbers 996.352.421.03 and 996.352.422.03) while running beefy twenty-four-millimetre-thick 996 brake discs. Each kit comes complete with two anodised aluminium adapters and high-quality fasteners for quick and easy conversion. In some instances, you might need to take advantage of a brake proportioning valve or bias adjuster. Stomski Racing advises buyers to be aware of a five millimetre 'overhang', although operation is perfectly safe.

Price: \$205

stomskiracing.com or call +1 410 571 9779



VERSITRAY FLEXIBLE TOOL STORAGE TRAY

Manufactured from a unique non-slip, chemical-resistant, high-friction material allowing it to hold firm on gravity defying surfaces (thereby ensuring your tools and parts remain exactly where you want them), the VersiTray silicone tool tray makes working in poorly illuminated spaces a cinch — dark-coloured screws and clips are easy to spot, while the VersiTray's anti-static properties ensure the product stays cleaner for longer by repelling dirt, dust and debris. A host of novel design features make this the perfect accompaniment when working on your Porsche. For example, VersiTray includes a lip allowing you to position your smartphone safely while watching an instructional video. Five integral 'pockets' enable safe storage of screws and other small parts, while a round corner pocket is designed to hold a standard-sized drinks can. The VersiTray also holds two hex bit packs tightly, enabling you to remove bits with a single hand. A fantastic addition to any professional or DIY toolkit and at a pleasing price point.

Price: £19.99

versi-tray.com or call 0845 582 0285



Suspension and Brake Packages

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

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

Elephant Racing

Car Builds | Tech | Instructions | Newsletter | Shopping Cart

ORDERS OVER \$250 SHIP FREE WORLDWIDE

Sales & Support +1.408.297.2789

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

Package Builder

ONLINE TOOLS
Brake Builder
Suspension Builder
Suspension Navigator

1 Select Year & Model

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

2 Select Your Package

Street Performance 2 ▾

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

Add To Cart

Suspension

Brakes

PACKAGE CHARACTERISTICS

RIDE COMFORT	41
PERFORMANCE	63

Suspension • Brakes

Free Shipping Worldwide

+1 408.297.2789
ElephantRacing.com
California, USA





PRECISION PERFORMANCE SINCE 2002

All logos and trademarks used for product identification purposes only. Porsche 356®, 911®, 912®, 914®, Boxster®, Cayman® are registered trademarks of Dr. Ing. H.C. F. Porsche AG, Stuttgart, Germany. LN Engineering LLC, its products, services and affiliates are not endorsed by or connected with Dr. Ing. H.C. F. Porsche AG in any way.

INTERMEDIATE SHAFT BEARING UPGRADE KITS FOR M96 AND M97 ENGINES.



THE FIRST.
THE ORIGINAL
IMS
RETR FIT

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



Pressure-fed plain bearing like in Mezger engines.



TRUSTED WORLDWIDE

PERFORMANCE BILLET ALUMINIUM AIR-COOLED CYLINDERS AND SLEEVES.



WITH CHOICE OF PISTONS:



COOLING AND RELIABILITY SOLUTIONS FOR STREET AND TRACK.



Deep Sump Kits
for M96 and M97
engines



Billet Deep Sumps
for 9A1 and 9A2
engines



Engine
and Transmission
Cooling

VISIT LNBR.S.COM
FOR FULL LINE OF BRS PRODUCTS



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

ENGINE REPAIR SPECIALISTS



**996/997
3.6 – 4.1
now
available**

986 987 996 997 Cayman

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

TOM VAGI

Despite the incredible technology Porsche installs in its new sports cars, for some of us, there is no substitute for good old-fashioned mechanical maintenance. This means, however, no fancy diagnostic gear. It's just you, your tool kit and your astuteness...

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



As we approach the holiday season here in New England, I've found myself reviewing the Porsches visiting the Seacoast Specialist Cars workshop this summer. It was a beautiful season with near perfect weather and an equally enjoyable mix of work. Interestingly, we had an unusually high number of 928s and G-series 911s roll into view. It's as if their respective owners got together and arranged to submit their cars to us at the same time. All of this got me to thinking about which jobs stood out the most.

If I had to attach a theme, it would be the summer of ancient religions. At this point, I'm acknowledging the *Star Wars* fans among you. Many will remember Darth Vader talking about the "sad devotion to ancient religions," when referring to Yoda and the Jedi Knights. Spending the summer immersed in CIS pressure testing, valve adjustments, adjusting wheel bearings and installing new radios designed to look like old ones has given me pause.

I should stress, I love new Porsches. All of them. Diagnosing their problems is relatively straightforward and, in most cases, they're supremely reliable. Sometimes, however, I miss the ancient religions. There's something about getting valve adjustment just right, CIS pressures

dialled in, not to mention nailing mixtures and timing. It warms the soul. Add perfectly adjusted wheel bearings to the mix and you're as close as it's possible to get to nirvana. Well, in terms of automotive maintenance, at least. Essentially, this is the harmony Robert Pirsig spoke of in *Zen and the Art of Motorcycle Maintenance*.

For readers unfamiliar with old Porsches, the manufacturer adopted a Bosch-authored fuel injection system named Continuous Injection System (CIS). This was the first reliable evolution of fuel injection away from carburetors that didn't require use of a mechanical injection pump (a story for another article). It's a robust system, but my experience has taught me it's the kind of thing that can be hard to wrap your head around. In fact, the heads of some people simply don't wrap around it — you either get it, or you don't. When you do, it's easy to diagnose problems and repairs are relatively simple, although they're often time-consuming.

Porsche wasn't the only company using CIS. Indeed, most of the knowledge I gained about the system relates to classic SAABs. Yep, my 1978 99 Turbo is largely responsible for making me a mechanic. This car had basically the same CIS fuel injection system as 911s of the era. During my youth, I learned many CIS-related lessons from the old guard of mechanics. None of us could have known this knowledge

would still be useful some thirty years later.

A testament to the heartiness and breadth of the CIS injection system, as well as the 911's extraordinary longevity.

For the benefit of those in charge of a CIS-equipped car, here are some useful tips. First, keep the fuel system free of moisture (make sure you don't leave old fuel in it). This is probably the greatest enemy of CIS. A good fuel system cleaner on a regular (annual) basis is certainly helpful to keep components clean. Second, proceed with caution when making adjustments, which is to say, if the system is suddenly not working as it should, it's seldom fixed with an adjustment. There is almost always something wrong with a component.

Countless times, I've seen several adjustments made to everything from idle mixture to ignition timing, all to correct a leaking injector, a faulty warm-up regulator or even a malfunctioning fuel distributor. As in life, there are no shortcuts. You must trust the process.

Maybe that's the thing? No diagnostic tools to give you a code and a direction. You're armed only with your own wits. It's just you and the machine. It's a bit like dealing with wheel bearings on classic Porsches. In fact, adjusting wheel bearings is a regularly scheduled item on an old Porsche's maintenance checklist. Some people do it by feel, others with dial indicators. Using either method, a fair amount of judgement is required, and that's if you're merely adjusting the parts. Cleaning and repacking bearings is a bit of an art in itself. Again, though, it's just you, the machine and your wits.

The final standout of this summer was the installation of new Blaupunkt retro-look radios, offering Bluetooth streaming and hands-free functionality in a classic package. Rather than looking like the display of a video games console, these radios perfectly suit the dashboards of old 911s, 928s and 944s, largely thanks to the lack of fancy screen. No endless menus. Hard buttons. Simplicity.

I like a 992 GT3 RS as much as the next Porscheophile, but it's nice to dip your toes in the ways of the past. It turns out, Darth Vader had it wrong, but we all knew as much — harmony does indeed bring you joy, especially when maintaining an old Porsche. ●



BEVERLY HILLS CAR CLUB

SPECIALIZED DEALER OF EUROPEAN AND AMERICAN CLASSIC CARS



1994 Porsche 964 Carrera 4 Widebody Coupe 5-Speed #17572

This 1994 Porsche 964 Carrera 4 Widebody Coupe 5-Speed featured with merely 36,698 miles on the odometer. Finished in its factory color Guards Red (G1) combined with a Tan interior. This particular model is one of only 267 Widebody "Turbo-Look" examples ever produced. This limited-production factory Widebody air-cooled 964 that is mechanically sound. **For \$169,950**



2008 Boxster RS60 Spyder Ltd Ed 6-Speed #18036
This 2008 Porsche Boxster RS60 Spyder Limited Edition 6-Speed featured with 78,568 miles on the odometer. Finished GT Silver Metallic exterior with a Carrera Red interior and equipped with a 6-speed manual transmission. A limited-edition Boxster RS60 Spyder that is ready to be enjoyed and is mechanically sound.

For \$29,950



1997 993 Carrera Coupe 6-Speed #17386
Introducing this low-mileage 1997 Porsche 993 Carrera Coupe 6-Speed featured with merely 22,106 miles on the odometer. Equipped with a 6-speed manual transmission and a 3.6-liter 6-cylinder engine. This classic Porsche that embodies the spirit of the brand, this German classic is the perfect choice and is mechanically sound.

For \$129,950



1997 993 Carrera Cabriolet #16971
This 1997 Porsche 993 Carrera Cabriolet that is finished in its factory color Snow White complemented with a Cashmere Beige interior. This vehicle is a true testament to Porsche's commitment to performance, and timeless design. This 993 Carrera Cabriolet that is ready to be enjoyed and is mechanically sound.

For \$46,500



1986 Porsche Carrera Cabriolet #17372
This 1986 Porsche Carrera Cabriolet featured with matching numbers and finished in its special order color Garnet Red Metallic (822) complemented with a Tan color. Equipped with a 915 five-speed manual transaxle and a air-cooled 3.2-liter flat-six. This is a well-priced Porsche Carrera that is mechanically sound.

For \$46,500



1987 Carrera Cabriolet Turbo Look M491 #16995
This sought-after 1987 Porsche Carrera Cabriolet Turbo Look M491 featured with matching numbers and finished in its factory color Schwarz - Black (A1) and Silver Gray interior. It comes equipped with a 5-speed manual transaxle and a Flat 6 Cylinder 3.2-liter engine. This rare and limited production factory Turbo Look Porsche is mechanically sound.

For \$79,950



1976 Porsche 911S Sunroof Coupe #17789
Introducing this 1976 Porsche 911S Sunroof Coupe that is finished in its exquisite factory color Sienna Metallic complemented with a sleek black interior. Comes with and upgraded 3.0-liter air-cooled flat-six engine. Whether you're a seasoned collector or a first-time buyer, this 911S is a perfect choice and is mechanically sound.

For \$59,950



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



1964 Porsche 356C Coupe #17527
This 1964 Porsche 356C Coupe featured with matching numbers that is finished in silver with a black interior. Equipped with an air-cooled 1.6L Flat-four engine, paired with a 4-speed manual transmission for an exhilarating driving experience. A Reutter-bodied 356 Coupe is a great find that deserves a place in your collection and is mechanically sound.

For \$62,500



1984 Porsche Carrera Coupe #17729
This 1984 Porsche Carrera Coupe featured with matching numbers. Finished in its special order color Slate Blue Metallic (661) with a beige interior. This blue-plate California car is equipped with a 5-speed manual transaxle and air-cooled 3.2-liter flat-six, single exhaust outlet, four-wheel disc brakes, VDO instrumentation, sunroof and 16-inch Fuchs-style wheels. If you're in the market for a classic Porsche look no further than this Carrera that is mechanically sound.

For \$59,950



1986 Carrera SuperSport Cab Turbo-Look M491 #17610
An exceptionally rare 1986 Porsche Carrera Super Sport Cabriolet M491 "Turbo-look" Right-Hand-Drive featured with matching numbers and 28,400 miles on the odometer. Finished in its factory color Silver complemented with a sleek Black interior. This particular Porsche Super Sport Cabriolet M491 is a standout among its peers, as it is one of only 26 ever produced. An excellent opportunity to acquire such an exclusive Super Sport Cabriolet that is mechanically sound.

For \$119,950



1993 Porsche 928GTS 5-Speed #16157
Presenting this scarce 1993 Porsche 928GTS 5-Speed that is finished in its factory color Slate Grey Metallic (Q9) complemented with a Grey interior. This is 1 of only 54 examples ever produced for the US market. Equipped with a 5-speed manual transmission, V8 engine, power steering, twin exhaust finishers, four vented/perforated brake discs, VDO instruments, Bosch front fog lights and electric sunroof. An extremely rare limited edition 928GTS 5-Speed that is mechanically sound.

For \$89,500



1966 Porsche 912 3 Gauge Coupe #16872
This 1966 Porsche 912 3 Gauge Coupe featured with matching numbers and finished in Signal Red gracefully complemented with a matching color interior. This Karmann-built body Porsche is equipped with a manual transmission, flat-four engine, Solex dual carburetors, four-wheel disc brakes, VDO instrumentation, single exhaust outlet and chrome headlight rings. An extremely collectible 912 3 Gauge Coupe that is ready to be cherished and is also mechanically sound.

For \$46,500

LOOKING FOR CLASSIC OR LUXURY SPORTSCARS?

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



Please check our website as we have cars being delivered daily

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



KARL MEYER

Q4 provides us with the opportunity to take a look back at the year's traditionally popular periods for Porsche sales. What have we found? Is the market continuing to face volatility? What about the terms now applied to warranties on new and nearly new Porsches?

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



As we race into the final quarter of 2024, it's evident we've had yet another year of volatility on the Porsche marketplace. Whilst our brand usually enjoys a spectator-only seat in such matters, the company has got uncomfortably close to the action, with compromises seen in aspects of reputation, such as bulletproof used car values. There have even been questions concerning the build quality of new Porsches.

Speaking honestly with you, my thoughts in 2022/23 were that Porsche made terrible mistakes relating to production volume and how cars were allocated across the dealer network. At times, it was difficult to fathom the logic of oversupply from a manufacturer that virtually invented the supply/demand curve. A look at other industries and brands, however, tells a more complex tale of how all large-scale manufacturing is at risk of being too slow in a fast and fickle world.

The collector watch industry is a great parallel. Pent-up demand, increased cash flow, rising second-hand values and hiked energy-driven production costs all caused manufacturers to react with both prices and volume, but when the machine churned out new

products and revised pricing, the market had not just reset, but had gone backward. This was a dangerous situation maybe never seen before in industry, but could it become commonplace? I was talking to the owner of a well-known four-by-four dealership and he summed up the result of all this activity quite succinctly. "Sales aren't exactly on fire right now. We can't buy used stock, either. It's neither a buyers nor a seller's market. How does that work?!"

He puts the gap in used car stock down to the infamous shortages of microchips and wiring looms, not to mention disruptions to shipping, experienced between 2020 and 2023. I see parallels with Porsche. My team also observes multitudes of UK drivers extending their existing finance agreements, rather than part-exchanging for a new car. If my contact is correct, it would be logical to assume a two-year period of uninterrupted supply for manufacturers to come back into sync with their retail markets.

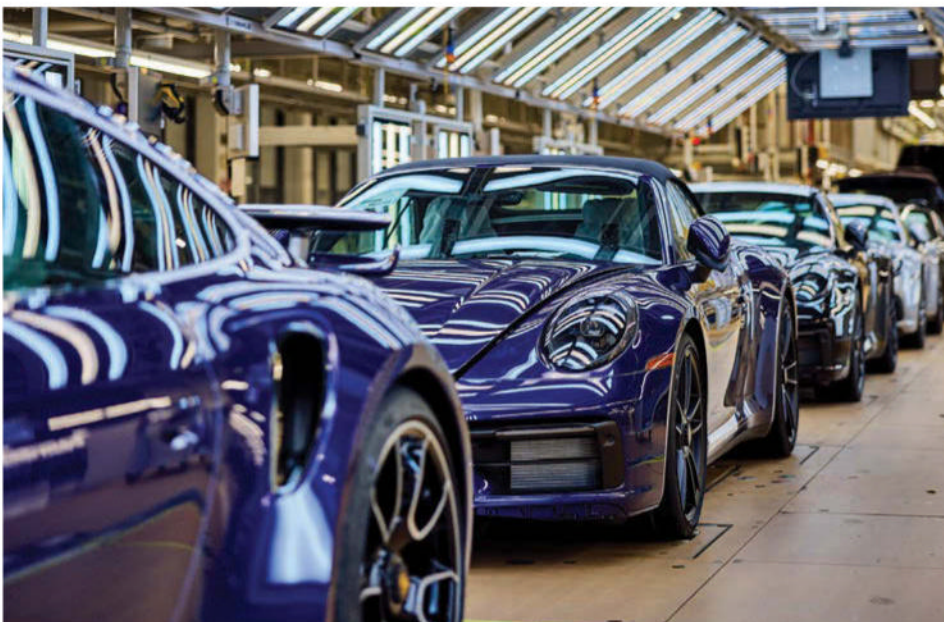
As your friendly market insider, I stumbled upon something worth highlighting to the thousands of you running cars with a Porsche Approved Warranty. It was always my understanding that as long as Porsche parts are used, you would retain the ability to have your Porsche serviced by your preferred specialist. This is flexibility we champion here

at theporschebuyer.com. Oddly, it would seem Porsche is absolutely fine with this arrangement for the first three years of a new car's life, but not thereafter. Many of you feel uninformed on this matter.

We quizzed multiple Porsche Centre staff (from Service Members to Service Managers, Dealer Principals and everyone in between) and they were as surprised as we were at this discovery. It's my suspicion some warranty claims will go through, but the change in policy wording must be a sign of things to come.

Let's now address the hidden mystery of car dealer profits. With money being such a secretive subject, I thought it would be helpful for many of you buying and selling your cars to understand how margins work at a Porsche Centre. Typically, a main dealer will need to put a ten-grand dealer-margin spread between what they pay you and what they ask for on the retail market for cars between £70,000 and £150,000. Out of that ten grand, they'll likely lose the following costs: £2,500 for a two-year warranty and three hundred quid for an 111-point check in the workshop. A quick pause to iterate: yes, the sales department pays the service department. The two managers may work at the same building, but they account for their businesses and budgets separately. Average vehicle preparation costs vary between ages and models, but even the prettiest three-year-old 992 will need paint on its front-end and side flanks, necessitating appointment of a wealth of new clips, washers, nuts, bolts and so on. At this point, we're facing a workshop bill of £3,000. This leaves £4,200 in the pot. Let's say the buyer negotiates a £1,000 discount. Chuck in five hundred more than what they were originally offered for their part-exchange. The dealership is left with £2,700, of which they will pay VAT on the margin, leaving little for a sales executive's commission and the rest to keep the lights on.

On a positive note, I'm encouraged by last month's Porsche sales activity. Pleasantly surprised, in fact. And with offerings of new Macans, Panameras, 911s and a recent Cayenne in dealer showrooms, plus used modern Porsches and air-cooled classics seemingly settling into their stride, I am quietly positive for what 2025 has in store. Watch this space. ●





THE RACER'S RACER

The drivers who competed with them say they're the most reliable Porsches manufactured. We sample a 1974 Carrera RSR 3.0 famous for competing in the 24 Hours of Daytona no fewer than four times...

Words **Johnny Tipler** Photography **Dan Sherwood**

When I interview the aces, I always ask what their favourite Porsche race car is and, almost

without exception, back comes the same answer: 1974 Carrera RSR 3.0.

John Fitzpatrick, victor of the 1972 and 1974 European GT

Championships, consolidated his reputation in the model. "I think the best 911 race car is definitely the three-litre RSR," he affirms. 1977

24 Hours of Le Mans winner, Hurley Haywood, cites the same 911 as the car responsible for putting his career on the map. "In 1973, the factory provided Peter Gregg and myself with a three-litre RSR Group 4 prototype. We won Daytona and then Sebring. It's fair to say this particular Porsche pretty much got me going." These spoils were even before the RSR 3.0 had been homologated as a GT car. In 1975, Dutch star, Gijs van Lennep, shared an RSR 3.0 at Le Mans with Fitzpatrick, placing fifth overall.

"That was the best Le Mans ever," recalls van Lennep. "All we had to do was put a bit of oil in, clean the windows, put petrol in and change the front brake pads.

Once. That was it. Granted, we swapped wheels when the tyres were finished, but we had plenty of time because back then, refuelling was a slow process, meaning the team could work on the car and fill up with petrol at the same time. We spent just seventeen minutes in the pits in the whole twenty-four hours, which may well be a record." Doyen of Porsche racers during the 1970s and 1980s, Jürgen Barth also declares the competition 911 he would always come back to out of sheer dependability is the RSR 3.0. "It wasn't as quick or as powerful as the 935, obviously, but it

was a great all-rounder," he confirms. Even Quick Vic Elford drove one (with Claude Ballot-Lena serving as co-driver) at Le Mans in 1974. There's no greater accolade for a car than such an elite band of professional racing drivers singing its praises. And this particular RSR (chassis 911 560 9115) was delivered ex-works to erstwhile Formula

however, the RSR 3.0 was by no stretch of the imagination a mass-produced vehicle — Porsche's competitions department built just 109 units of the Carrera RS 3.0 in both RS (road trim) and RSR (race trim), split between fifty-six road-going examples and fifty-three motorsport machines. The RS and RSR chassis numbers fell between

911 460 0001 and 911 560 9123. The first fifteen units were despatched to North America for the International Race of Champions (IROC), which starred leading drivers from

IT'S IMPORTANT TO REMIND OURSELVES THE DESIGN AND EVOLUTION OF THE 911'S REAR WING WAS STILL IN ITS INFANCY BACK IN 1973

Atlantic and Formula One runner, Hector Rebaque, who used it to tackle the 1975 24 Hours of Daytona. Successive owners put the car through the same test a further three times. In fact, this special 911 had an inordinately long competition career, lasting ten years until 1984. And, thanks to today's historic motorsport scene, it's a racing Porsche still going strong today.

The fact the Carrera RSR 3.0 was the racing 911 of choice had much to do with Porsche's pragmatic response to altered FIA regulations. In 1973, turbocharged Carrera RSRs were quick enough to rival the Matra, Mirage and Ferrari prototypes for outright wins, as happened in the 1973 Targa Florio. A year later, the normally aspirated RSR 3.0 basked in the reflected glory of the works RSR Turbos, forming the bedrock of the European GT Championship for the next two seasons. With sights set on 1975, when the World Championship for Makes would be formulated for production-based race cars, Porsche concentrated on developing the turbocharged 934 and 935 for Group 5, while customer teams flew the flag in Groups 3, 4 and IMSA categories, fielding the RSR. In spite of its dominant presence in the European GT series,

Indycar, NASCAR, TransAm, Can Am and Formula One. For the inaugural IROC season, invited speed merchants raced identically prepared three-litre RSRs. Mark Donohue virtually swept the board.

IROC RSRs were the first racing Porsches to flaunt then new 911 'impact bumper' styling, and in this respect, the RSR 3.0 was a quantum leap from the preceding Carrera RS 2.7, with its mild wheel arch flares and ducktail spoiler. The three-litre car's pumped-up bodyshell was typified by the sexy, bulging wheel arch extensions, the aforementioned bumpers, lighter gauge steel, thinner glass and minimal sound-deadening, plus a new front bonnet and engine lid, from which sprouted a horizontal wing — known retrospectively as a whale tail — in place of the ducktail.

ON THE NOSE

The beautifully integrated front air-dam and valance was different from the series production cars, with its frontal opening for the oil cooler and paired brake cooling ducts on either side. Two types of whale tail were available: a version equipped with a protective rubber lip for road use, and for racing came the bigger IROC-style wing, with its additional cooling vent,

Facing page The car is fighting fit and ready to race thanks to the efforts of Prill Porsche Classics



extending some way beyond the rear of the car's bodywork.

The RSR 3.0 oozes attitude. You absorb the external hallmarks in one orgasmic take, from the impressive width of its gargantuan wheel arches and polished Fuchs wide rims to the unprecedentedly capacious oil cooler. Of course, we're accustomed to tea trays and whale tails, but it's important to remind ourselves the design and evolution of the 911's rear wing was still in its infancy back in 1973. At the other end of the car, you tap the front bonnet and it resounds like fibreglass. Or is it? Try again. Rap the extremities and it feels metallic. Look from the underside, and it's evidently a steel rim with a plastic centre section bonded in.

The RSR's three-litre flat-six bore and stroke measures 95mm x 70.4mm (the Carrera RS 2.7 is 90mm x 70.4mm) and makes use of Bosch K-Jetronic fuel injection. There's a Fichtel & Sachs single dry-plate clutch, an all-synchromesh five-speed gearbox and a limited-slip differential. The engine develops its 230bhp at 6,200rpm and musters 202.5lb-ft torque at 5,000rpm. Top speed is 155mph, the zero to 62mph dash takes 5.5 seconds, 125mph is reached in 21.5 seconds. The suspension is uprated from standard 911 specification to include a front strut-brace, strengthened spring legs and tougher roll bar bearings, while front and rear track are altered to facilitate the fitting of coil springs.

As mentioned earlier, the RSR had barely been homologated when Gregg

and Haywood won the 1973 24 Hours of Daytona in the works-supported Brumos Carrera, which ran in the prototype class. For the first fourteen hours, the dynamic duo duelled for the lead with the old-style-bodied Penske Racing 911, crewed by Donohue and George Follmer, until their car retired with a holed piston. It was only natural to find this pair at the forefront of Roger Penske's IROC series later in the year. The RS 3.0 and RSR 3.0 were established midfield runners in the 1974 World Championship for Makes endurance events, but

Fitzpatrick scooped top honours in the European GT Championship with five class wins in the Gelo Racing RSR 3.0. With Kremer Racing the other leading campaigner, key protagonists were Clemens Schickentanz (1973 champion), Paul Keller, Claude Ballot-Lena, Claude Haldi, Georg Loos, Ennio Bonomelli and Hartwig Bertrams, while better-known figures, such as Tim Schenken, Rolf Stommelen, Toine Hezemans and van Lennep, featured from time to time. By the end of 1974, the RSR 3.0 was ubiquitous — all ten runners in the six-

Above As far as furniture for a Porsche-themed mancave goes, this Carrera RSR 3.0 takes some beating

Below The iconic Porsche belongs to restaurateur and racer, Rainer Becker



FABSPPEED

M O T O R S P O R T



30 YEARS OF AIR & WATER COOLED EXCELLENCE

Fabspeed Motorsport has been designing the world's finest Porsche performance products for over 30 years. We use the most advanced 3D laser scanning and dyno developed techniques to engineer and manufacture high-performance exhaust systems, air intakes, and ECU tunes for Porsche and the world's most coveted exotic cars. All of our products are designed and engineered in Fort Washington, Pennsylvania.



SCAN THE QR CODE ABOVE,
YOUR CAR WILL THANK YOU

**PLUS MANUFACTURING IS AT
1 WEEK LEAD TIME**

USE THIS PROMO CODE
AT CHECKOUT FOR
SPECIAL SAVINGS →

FAB911PW

Talk to one of our performance experts at
215-713-3585 or email us at **sales@Fabspeed.com**

WWW.FABSPPEED.COM



hour races at Hockenheim, Pergusa and Monza were RSRs.

The 24 Hours of Le Mans is as concise a barometer of race entries as any. The stats are an interesting way of placing the RSR 3.0 in context: from 1974 until 1977, the model was the staple Group 4 car (seventeen examples ran in 1974, fourteen in 1975 and twelve in both 1976 and 1977, by which time they were in amongst the turbocharged 934 and slant-nose 935, while the factory's sights were focused on the mid-engined 936). Most of the RSR 3.0s assembled as race cars went to private teams, including Kremer Racing, Georg Loos (GELO), Ecurie Francorchamps, Brumos, Tebernum, Max Moritz, Alméras Frères and Charles Ivey. Famous names indeed, or at least they were in 1970s and 1980s endurance racing. Incidentally, best results for the Carrera RSR 3.0 at Le Mans were seventh in 1974 (Cheneviere/Zbinden/Dubois) and, a year later, all race-end standings from fifth (Fitzpatrick/van Lennep) down to eleventh place, making this the car's best year. Then, in 1976, a sixth-place finish (Touroul/Cudini) was achieved, followed by tenth in 1977 (Gouttepifre/Malbran/Leroux). Many others finished up in the top twenty and scored class wins in the Group 5 and IMSA categories.

Having handled — and won — in a vast

repertoire of Porsche race cars, Derek Bell tells me how the RSR 3.0 felt when compared with its successors, the 934 and 935. "In 1976, I raced a 934 and an RSR for Max Moritz Racing in the same

RSR. In truth, the normally aspirated 911 was much more fun to drive than the 934, which was such a handful when all the power kicked in, even with massive wheels and tyres at the back."

Cars not ordered by privateers were bought by individuals who campaigned the RSR 3.0 on an ad-hoc basis, as and when it suited them. Original custodian

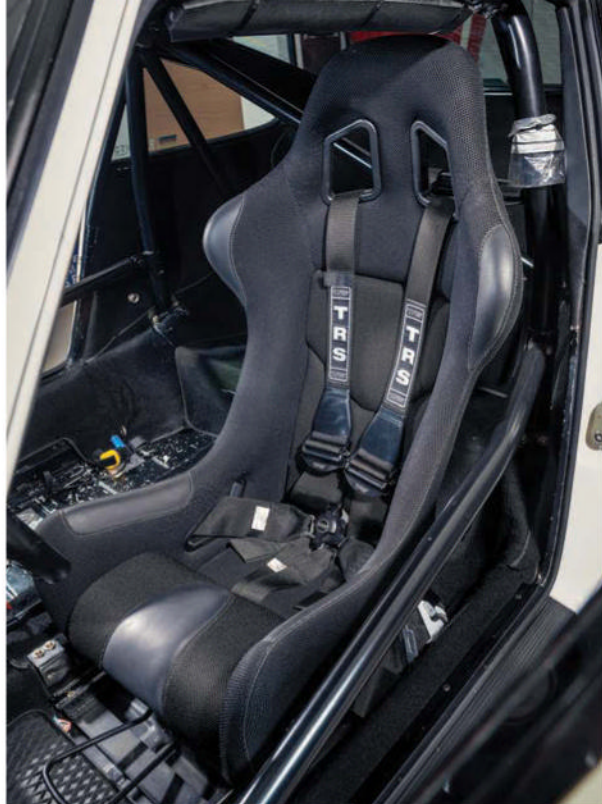
of our featured RSR, Team Rebaque, was founded by Hector Snr. The Rebaques (father and son) owned several other 911s and built their own eponymous Formula One car (based on a Penske chassis) in 1979, which

FOURTH IN THE 1982 12 HOURS OF SEBRING AND FIFTH IN THE FOLLOWING SEASON'S 24 HOURS OF DAYTONA

event at the Nürburgring," he recalls. "I climbed out of one 911 and they put me in the other. I was happy enough in the 934, which was turbocharged, but I was then driving a 'regular' Group 5

Above A familiar sight in Porsche Club Motorsport's recent 911 Challenge series





Above and below
More or less everything you need to take on the world's most challenging race circuits

means they qualify as both team and private owner. Was Rebaque any good, though? Well, he, Guillermo Rojas and Fred van Beuren won the 1974 Mexico 1,000kms at Mexico City's Autódromo Hermanos Rodríguez circuit using this very RSR 3.0, entered by Rebaques the Elder. The car also placed ninth at the 1975 24 Hours of Daytona. His career had, in fact, taken off at Daytona in 1972, when he campaigned a Brumos 914. This was followed by a stint in Gregg's RSR 2.8 in 1973. Rebaques ran this RSR 3.0 at Le Mans in 1974 with Guillermo Rojas serving as his regular co-driver.

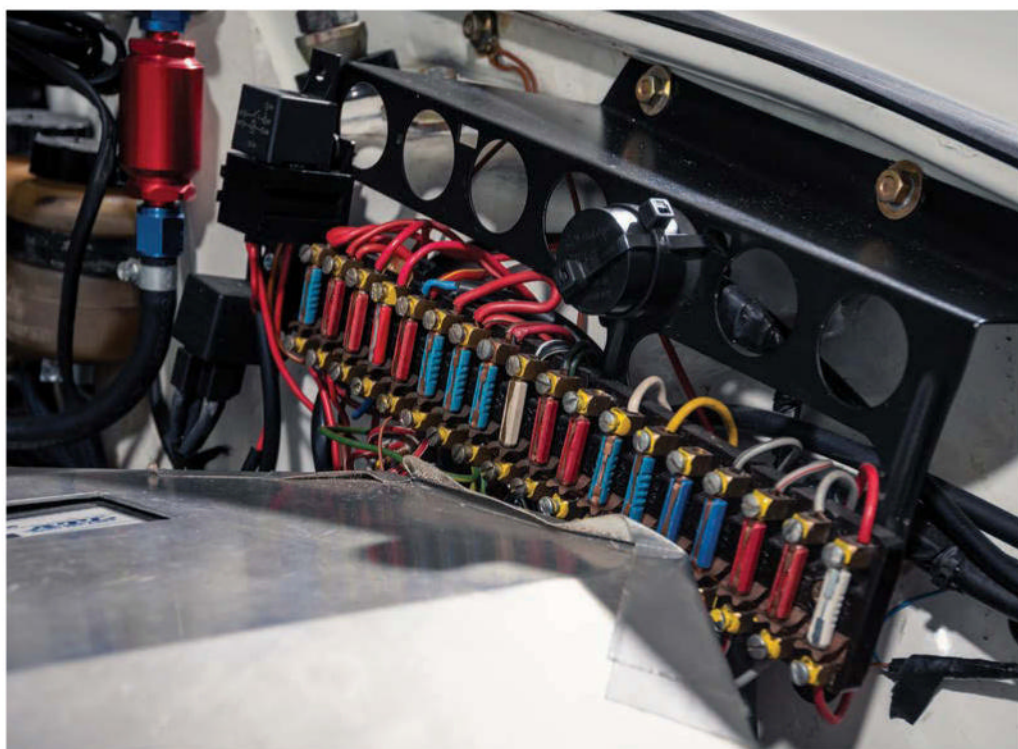
He then ran it for another two years, before entering into formula racing with a Hesketh 308E, his own HR100, a Lotus 78 and a Brabham BT49.

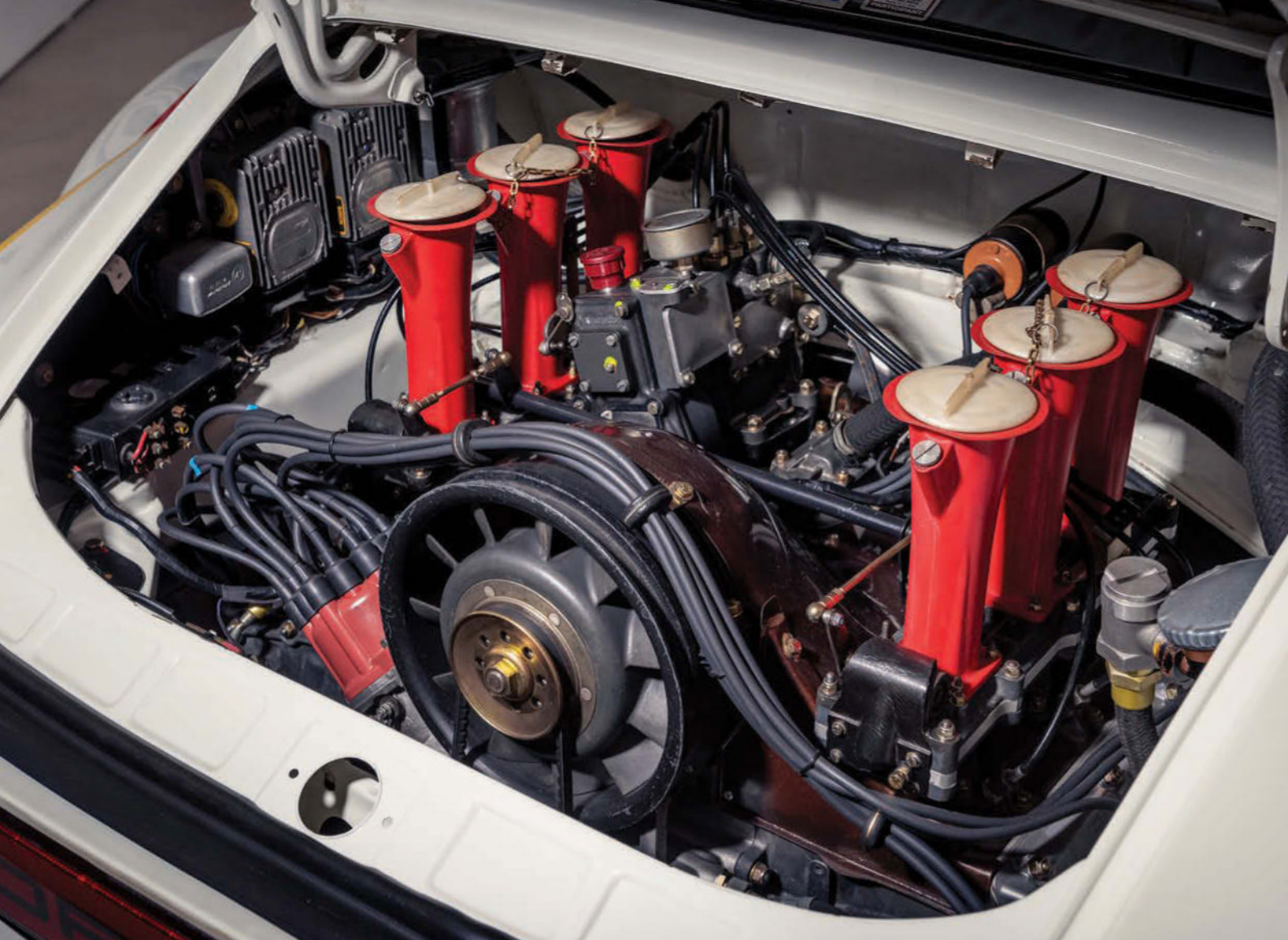
As for his RSR, during the early 1980s, it was dusted off and raced (with some success) by Diego Febles and Kikos Fonseca for several seasons, placing fourth in the 1982 12 Hours of Sebring and fifth in the following season's 24 Hours of Daytona. During the decade, the car changed hands several more times before being acquired by Rick Rothenberger in 1991. By then, the Porsche had already been

restored to its original configuration by marque specialist, Jim Torres Racing. Rothenberger raced the car only once (an outing at the Monterey Historics), but held onto the car until 2005. Next up, Fred Brubaker took ownership, driving the car almost as sparingly until subjecting it to a full mechanical overhaul in 2014.

HAMMER TO FALL

Gooding & Company's Amelia Island auction beckoned in March 2015. Brubaker obliged, his 911 attracting a winning bid of \$1,237,500, some way above the lower estimate. Porsche collector and triumphant buyer, Chris Wilson, shipped the three-litre racing machine back to Europe for the first time since it was built. Now owned by restaurateur and classic Porsche collector, Rainer Becker, the car has been thoroughly overhauled by Prill Porsche Classics in Hedingham, scene of Porsche Club GB's bucolic Classics at the Castle event. Company boss, Andy Prill, picks up the story. "There are claims this particular Carrera RSR 3.0 was first delivered to five-time IMSA Camel GT series winner, Al Holbert, as a rolling chassis, but this is incorrect — Porsche factory records state it was sold as a complete car. Indeed, the company didn't sell rolling chassis. Funnily enough, at Prill Porsche Classics right now, I'm in the custody of an RSR 2.8 driven by Jonathan Williams. It's another formerly Rebaque-owned 911 and competed in the same endurance race at Daytona as the three-litre car. Tell me, what are





the odds of having two RSRs which competed in the same 1,000km race at Mexico City in 1975 in my workshop at the same time?!"

Prill outlines his role in the rehabilitation of the Café Mexicanos RSR. "When Becker bought the car, it was typical of the old saying, *purchasing a race car is the down payment on a restoration*. In fairness, the body was pretty good. It didn't need much, but the suspension needed sorting — it was all over the place. We changed the spring rates and had the dampers rebuilt. We also updated the geometry, resulting in a nicely balanced and very fast 911." We wonder what challenges are faced when it comes to old racing 911s and spare parts. "Although you can still get most lightweight components for the Carrera RS 2.7, the RSR 3.0 is a very different animal to restore. For a start, it's a much rarer car. The brakes are even scarcer and are correspondingly expensive." At least this historic Porsche was being propelled by newly rebuilt engine, or so Becker thought. "There was no reason to query the claim, but when we took the car to Silverstone, the camshaft nuts

came loose on the first lap, bending all the valves. Let's just say the newly rebuilt engine turned out not to be as described. Needless to say, the Prill Porsche Classics team stripped and reassembled the three-litre unit properly, and it's been running perfectly ever since. It went on to be raced in the Porsche Club Motorsport TracTive 911 Challenge, where Becker was a frontrunner and a podium finisher."

Over the years, I've been fortunate enough to have driven four three-litre RSRs. To provide a bit of context, I'll describe one I drove at Circuit Abbeville in the French Picardy region. The cabin was austere, lacking normal niceties like sun visors, glove box lid, door pockets and clock, let alone back seats. The car was fitted with thinner glass to the side and rear windows, and a roll cage enveloping the cockpit like a scaffolding

Above Three-litre air-cooled flat-six develops 230bhp and howls like a banshee under load





RSRIBERIA

3 PREMIUM TRACKDAYS IN PORTUGAL

Drive your own track car or rent one from us!



07.04.2025 / 08.04.25 / 10.04.25
Circuit Portimao, Circuit Estoril

Street cars and race cars / Limited numbers /
Open Pitlane



Scan for more info!





café
Mexicano

5

Porsche Club
Motorsport

CHALLENGE

CLASSIC
24
HOUR
DAYTONA
2015

EQUIPPED WITH
CHAMPION
SPARK PLUGS



Above and facing page A rare beast, but one continuing to be used in anger, just as Porsche intended

cocoon. There was a little floor-mounted fire extinguisher and bootlace leather thongs for opening the doors, with bargain-basement plastic handles for pulling shut. You sat on, rather than in, the glass-fibre Recaro shells, which were original fitment for competition work, braced by six-point lap-and-shoulder straps which could be annoyingly prone to twisting, while the crotch straps engendered a greater sense of security in an on-track context. The external rear-view mirror was only useful at low speeds — it bent back against the door under high-speed buffeting.

Time to get motoring! The RSR shot me up the start-finish straight, twitching and writhing at the slightest hump, its nose wanting to explore every nuance of the back-doubles of the track. Best let it get on with it. Instead of grappling with the three-spoke wheel, the optimal method of control is to relax and simply *be the guide*. Steering is light, requiring a deft touch rather than a commanding yank, while lock is very good considering tyre width. The car was beautifully set up and easily controllable — turn-in was fantastic and I could place this potent Porsche instinctively where I wanted it. What a beast! It revelled in right-foot acuity, instantly responding to prods on the throttle pedal, surging forth out of corners in a burst of glorious six-pot excess. Tickover was on the high side at

1,500rpm, but I opened it up and the flat-six roared magnificently. Acceleration was phenomenal, vigorous from 2,000rpm right around the rev counter to 8,000rpm. Hardly daring to glance at the clocks in my full-on circuit scenario, I

INSTANTLY RESPONDING TO PRODS ON THE THROTTLE PEDAL, SURGING FORTH OUT OF CORNERS IN A BURST OF GLORIOUS SIX-POT EXCESS

glimpsed 160km/h at 7,500rpm in fourth gear. There was plenty of torque at the other end of the scale, making rolling starts viable in second. The clutch as so positive, that even on dry asphalt, the wheels would spin with a smart-ish getaway. The car pattered this way and that with undulations, shuddering and rattling at anything approaching a small hole or kerb.

The chassis was so taut — in part, the work of the front strut-brace — and so unyielding. I felt every blip in the surface, though on sections of smooth new asphalt the car glided serenely. The gear lever felt metallically precise as I moved it through the gate, , certainly not rubbery, yet selection required care in order to avoid graunching. The brakes also required positive treatment, being sourced from the 917 and of the unaided disposition requiring the pedal to be stood on to achieve any effect at all. Staggered Fuchs wheels measuring eleven inches of width at

the back complemented the audacious stance of the car. It was light on its feet, though, and it was all too easy to forget how wide the rear track is and ride the kerbs, which, of course, one can do with impunity on a race track. Breathless

and sweating profusely after half-a-dozen laps or so, I eased up the paddock access road and sat for a moment, just to savour the experience. As for the Café Mexicanos RSR 3.0, it's had the benefit

of the Prill re-fettling programme, it boasts high-flying race provenance and a fabulous authentic livery, plus its Mexican pedigree puts it in a different league from your average historic racer. Make no mistake, this is the ultimate expression of the normally aspirated air-cooled 911. ●



NORTHWAY PORSCHE LTD

Independent Porsche Specialist

Sales, servicing and repairing Porsches for over 25 years

USED PORSCHEs IN STOCK
AND WANTED FOR
OUTRIGHT
PURCHASE



T: 0118 971 4333 M: 07831 424 911

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

www.northway.co.uk

Club Autosport Limited

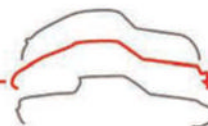


We carry out all aspects of work on all age of Porsches. From servicing, maintenance, bodywork, engine and gearbox rebuilds, diagnostics with the latest approved equipment. We manufacture lightweight Porsche panels for all models. But the real passion for many of us here is in the restoration and/or rebuild of cars back to factory specs or modified to the owners' individual tastes including our Singer style builds pictured.

01384 410879

www.clubautosport.co.uk
club_autosport@outlook.com

ROGER BRAY RESTORATION



CLASSIC PORSCHE
PARTS AND SERVICE



356/A/B/C



Teardrop Taillight R/A Left 356
L110L



Front Wheel Cylinder T/L L/R 356
695.351.511.00A



911/912



Floor Pan Rear 1965-73 911/912
S722



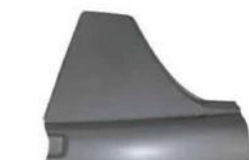
Window Winder Handle
1965-67 911/912
C731A



914/ 914/6



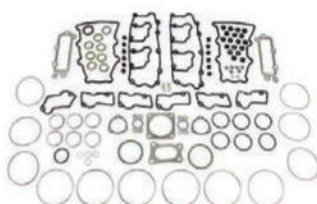
Taillight Lens Red Amber Right 914
L407AR



Roll Bar Panel Left 914
S417L



964/930



Engine Head Gasket Set 964
964.100.902.00



Indicator Unit Rear Right 964
964.631.908.02

Roger Bray Restoration
specialises in supplying parts
and the restoration of
Classic Porsche

**356, 911, 912
and 914**

**Now we are supplying parts for
964 and 930**

**We have been around Porsches
since 1985 and have a large
amount of knowledge.**

**Not sure what part or can't find the
part you want, just speak to one of
our helpful advisors**



Fast Global Shipping



@rogerbrayrestoration

SHOP ONLINE AND GET A DISCOUNT OFF SELECTED PARTS

Call: +44 (0)1404 822005 E: parts@rogerbrayrestoration.com www.rogerbrayrestoration.com

Milestone Business Park, London Road, Whimple, Exeter EX5 2EB

SEACOAST

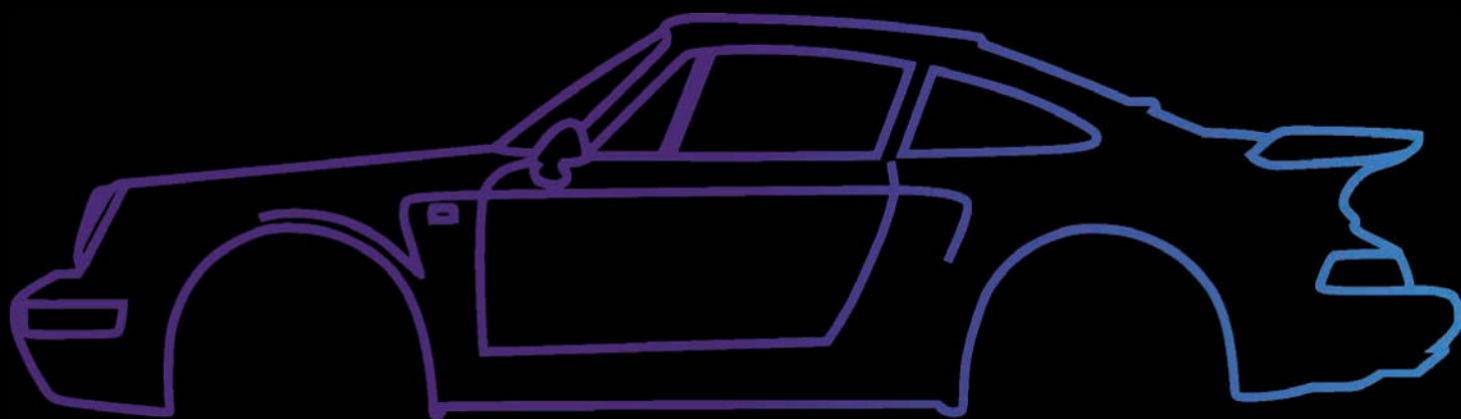
SPECIALIST CARS

SALES

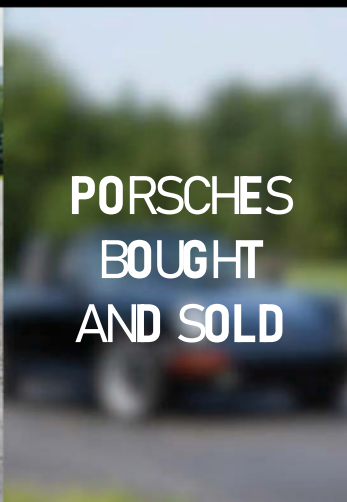
CONSIGNMENT

SERVICE

PASSION. ELEGANCE. PRECISION.



16K-MILE '83 911SC



PORSCHE
BOUGHT
AND SOLD



100% ORIGINAL

DEDICATED TO PRESERVING STUTTGART'S FINEST

www.sscarsnh.com
+1 (603) 782.0870

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



THE GLASS CEILING

For years, the 911's dominance kept the mid-engined Cayman in its place, but the 987 R hinted at what could be, and the 981/718 GT4 duo proved the point. We try the first and latest of this special breed...

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

The best Porsches have always been mid-engined. It may not a widely held view, but it's difficult to argue against the fact, especially if talking about Porsche motorsport heritage. From the 550 Spyder and 718 of the 1950s, to the 904, 906 and 908 of the 1960s, the 917 of the 1970s, through to the 956/962 of the 1980s. Even in the 1990s, Porsche dominated motorsport with mid-engined designs, not least with the GT1. Sure, the evergreen 911 was there in the mix, but generally only as a protagonist in lesser classes.

Speaking of the 911, let's not forget its rear-engined bias was set by the 356. Even then, however, the 356 was rear-engined in the interests of cabin space — back seats were required, resulting in the engine and gearbox being, well, turned around. Rewind to the very first Porsche to wear the badge: 356/1, a roadster produced in 1948. Mid-engined. The benefits of this layout cannot be ignored, particularly by an engineering-led company, such as Porsche. The rear-engined bias of its star product — the 911 — remains an illogical and endearing quirk, but one defining the Porsche experience. That said, for all the 911 dominates in Porsche's history, and for all the mythology surrounding this breed of sports car, it didn't come first. A mid-engined Porsche did. Oh, and the final kicker? 991 RSR endurance racers were mid-engined at the behest of Porsche, which campaigned the FIA to get the flat-six spun around in order for the 911 to be competitive against Fords and Ferraris in the GTE Pro and GTE Am endurance racing classes.

Outside of motorsport, it took until arrival of the 914 before Porsche again played with the concept of

a mid-mounted engine. The Targa-topped roadster was pegged firmly at entry-level, complete with 1.7-litre Veedub-derived flat-four, but Porsche nevertheless couldn't resist dabbling, and so developed the 914/6, which was homologated for motorsport purposes and proceeded to give its maker something of a fright — the boxy six-cylinder machine went on to beat hordes of 911s in the two-litre GT Class at the 1970 24 Hours of Le Mans, where it was driven to a remarkable sixth overall by

THE CAYMAN S WAS ALREADY BRILLIANT, SO HOW COULD A LIGHTER, SLIGHTLY FASTER AND SUSPENSION-TUNED VARIANT FAIL?

the French duo of Claude Ballot-Lena and Guy Chasseuil. The reason this feat is overlooked is because 1970 was, of course, the year Porsche took its first overall win at Circuit de la Sarthe, doing so with the rather more legendary 917.

The 914/6 went on to do pretty well in rallying, again giving the 911 a bloody nose on occasion. This simply wouldn't do. Porsche took its bat home, canning the 914/6 after building little more than three thousand examples between 1970 and 1971. Factory engineers had inadvertently broken through their own glass ceiling. Once bitten, twice shy. It would be another twenty years or so before mid-engined Porsches once again became a thing. Enter the entry-level Boxster, which at 2.5 litres and developing 205bhp, wasn't going to trouble the 911. Even as it progressed from 986 to 987 and beyond, there was clear performance demarcation between the Boxster and 911. The glass ceiling remained firmly in place.

The first crack? Here, we get to the point of the colourful showdown exhibited on these pages. Looking for a quick way to extend its product range,

Porsche hit on the idea of effectively putting a roof on the Boxster. Enter the Cayman, a niche model Porsche knew would appeal to marque enthusiasts in a way the Boxster didn't quite manage. A roadster or cabriolet comes with baggage, after all. Add a roof and you have a coupe, which is immediately more hardcore.

The Cayman was an immediate hit. It's a model I can identify with, landing as it did in 2005 when I started scribbling for *911 & Porsche World*.

Indeed, the 987 tin-top was the first test car I was handed. I took it for an extended drive across the UK, including a couple of track days. Power aside, I reasoned it

every bit as good the contemporary 997. I immediately bonded with the Cayman.

It took a while for me to say it, but it had to be said: the Cayman's handling was better than that of the 911. Why wouldn't it be? The 987 is mid-engined. Also, it's powered by a flat-six and has a lower centre of gravity than the 997. Throw in sophisticated, multi-link suspension, Porsche's own chassis configuration wizardry, the general laws of physics, plus the rigidity offered by a coupe body and, well, it just had to be.

LITTLE BROTHER

Others concurred, so much so the Cayman gathered something of a cult following. Sure, we all loved the 911 and its quirky dynamic traits, and GT cars were beyond reproach for raw thrills, but the Cayman was pretty much perfect. Imagine a GT Cayman? But that would mean smashing the glass ceiling and shattering the myth and allure of the 911. Surely, this would never happen? Would it? We could but dream. And modify. The 987 Cayman is that sort of machine.

Canny old Porsche knew which

Facing page The 718 GT4 is a descendent of the brilliant 987 R



buttons to press. The rumour mill predicted a Cayman Club Sport, but instead of resurrecting the CS badge working so well on the Carrera 3.2, 968 and even 928, Porsche dug a bit deeper into its back catalogue. No, not RS, just plain ol' R, a model designation previously seen on the lightweight 911 R of 1967 and, more recently, revived for the 991 R.

STRONG START

The 987 Cayman R landed in 2011. It followed the 'lightweighting' playbook to the letter. Less is more, but less is more expensive, too. A whiff of cynicism here? Just a bit, but beggars can't be choosers. Porsche had answered the siren call. In total, fifty-five kilograms was culled over the Cayman S. How? Lightweight aluminium doors from the GT3 saved an instant fifteen kilos, fixed-back buckets another twelve, lightweight door cards, fabric door pulls, a lithium battery and deletion of the air-conditioning system and audio equipment binned another fifteen. Every little helps. Of course, most folk immediately chose to reinstate those last two items, meaning the diet amounted to more like a thirty-five-kilogram weight saving, but there was still some other stuff to get excited about, like a limited-slip differential and an additional 9bhp (whoop, whoop!)

from the 3.4-litre flattie. The hike in horsepower was achieved by way of a new exhaust manifold and ECU jiggery pokery, which also raised the rev limit. Power was 325bhp at 7,400rpm. Top speed was 175mph. The sprint from rest to 60mph took just five seconds.

Transmission options were the super-shifting six-speed manual or seven-speed PDK, with Sport Plus option. Porsche saw fit *not* to option Porsche Active Suspension Management (PASM), instead installing stiffer

dampers, twenty-millimetre-lower coil springs, tweaked anti-roll bars and pointier negative camber for stability. Visually, the Cayman R got a fixed rear wing, front splitter and some racy Porsche decals, plus some lurid body colours, including the Peridot Green seen on our star car.

Was the Cayman R any good? Did it make even a hairline crack in the glass ceiling? Yes, and indeed, no. It was certainly a start. The Cayman S was already brilliant, so how could a lighter,

Above 987 R was a big hit on the trackday scene and set the template for the GT4



PORSCHE 997 TURBO GT SILVER MANUAL 2008 - DUE IN
PORSCHE 997.2 CARRERA SILVER PDK WITH PCCB 2009 - £37,995
PORSCHE 991 CARRERA S CABRIOLET PDK AGATE GREY 2013 - £44,995
PORSCHE 991 CARRERA S COUPE PDK LOW MILES AGATE GREY - £55,995
PORSCHE 991 GT3 RS WHITE 2015 - £149,995
PORSCHE 992 CARRERA CABRIOLET RED WITH RED HOOD 2020 - £89,995
PORSCHE 986 BOXSTER S SILVER LOW MILES MANUAL 2003 - £10,995
PORSCHE 987 BOXSTER RS60 SPYDER SILVER BLACK HOOD 2008 - £20,995

PORSCHE 987 BOXSTER S 3.4 MANUAL BLUE 2009 - £16,995
PORSCHE 987 BOXSTER S 3.4 MANUAL BLACK 2008 - £15,995
PORSCHE MACAN T AUTO LOW MILEAGE BLACK 2022- £58,995
PORSCHE MACAN S PETROL VOLCANO GREY 2020 - DUE IN
PORSCHE 988 CLUB SPORT RACE CAR RED / BLACK - CALL FOR DETAILS
PORSCHE 986 BOXSTER S RACE CAR BLACK / RED - CALL FOR DETAILS
RACE CAR HIRE PACKAGES AVAILABLE FOR PORSCHE CLUB CHAMPIONSHIP



STRASSE

Experienced in Porsche

STRASSE.CO.UK

+44 (0) 113 2340 911

Untameable





Facing page Interior is very much aimed at circuit dwellers, though the R isn't an uncomfortable car to live with day-to-day

slightly faster and suspension-tuned variant fail? It couldn't, but I remember the UK launch drive out of Porsche Experience Centre Silverstone, traversing some of Northampton's rougher asphalt and wondering whether the suspension was a tad too firm? Then again, I vividly remember the Cayman R lighting up a clear bit of road, an overtake and a sequence of bends.

A Cayman R soon arrived closer to home — my dad bought one. My sister owned a 987 Cayman S, allowing me to jump between the two models in the Yorkshire Dales, where both resided. It

was always a close call, but Dad had tweaked his R with a Tubi exhaust and manifolds, plus a Steve Wong remap allowing for an additional twenty ponies. This particular R really did light up the road. That's all a few years ago now. Both my dad and sister have since parted ways with their 987s, meaning today will be the first time in a dozen years I've driven one.

All in good time, though. It's time to break through the glass ceiling. For this, we can thank the 991-generation 911. In my opinion, it's about the only thing to thank the 991 for. Come again?

Well, I wasn't the only person bitterly disappointed with this generation of 991, which was a bigger, lardier, less dynamic 911 than its predecessor, even if Porsche pitched it as being more GT than sports. Developed in parallel, the 981 became Porsche's de facto sports car, releasing the Cayman from the shackles of the 911. Porsche was confident a GT Cayman wouldn't step on the 911's tootsies, not even the GT3, which it had seen fit to launch without a manual gearbox, a decision for which the brand was soundly savaged.

The 981 Cayman GT4 was released into the wild in 2015. Porsche managed to snatch defeat from the jaws of victory. Following the debacle concerning the GT3's lack of manual transmission, the GT4 was offered with *only* a six-speed manual gearbox and featured a 380bhp flat-six (with Powerkit) derived from the 991. Under widebody addenda, the chassis featured the GT3's heavily uprated front axle and much improved electronically assisted steering (another reason to beat up on the 991). Unlike the 987 R, the 981 GT4 was PASM-equipped, with all the benefits the system brings, such as comfort when not activated and stunning chassis control when fired up.

The GT4 was a full-on smash hit and everyone wanted one. Shame, then, Porsche saw fit to strangle production. The really quite tempting £64,500 starting price became a complete irrelevance — every GT4 was allocated, even before production started. Porsche seemingly sold cars on a nod and a





wink. Soon, the market was awash with GT4s boasting delivery mileage, each car offered at a hugely inflated price point, with even Porsche Centres trying to knock them out for a tenner shy of £100,000. Cue another quite justifiable savaging. As the Sex Pistols once asked, ever felt you've been conned? Needless to say, nobody was going to pay a hundred grand for a Cayman of any description, meaning these cars hung around and got a bit whiffy until prices fell to a more palatable level.

MIDDLE GROUND

It took a while to get my butt into a 981 GT4's fixed-back bucket, but I managed to prise a Speed Yellow press car from Porsche Cars Great Britain after the fuss died down a bit. I have to say, there was a certain lack of enthusiasm on my part, primarily in view of the above shenanigans, but you can't blame the car. You can't blame Porsche's engineers, either, who had clearly built one of the best mid-engined chassis available at any price point.

And so, back to the present. To bring the Cayman GT story up to date, we are temporary custodians of a 718 Cayman GT4, which is the current evolution of the 987 Cayman R. Both the R and GT4 on these pages are currently available for purchase through our good friends at Suffolk-based independent marque specialist, PIE Performance. This means

we have use of terrific rural roads for a proper two-car test workout.

Oh, and 718? Well, this was in deference to the new turbocharged flat-four Porsche had been forced to develop and fit (in the interests of reduced emissions) to the Boxster and Cayman — 718 was a reference to the flat-four racers of the 1960s.

Actually, the 718 GT4 isn't quite the ultimate incarnation of a legacy beginning with the 987 R. That honour goes to the track-focused 718 GT4 RS. The GT4 is no longer available, but we're kind of splitting hairs here.

Anyway, the 718 GT4 shares largely the same platform as the 981 GT4, but with fractionally sharper bodywork. It arrived on the scene in 2019 and without the fuss of limited supply. Indeed, you have to exhibit a bit of a smirk at this point in our story — Porsche has built too many GT cars and has rather killed the golden goose, demonstrated by prices deflated, rather than inflated. This is good news for the driving enthusiasts these cars were always intended for.

There are plenty of detail changes over and above the 981 GT4, plus a fundamental one: the 718 GT4's engine

Above 987 Cayman R commands a significant premium over the 987 S, but is less than half the price of a 981 GT4

Below Bennett reacquaints himself with the 987's cockpit



M&A COACHWORKS: WHERE EVERY SUPERCAR'S COMEBACK STORY BEGINS...

As a Porsche Recommended Repairer, we are repairers of the world's finest super cars. Based in London Hertfordshire and Snetterton, as well as Berkshire for McLaren.



YOU MAY NOT WANT TO KNOW US,
BUT ONE DAY **YOU MIGHT BE GLAD** THAT YOU DO!

Find us here:





is a four-litre unit derived from the three-litre twin-turbocharged boxer residing in the back of the second-generation 991 and first-generation 992. Other than external casings, Porsche claims there is very little shared between these engines. To all intents and purposes, then, the 718 GT4 got a new engine producing a wholesome 420bhp, out-punching the smaller motor by thirty-five horses. Buyers could choose between a six-speed manual gearbox or PDK. And, like the 981 GT4, a mechanical limited-slip differential with Porsche Torque Vectoring (PTV) was offered as standard equipment.

RUBBER SOUL

Chassis-wise, we're talking PASM with a thirty-millimetre drop over lesser *Caymen*. As is the case with other current GT Porsches, the suspension is fully adjustable, meaning your inner chassis engineer can fiddle with toe and camber settings, as well as ride height. The anti-roll bars are adjustable by way of three different settings, as was the case with the 981 GT4. There's potential for handling nirvana, or to really screw it up. Sticking with the chassis, the 718 GT4 also got 991 GT3 front suspension and twenty-inch wheels wrapped in Michelin Cup 2 rubber. Great in the dry, not so in the wet, although this could just be me talking from experience after a 'moment' in a similarly shod 997 GT3.

Porsche claimed a substantial aero gain with the 718 GT4, with downforce up by fifty percent and absolutely no increase in drag. The fixed wing is, apparently, more effective, but it's the rear diffuser generating thirty percent of the invisible force.

There are no such aero and downforce claims for the Cayman R, which is where we're starting before making the leap to the 718 GT4. With fifty-four thousand miles on the clock, this 987 is in fine fettle, originally hailing from Porsche Centre Reading. The compact interior is a world away from the current Cayman, being genuinely

snug. The fixed buckets are equally so, complete with their Alcantara centres, the faux suede fabric extending to the steering wheel and headlining. Typically, this R has been configured with air-conditioning and sounds. Frankly, you'd be mad not to.

Pulling the PDK lever back to engage drive, it's time to go. PD-what? I was hoping none of you would notice, but yep, this is the elephant in the room and I can't not mention it. I realise PDK is really good, but it's not as good as the 987's six-speed manual gearbox, which perfectly suits the Cayman R and adds a layer of control without threatening

Above If you're gonna buy a GT Porsche, why not shout about it with Rubystar paint?

Below Ironing board is standard fit, although the Porsche script is optional





Above The leap forward in interior architecture between the 987 and 718 is palpable, but the core ingredients remain the same, though the 718 is softer, its credentials more weighted toward road than track

to make the car feel two-dimensional. It's important to note, this 987 doesn't possess Sport Chrono, so no quick-shifting in auto mode and no sub-five-second whizz to sixty with launch control. Oh, and PDK adds twenty-five kilograms over the manual transmission. Need I go on? Never mind, paddles it is.

First impressions? The steering on any 987 Cayman is brilliant, but the R adds a whole new level of precision,

chiefly thanks to its revised suspension. There's so much feel and accuracy, the R is arguably the best steering Porsche

THE 718 GT4 WEIGHS IN AT 1,400KG, NOT THAT PORSCHE EVER CLAIMED IT TO HAVE LIGHTWEIGHTING CREDENTIALS

out there, even better than a 997, the last of the hydraulic-steering-equipped 911s. The optional three-spoke sport steering wheel's weighting is beautifully judged, the R's nose faithfully reacting to the

smallest inputs. Such feedback brings confidence to the experience.

Suspicion the ride might be a bit

too firm on first acquaintance back in 2009? Not a bit of it. There's a passive compliance making PASM feel a tad artificial, even on the ragged tarmac surrounding PIE

Performance's base in Sudbury. The stiffer and recalibrated anti-roll bars improve body control and, again, like my first experience in an R, this is a wonderful chassis to let rip through corners. There's nothing fancy about the brakes, but they can be leaned on hard, all the way to the apex. Nail the throttle and make use of the Cayman's natural traction. Try really hard and the limited-slipper will intervene with a tiny amount of understeer.

Fast? Plenty fast enough in the real world. The 3.4-litre flat-six is as flexible as ever, although whether it's really possible to feel that extra nine horsepower is another matter. The paddles? Grudgingly, I have to say they work very well and nearly save the day, but there's no getting away from the fact that for all PDK's speedy shifting, it removes a layer of control playing a crucial role in the R's overall appeal.

This aside, there's precision to the Cayman R, something lacking in the equivalent 911. And rather like the 914/6, Porsche could probably see that to develop the 987 R further would





serve to reveal some of the 911's shortcomings. A 987 R with 3.8 litres of flat-six would have certainly been the enemy within. As a clue to the Cayman's future, though, the R certainly pointed the way.

TRANSMISSION VAMP

This brings us to the 718 GT4. It's a massive leap forward. For parity, it's probably a good job this Cayman is also equipped with PDK. I'm sure you'll be pleased to learn I'm not going to bang on about it.

With the 718's aero appendages, downforce is clearly with us, although away from a track environment and without any real potential to generate the sort of three-figure speed required, I'm not expecting to feel it. The power, though? I'm fully expecting to feel just shy of an extra 100bhp over the Cayman R. Worth noting, though, the 718 GT4 weighs in at 1,400kg, not that Porsche ever claimed it to have lightweighting credentials. It is, though, systematic of size and additional equipment. Side-by-side, the 987 R looks every bit the 718 GT4's junior.

The extra dimensions are noticeable inside the car. There's space to spare and a relaxed seating position. The GT4 sounds snarlier than the R, and there's a lot more to play with in terms

of configuring the suspension, throttle and gear shifts. As usual with PASM and Sport Plus, however, I default to sharpening the throttle response and shift, while keeping the suspension in its standard mode, the active trickery perfectly capable of adapting to the conditions without going hyper stiff, which is really for the track only. As to how this car has been configured by its previous owners, I have no idea. I suspect, though, it's been left in its factory settings.

First impressions and all that. The steering is a curious combination of

pin-sharp in its response, but kind of lifeless insofar as unlike the 987 R, there's no wriggle or writhe in your fingertips. That's what happens when there is no physical connection between the steering wheel and the rack. It's a missing tactile layer, making it harder to gauge front-end grip. Then again, with sticky Michelin Cup 2 rubber and a dry road, grip is never going to be an issue here. A shame, though, just for want of packaging and a minuscule marginal gain on emissions.

PASM has an uncanny floating feel immediately recognisable to anyone

Above and below
Both of our star cars feature PDK semi-auto transmission







familiar with the system. Artificial, yes, but in a good way, keeping the body flat and tied down, whilst controlling the sizeable wheels with an iron fist on ragged roads. Like the 987 R, there's defined rotation about the 718 GT4 as it makes its way into a bend. It's a quality born out of the mid-engined layout and the low centre of gravity from the flat-six engine, pivoting about its centre point with hardly any inertia. Brakes? Super solid, as expected.

What about the four-litre engine? A normally aspirated treat in a world of forced induction. Too fast for the road, really, but with enough torque to pull the 718 along without having to rev too hard. For maximum control, use the paddles, because in Sport Plus, the PDK seven-speeder has a tendency to hang onto a gear until the bitter, screaming end. Take over shifting duties and you can go just as fast, but a gear or two higher. You don't have to *drive it like you stole it* to have fun in the 718 GT4. Even when not especially close to the limit of what this thing is clearly capable of, it feels exciting and rewarding. This is good, because if there is criticism to level at the 718 GT4, it relates to size. This Cayman isn't as silly-big as a GT-badged 911, but it's still too big for today's test roads, which is a factor when you really want to go full gas. Where the 987 R will

go for a gap or stay within white lines, the 718 GT4 will have you breathing in, which saps confidence to really make use of the car's full potential. But, hey, that's just the nature of a modern Porsche, innit? Ultimately, they're too big and too powerful.

All this comes down to the obvious: the sweet spot of the modern water-cooled Porsche world is the 997-generation 911 and the 987 Cayman/Boxster. In terms of the Cayman R, while it didn't quite slay

the 911, it certainly telegraphed what was to come and, crucially, what the Cayman could be capable of, given the chance. That chance was the 981 and 718 GT4 duo, each of which makes for a compelling alternative to 991 or 992 GT cars. There's still a bit too much wing going on, though. And a bit too much tech. The 987 R, meanwhile, is passively perfect. It's the enthusiast's choice and the very embodiment of why the mid-engine layout is optimum for outright balance and handling talent. ●

Above Both cars are available to buy from PIE Performance Porsche in Suffolk



SERVICE • MAINTENANCE • PERFORMANCE • RESTORATION • SALES



PIE PERFORMANCE

PPT
PIE PERFORMANCE TUNING



WhatsApp us via our website

@pie_performance

PIE Performance

T 01787 249924

E INFO@PIEPERFORMANCE.CO.UK

WWW.PIEPERFORMANCE.CO.UK

SUFFOLK, UK

PERFORMANCE ENHANCEMENTS FOR ROAD AND RACE



TIME TEAM

We all love to bestow quality upgrades on our beloved Porsches, but Andy Robinson's clinical diagnosis inspired him to go for it, both in terms of time, as well as the specification of his 987 Boxster S...

Words **Johnny Tipler** Photography **Dan Sherwood**

If ever there was a heart-warming story, it's this: Andy Robinson was diagnosed with terminal oesophageal cancer just under a year ago, and, rather than admit defeat, he took a profoundly positive approach to ensure his ongoing 987 Boxster S project was not only completed, but would be future-proofed for years to come, effectively serving as a legacy passing to his devoted loving wife, Sarah.

Andy is the first to admit that outwardly, he looks perfectly healthy. The man I meet seems to be in fine fettle, but he feels it's important to explain why he's lavishing so much attention and kit on his Porsche. Ostensibly cheerful, he and Sarah appear to have heroically accepted the inevitable and behave bravely in the face of a grim prognosis.

He's most recently been working in the defence industry after spending time toiling in the National Health Service. Earlier, he was in the automotive trade. "I'm a trained electrician and mechanic," he confirms. "I spent twenty-two years in the NHS working on powered wheelchairs for the disabled, enabling people to get out and about. Then, just after the pandemic, I got a job with Marshalls Aerospace, based at Cambridge airport. Among other services, the company supplies bomb disposal trucks to the Royal Air Force and the army, here in the UK and overseas. Essentially, I install each vehicle's wiring harnesses and plumb-in any special services they might require. I also work on the company's prototype vehicles. They could go anywhere. Many of the Scandinavian countries have got them. They go anywhere there are bomb threats, basically." Interestingly, Marshalls used to fit-out C-130 Hercules

aircraft for the American military and continues serve as a trusted repairer.

Andy, who came to Boxsters from bikes — think Honda CBR 600 and Triumph Street Triple 765 (a man after my own heart) — moved from Cheshire to Norwich in the early 1990s. He met Sarah in 1995. They married a couple of years later, moving to Attleborough

boot. They'd chewed through some of the plastic from the drainage channels. Consequently, when water ran off the roof, instead of running down into the drain channels, it ran straight into the passenger footwell." This wasn't the full extent of the vandalism visited on the Porsche. "Somebody had fitted a rear spoiler," Andy reveals, "which had split

the metal on the boot lid due to panel distress."

The 986 remained with the Robinson household for three years, but as Sarah confesses, she killed it. "The worst phone

PORSCHE ACTIVE SUSPENSION MANAGEMENT (PASM), DELIVERING INCREASED LEVELS OF TORSIONAL STIFFNESS WHEN ASKED TO DO SO

in 2001. They're members of Porsche Drivers Norfolk UK and attend many of the events and away days organised by the club. Living near Snetterton racetrack has been a boon for Andy, certainly regarding his love of watching bike racing, although he's yet to participate in a track day. Along with plans for a Wales sortie in the 987 later this year, not to mention an attack of North Coast 500 next spring, track time is on the cards. "You can hear Snetterton from our garden, providing the wind is in the right direction," Sarah laughs.

Andy bought the beautiful black Boxster eighteen months ago. It's the second Boxster he and Sarah have owned. The first was a 1999 986 finished in Arctic Silver with red cabin upholstery and a body kit, which, as Andy highlights, made the car look very much like the Boxster concept displayed at the Detroit Motor Show in 1993. "It was literally a barn find," Sarah beams. "We bought it from a guy who'd left the car in his barn for four and a half years, primarily because he had two big dogs and couldn't fit them in the passenger seat. In all that time, the 986 was driven twice. We got it home and gave it a wash, but what we didn't know was that there had been mice in the

call I've ever made," she grimaces. "Telling Andy I crashed the car was difficult. It wasn't a fast smash, but I hit a row of Armco. The car was a write-off. Oh, what I'd have given for Porsche Stability Management!"

ARRESTED DEVELOPMENT

The al fresco 987 S was bought privately from a detective inspector living in Sussex. It was vetted by independent Porsche inspection specialist, Nick Giles, who gave the car a clean bill of health, so to speak. Straightaway, Andy got stuck in. "On account of being an electrician and mechanic by trade, I do all the servicing on this car. As soon as I got it home, I raised it on axle stands, took the wheels off, took the suspension off and renewed everything, including all bushes. Essentially, I'll do any job not requiring a ramp."

This means he didn't do the exhaust system himself, because, as we know, 986 and 987 manifold studs are notoriously difficult to extract — they corrode in situ and are likely to snap, requiring drilling. "I bought a Stomski Racing jig, which I supplied to Darren and Dan at The Little Car Clinic in Attleborough. They drilled them out with the car on a ramp, obviously. The

Facing page Andy and Sarah's 987 S is a touching exercise in Porsche personalisation



Stomski Racing part is a special jig with all the holes in the exact places to match the studs. If you imagine chopping the tubes off the manifold bracket, then the bracket you're left with is pretty much what the jig is. The kit comes with thumb screws to locate on any remaining studs, allowing everything to align correctly. Then you put a hardened guide in there, put your drill through it, and guide it perfectly through the bolt. You work your way up through different drill sizes and, eventually, it all comes out. You can then chase the thread with a tap."

I've watched the work being carried out on two of my Boxsters, though without the obvious benefit of this jig. Following completion of the work, Andy and Sarah's 987 was treated to a Fabspeed exhaust. "Darren and Dan have been excellent," applauds Sarah. "Really nice guys. They also did most of the work on our 986."

DEEP INHALATION

This brooding black Boxster features a veritable litany of modifications. "I installed an eighty-two-millimetre throttle body, an IPD plenum and an upgraded intake system," Andy smiles. "The Fabspeed exhaust is full stainless steel and includes high-flow manifolds, as well as two-hundred-cell catalysts. PIE Performance in Suffolk recalibrated the ECU to take the intake and exhaust upgrades into account."

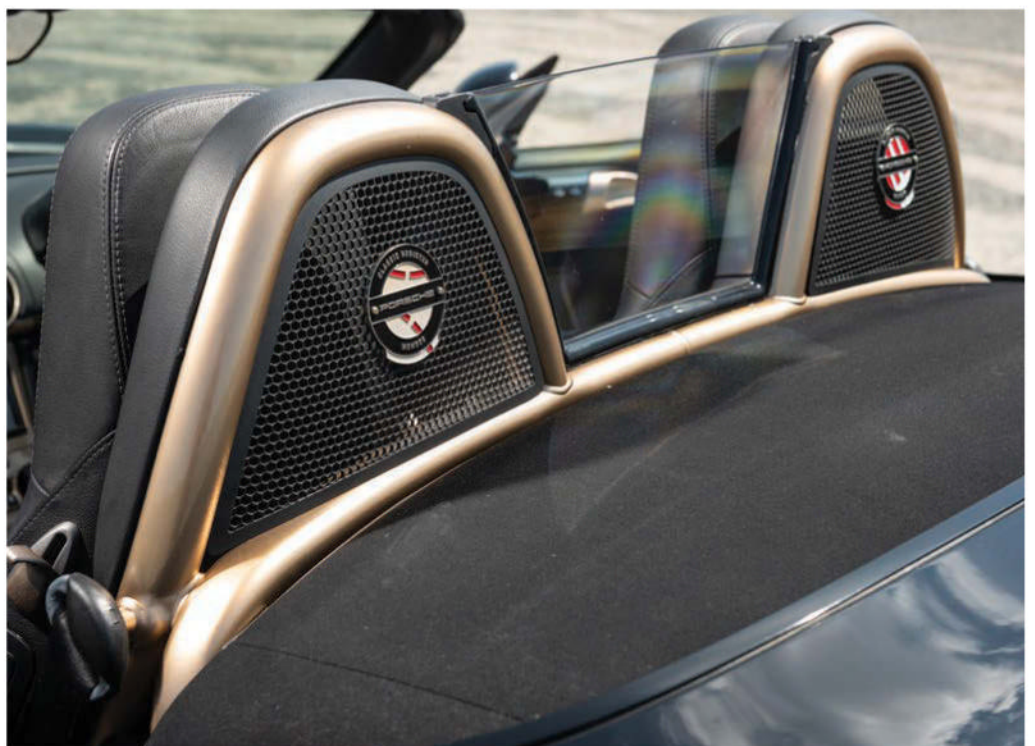
The Neodyme Gold wheels were originally destined for the dearly departed 986 but, hadn't been fitted

before the accident. They look fantastic against the Basalt Black of the 987's bodywork. The wheels are produced by Veloce, a Blackpool-based company featured in these pages many times over the years. Indeed, Editor Furr runs a set of Veloce split rims on his 968 Sport. "I thought gold decals would be fitting for a car rolling on gold wheels," Andy grins. "I applied the body graphics myself, then lacquered over them." This is the first time I've heard of Neodyme Gold, but it's not the last — Andy is keen to show me the same colour applied to

elements of the cockpit. "For the interior, I removed the accent trim and refinished it in Neodyme Gold. I sprayed it myself, applied a generous coating of lacquer and reinstalled the parts. I also had the roll bar powdercoated to match."

The bumpers, bonnet and wings were resprayed by Lewis Bustin, who's based in Attleborough and is preparing a pair of Cayman side vent grilles in twin-tone Basalt Black and Neodyme Gold. When the panel paint hardened, Elliot Stafford at detailing outfit, Detail Your Eyecandy, undertook installation of paint protection

Above Black and gold is a popular automotive colour scheme made famous by Norfolk's retro race cars



EBS Racing — *New Product Release!*

MAHLE Original Equipment Pistons and Cylinders

are available for 911 2.0 9:1 compression ratio, 911S 9.8:1, '69 911S 9.9:1, 911 2.2 T, E and S, 2.4 T, E and S and 2.7 RS.

All sets include pins, clips and rings.

These are new production sets which include updated Nikasil plated aluminum cylinders for E and S engines or cast iron as used in the original T engines.

The perfect way to upgrade lower spec engines or to replace old, worn out components.

Original German Oil Pumps

are available for original 3 rib, original 4 rib, updated 4 rib (3.2 Carrera), 964/993, Turbo and GT3. High performance AutoVerdi pumps are available for Special Order as well.



NEW German-Sourced Oversized Main Bearings

for align bored cases and re-ground crankshafts. Available in many different sizes to fit most requirements so contact us with your needs.



Original Equipment 7:31 Ring and Pinion Sets

are now available for your 915 transmission needs. From the original manufacturer with correct fit and finish at a competitive price.



**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

toll-free **800-462-3774**

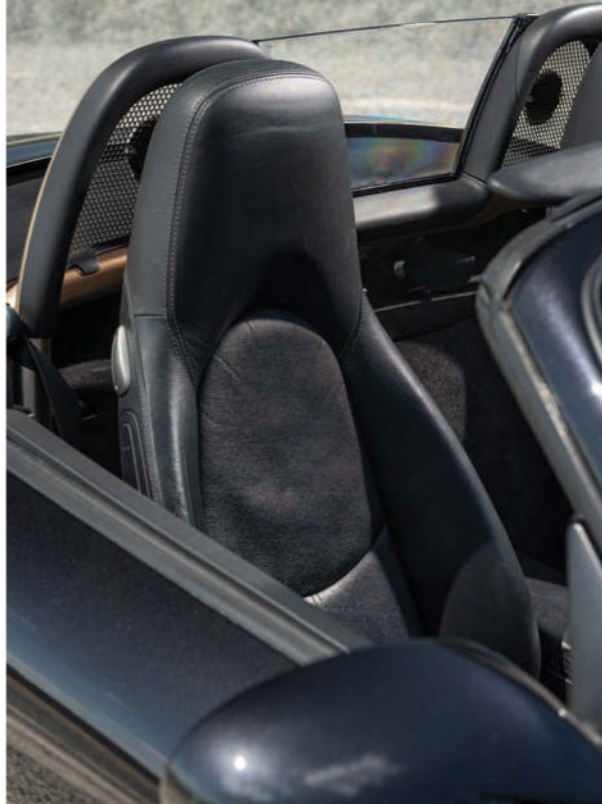
international **775-673-1300**

EBSracing.com
sales@ebsracing.com

52 Hardy Dr., Sparks, NV 89431

international fax **775-673-2088**





Above Gold paint extends to the inside of the car, where it can be found on the centre console, door cards, dash trim and the gear knob

Facing page Multi-function 718 steering wheel is being programmed to allow for a heated rim

film and applied a ceramic coating.

Andy has also modified the lights. "The headlights were originally Xenon units with headlight washers located just beneath. I replaced them with new Xenon lights manufactured by Sonar, a brand whose products are supplied by independent Porsche parts specialist, Design 911. These lights feature black interior cases, rather than silver, thereby extending the moody look. They also feature halo sidelights, which I use as daytime running lights. I also changed the standard rear clusters units for smoked LEDs." The car's side

repeaters are also smoked, a finish allowing them to blend in with the bodywork. The fog lights, meanwhile,

THIS HAS BEEN AN OVERRIDING PROJECT FOR ANDY, FIRSTLY AS A HOBBY, AND THEN, AFTER HIS TERMINAL DIAGNOSIS, AS A FORM OF THERAPY

were replaced with new items supplied by Design 911. The grilles underneath were sprayed gold, with black mesh positioned behind to stop leaves from being sucked in and collecting around the air-conditioning condensers.

Andy mentions there is still work

to do. "The upholstery is standard. I'll put a cleaner and conditioner on the leather, and then I'm going to seal it,

but I haven't done so yet. I also have a heated seat kit to install. It's aftermarket equipment, with an activation switch to be situated underneath each seat. Taking them to

pieces and getting the heated element in there will be a bit fiddly, but it's not hard. I also installed a multi-function 718 Sport steering wheel. PIE Performance will program the part for me, which should result in the rim being heated, too."

SHOPPING SPREE

Sarah tells me some parts came from the now sadly defunct Porscheshop at Halesowen. Others were sourced through Porsche Centre Norwich. "Your readers might be surprised to learn many genuine Porsche parts are cheaper to buy direct from a main dealer than they are from independent retailers." This is especially true of consumables, such as engine servicing items, fluids, filters and the like. Rather more fundamentally, Andy plans to get a new roof fitted. "I want to replace the soft-top. I can reproof it for now, but the heated screen isn't working properly, further necessitating the requirement for replacement. In the short-term, I'll see if I can get a new screen glue-welded in, but for the long-term, a replacement hood is definitely on the cards."





The clutch is due to be replaced by Fast Eddy's in Norwich. Andy is going to be doing the brakes himself, though. "They're sat in the garage as we speak," Sarah reveals. "It'll take him about a week to do the job because his illness dictates he has to do a bit at a time, then come in and rest for a little while. He'll do a couple of hours, maybe do another hour or so, depending on where he's got to, and then take it easy for the rest of the day. He loves working on this car, though," she adds, before Andy enthusiastically confirms as much. "With a passion," he grins. "I've decided to fit GT3 discs, a new master cylinder, braided hoses and uprated fluid. Obviously, with the ECU being remapped, the car now pushing a bit more horsepower, meaning it needs to stop as well as it can go."

Even though he worked through the suspension, it remains in standard specification, the Robinsons more than happy with the standard Porsche Active Suspension Management (PASM), delivering increased levels of torsional stiffness when asked to do so.

This has been an overriding project

for Andy, firstly as a hobby, and then, after his terminal diagnosis, as a form of therapy. Work is completed as and when he feels up to it, and is carried out in small batches in order not to tire him too much. It's a labour of love, not only for the car, but also for Sarah, ensuring

she will have a Porsche for the future — one carrying many happy memories. It's a heart-warming story, but it's also heartbreakingly moving.

If Andy Robinson has taught us anything, it's that we need to make the most of every minute. ●

Above Rolling on Veloce replicas of the 964 Turbo 3.6's Speedline split rims



Elevated Performance



IPD
INNOVATIVEPRODESIGN

Intake Plenums & Turbo Y-Pipes

*For Select Late Model Porsches
1999 - Present*

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

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





FLUID DYNAMICS

Choosing the right fuel, lubrication and filtration is key to keeping your Porsche performing at its peak. With twenty-five years trading under its belt, family-owned Anglo American Oil Company is a one-stop shop for all your lubricant and filtration needs...

Words **Dan Sherwood** Photography **Rich Pearce**

Keeping your Porsche running smoothly and delivering its maximum potential can largely be distilled into three primary factors: fuelling, lubrication and filtration. Get these core areas correct for your chosen model and, crucially, its intended usage, you'll be able to enjoy not only greater levels of performance, but also feel secure in the knowledge your car's engine is receiving the vital protection it needs to stay in prime condition for many years and many miles to come.

Anders Hildebrand knows the importance of selecting the correct fluids for a Porsche engine. As an experienced former racing driver and now the head of

UK-based performance oil and race fuel supplier, Anglo American Oil Company, he has been at the forefront of both the lubrication and fuel industries for the last quarter century.

Growing up in Sweden's Mjölby municipality, a stone's throw from Mantorp Park racing circuit, Anders fostered fascination with motorsport, which, over the years, blossomed into a career as a professional wheelman. As a result of his early racing success, he was offered a stint behind the wheel of a replica Ford GT40 sponsored by US oil brand, 76 Lubricants. "It was a great drive," he remembers. "I had a lot of success in the Swedish Modsport Championship. Through this connection, I established a business importing GT40

replicas to Sweden from UK-based manufacturer, GT Developments."

Sweden's hard winters proved to be the perfect environment for Ander's fledgling import company, which was essentially supplying self-build GT40 kit cars. The short days and long, dark nights gave the country's petrolheads the perfect excuse to stay holed-up in their garages, assembling their automotive dreams piece by piece. By the early 1990s, Anders' enterprise had grown to become the world's leading distributor for GT Developments products, leading him to become involved with the launch of the Spectre GT40, a modern interpretation of the fearsome Blue Oval.

"The huge cost of developing the R42 had eaten up all financial reserves at GT

SUBSCRIBE TO
911&Porsche
World
SEE PAGE 100
FOR DETAILS

Above Anders founded the company after years spent selling replica GT40s

Developments,” he sighs. “Consequently, the company went bankrupt. In March 1995, R42 production plans were sold to Spectre Motors in the USA. Due to my success selling GT40 replicas, I was asked to head-up the new business, to which I appointed legendary racing driver, Derek Bell, as Chairman.”

To pursue the opportunity to drive forward the production of a brand-new supercar, Anders relocated to the UK. Sadly, his new role was short-lived — the small company struggled to produce enough cars to satisfy demand. Spiralling costs resulted in only twenty-three R42s being built before the firm ceased trading in 1998. “With the demise of Spectre, I was looking for a new job to support my family back home in Sweden,” he continues. “I briefly considered selling computers, but it just didn’t feel right to abandon my love of motorsport. Luckily, it wasn’t long before I was approached by a contact at 76 Lubrication, who offered me the chance to become UK distributor for the brand.”

He grabbed the opportunity with both hands and, in 1999, he and his wife, Eva, incorporated the business (originally dubbed Nutid, which translates to ‘new

time’ or ‘present time’ in Swedish) and ordered their first container of product from the US. Initially, without familiarity the brand enjoyed in the US through NASCAR racing, Anders struggled to gain traction for 76 Lubricants on English soil, but a return to racing, initially at the helm of a 911 in the Porsche Club Great Britain Winter Series, helped create product

race fuels, which he started distributing in 2000. “Back then, getting hold of dedicated race fuel in the UK was far from easy. We tried to make it as easy as possible for racers to get hold of 76 Lubricants race fuel. The problem we encountered was simply that the US-made fuel didn’t comply with the UK and European regulations. In short, it was

too high-octane. Compounding the issue, 76 Lubricants didn’t want to produce a specific blend to meet these requirements.”

This was the catalyst for Anders

to begin blending his own race fuels with slightly lower octane ratings, thereby complying with the strict motorsport regulations he was trying to sell into. “Once my blend was tested and approved for the regulations I was working with, demand was immediate, soon outstripping our sales of oil products. As confidence in the brand began to grow through sales of race fuel, however, it had the happy side effect of improving oil sales. Win, win.”

The production of fuels for use in UK and European motor racing helped the business continue to grow over the next few years, securing it the position of official fuel supplier to high-level

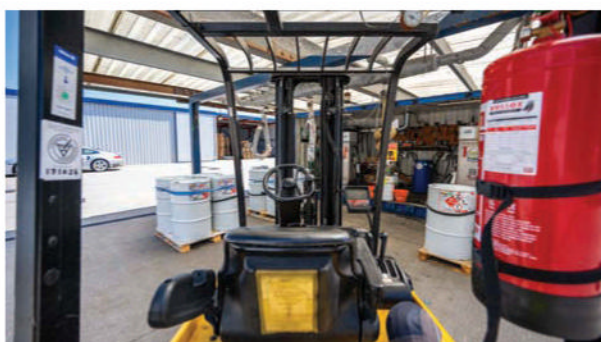
ONCE AGAIN, INTRODUCING A NEW OIL BRAND AGAINST THE ESTABLISHED ‘OLD GUARD’ PROVED TO BE A HARD SELL

awareness and open the doors he so desperately needed to access.

“I participated in many different series throughout the late 1990s and early 2000s,” he explains. “I was in charge of a wide variety of race cars, including Porsches, Renault Sport Spiders and TVR Tuscan. This was a fun period, but more importantly, it gave me access to valuable contacts within the UK’s motorsport community. This would prove crucial to expanding the business.”

Oil sales were struggling nonetheless — it was a tough sell to get a racer to abandon their tried and tested brands and suppliers in order to try something new, but Anders had no such issues with

Below Demand for Anglo American Oil Company products across a range of industries shows no sign of slowing





motorsport series, such as British GT, British F3 and the SEAT Cupra Championship. Things were moving at quite a pace, but a bombshell was suddenly dropped from a great height: 76 Lubricants informed Anders of its decision to stop racing in 2003. With this move came an end to the company's supply of oil and race fuels.

"76 Lubricants pulling the plug was a big blow, but once again my contacts from the field of motorsport came to the rescue — Philadelphia-

based Sunoco Race Fuels approached me. The company wanted to push the brand into Europe. This was the perfect opportunity for me to make the switch."

Coinciding with bringing a new supplier on board, Anders changed the name of the business to one better reflecting the nature of firm and its offerings, thus Anglo American Oil Company was born. With the race fuel supply side booming, it wasn't long before the firm got back into the oil business. Indeed, a meeting at the 2004 Performance Racing Industry show in

Indianapolis resulted in Anders securing distribution rights to Joe Gibbs Racing Oil in the UK and mainland Europe.

"Joe Gibbs Racing is a stock car racing organisation competing in the NASCAR Cup Series," Anders says. "Back in 1999, NASCAR was seeing a high number of engine failures and Joe Gibbs Racing appointed oil specialist,

development, saw the launch of Driven Racing Oil."

Once again, introducing a new oil brand against the established 'old guard' proved to be a hard sell, but with his connections in racing and engine-building circles, Anders soon demonstrated the advantages of Driven Racing Oils lubricants, which continue

to be a major (and continually growing) part of Anglo American Oil Company's output to this to this day.

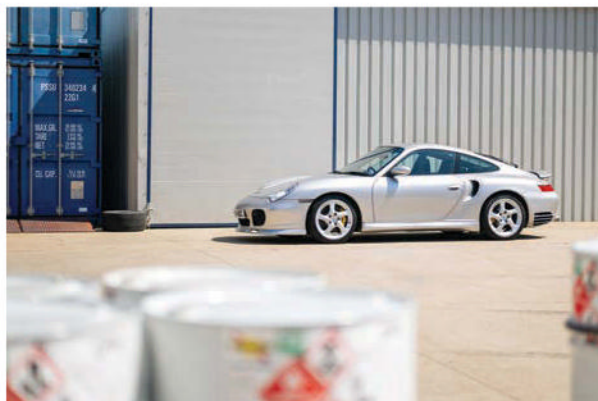
"Driven Racing Oil products are particularly good

for Porsche engines, especially older models, such as the 996 and air-cooled 911s," Anders highlights. "This is because oils designed for these engines when they were new no longer contain the same chemical make-up they once did. Over time, many oil manufacturers have increased the number of additives in their oils in order to meet ever-stricter emissions regulations and extended service intervals, but this has the side-effect of lowering their wear protection attributes. This means they are often no longer suitable for older engines,

Above We suspect Anders' 996 Turbo never goes without

ANGLO AMERICAN OIL COMPANY CONTINUES TO BLEND FUELS FOR SUNOCO RACE FUELS TO QUICKLY REACT TO MARKET CHANGES

Lake Speed Junior, to look into the problem and develop a solution." The issue was traced to oil used at the time, which wasn't giving the appropriate level of protection for engines when used in race situations and durations. This was largely due to additives in modern oils that, while essential for road car usage, are counterproductive to the temperatures and pressures produced in a competition environment. "To combat the problem, a new formulation of oil was developed. A derivative of this lubricant, not to mention the ethos behind its



Above The scale of the operation is huge and relies on a dedicated twenty-four-strong workforce

regardless of whether their packaging remains the same as it did in decades past. Ultimately, these products can dramatically accelerate engine wear and exacerbate specific problems, such as bore score, of which certain Porsche flat-six engines are known to be particularly susceptible." Incidentally, Driven Racing Oil DT40 5W40 oil is a fully synthetic, high-viscosity oil specifically designed for Porsche powerplants and is recommended for use in 'Mezger'-engined models, such as the 996/997 Turbo and 996/997 GT3.

With Sunoco Race Fuels and Driven Racing Oil now on board, Anglo American Oil Company was flourishing and began to supply fuel to many more race series, including various events held at the Goodwood Revival, as well as the Radical Sportscar Championship, Mini Challenge, British Rally Championship and competitions organised by the Historic Sports Car Club. Anglo American Oil Company also took ownership of a subcontracted race fuel production facility located in Membury, Berkshire, where Anders extended his employee

structure with fuel-blending personnel and warehousing.

The company enjoyed further expansion across the following few years, eventually outgrowing its two-site operation split between Berkshire and Poole, necessitating the purchase of 5,400m² of industrial land in 2011, a move designed to consolidate the business in one place and to allow for further expansion. The build began in 2014 and concluded in summer 2015, when Anglo American Oil Company operations were finally consolidated under one roof.



MISSION CONTROL

Located at Holton Heath Trading Park in Poole and operating from a sprawling bespoke facility comprising a cutting-edge fuel blending plant, a 1,700m² warehouse, a two-story office block, workshop, oil bottling department and chemical laboratory, Anglo American Oil Company continues to blend fuels under licence for Sunoco Race Fuels in order to quickly react to market changes and meet the demands of customers and the various regulatory bodies governing motorsport. This ability to design and blend fuels to exact specifications for a wide range of purposes is one of the unique skills continuing to be a strength of the business, allowing Anders and his team to quickly and cost-effectively blend specialist fuels – even in small



quantities — for its customers. “One of the areas of our industry currently intensifying is the production of sustainable fuels, especially for use in motorsport, which is why we’ve been directing resources to develop fuels to fulfil this ever increasing requirement,” Anders smiles. Today, all petrol fuel includes crude oil complemented by components derived from biological material. The latter produces ethanol, which is a bio-fuel found in pump petrol, comprising either five (E5) or ten (E10) percent of the mixture. Crops are grown specifically for creating fuel, but could be used for food. That said, sustainable fuel is derived solely from the waste products of crops.

While ethanol-cut petrol reduces the amount of crude oil consumed and therefore reduces net carbon emissions, high ethanol content makes this option unsuitable for many older vehicles, primarily because ethanol is corrosive and can eat away at plastic, rubber and metal components in a vehicle’s fuel system. It’s also hygroscopic, which means it absorbs water from the atmosphere, leading to condensation. “In order to eliminate this issue, we put our

fuel through a catalytic process changing the ethanol’s chemical structure into that of a hydrocarbon fuel with hardly any trace of ethanol itself,” Anders explains. In fact, in 2023, Anglo American Oil Company was tasked with developing the first race fuel based on seventy percent sustainable components. The product was put to use in the Pre-1965 911 two-litre class at the year’s Goodwood Revival. It’s worth noting Anders oversaw

level of sustainable components. We’ve also produced a one-hundred-percent sustainable methanol. As you can tell, this is now a rapidly growing area of the business.”

The combination of both regular and sustainable race fuels has meant Anglo American Oil Company is now the largest supplier of racing fuel to the UK market, but as well as race fuels for motorsport, it also produces fuels for both the

aviation and garden machinery industries. There’s a specific storage fuel designed for cars spending extended periods laid-up, too.

“Regular

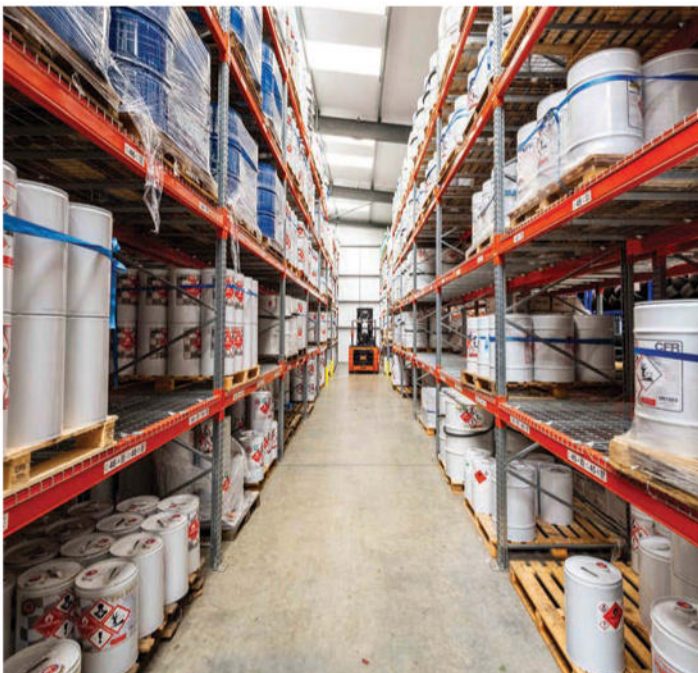
unleaded petrol can expire after as little as thirty days,” Anders tells us. “It then begins to oxidise and the ethanol starts to absorb water and becomes extremely acidic, which, in turn, begins to corrode the fuel system.” Anglo American Oil Company’s CFS Storage Plus fuel has been designed to be chemically inert, meaning it will never go off or oxidise when sitting for long periods in a car’s fuel system. Sold through the same distribution channels as the company’s Aspen alkylate garden machinery petrol, CFS is proving extremely popular on the classic and historic market.

Above and facing page The company occupies a bespoke facility boasting large warehousing and a fuel blending plant

EVEN IF YOUR PORSCHE DOESN'T RUN A BMC AIR FILTER AS STANDARD, THE WIDE RANGE OF APPLICATIONS MEANS ALMOST EVERY MODEL IS COVERED

an intensive development project, which saw the design, testing and supply of the fuel completed in just three weeks.

“This was the first historic race where sustainable fuels were mandatory,” he reveals. “The fuel’s success has opened the door for much greater demand in the classic and historic motorsport sector. Since then, we have supplied two grids of the Goodwood Members Meeting with four different types of race fuels containing seventy percent sustainable components, as well as all classes at the Goodwood Revival with five different types of race fuels containing the same





While it may be best known for its skills on the fluids front, Anglo American Oil Company has expanded its distribution network to cover other motoring and motorsport consumables, most notably Zestino drift and track tyres, BMC air filters and the SONAX range of car cleaning products. “We became distributor for Zestino in 2019,” Anders confirms. “My son, Axel, joined the company in 2015. He used Zestino tyres on his rotary-engined Corvette drift car, competing in the British Drift Championship and at demonstration events at the Goodwood Festival of Speed. We took on distribution of the tyres and have seen great success with them, as well as our other products, within the drifting and track day communities.”

IN THE DETAILING

SONAX is another brand arriving at Anders’ feet as a result of connections within the drift scene. Specifically, through sponsorship of professional drifter, Stephen ‘Baggsy’ Biagioni. “The history of SONAX goes back to 1903. It has grown to become Europe’s largest car care brand and enjoys a huge customer base in its homeland of Germany. We spoke to representatives of SONAX at the UK’s Autosport event at the turn of the decade. SONAX seemed a

great fit for Anglo American Oil Company, which is why we introduced the brand to the UK market in 2021. It continues to be a great seller.”

The undeniable synergy between the products offered by Anglo American Oil Company has been a key factor in the company’s successful growth. When Italian air filtration brand, BMC, joined the fold in the middle of the COVID-19 pandemic, Anders had another hit on his hands. “It’s a little-known fact BMC filters are the product of choice for many of the teams on the Formula One grid. They are also used in a host of OEM applications, including many Porsche models, such as the 911 GT3, which makes use of BMC filters from the factory.”

Even if your Porsche doesn’t run a BMC air filter as standard, the wide range of available applications means almost every model is covered as an aftermarket option, which for only a small increase in cost over an OEM filter, will provide increased levels of filtration protection, as well as improved airflow to maximise performance. Moreover, BMC air filters are made from cotton gauze, instead of paper, like OEM filters, meaning they are washable and reusable. This means, although they are slightly more expensive to buy, they last much longer before they need to be replaced, effectively saving buyers money in the long run.

The need for products to be both cost-effective and offering increased levels of performance is a requirement running to the core of Anglo American Oil Company and has been instilled into all of its employees. “I’ve had a love of cars and motor racing all my life and, over the years, my involvement with top-level motorsport teams, engine builders and aftermarket tuning houses has given me a great deal of experience and insight into the types of products, as well as the level of customer service, our equally car-obsessed customers demand,” Anders enthuses. “As the proud owner of a 996 Turbo, I’m fanatical about how I maintain my car. I know my customers are equally obsessed with their cars. This is why my team aims to ensure Anglo American Oil Company customers have confidence they are buying the right product for the given job. It’s why we are always on hand to offer guidance and advice to anyone who needs it — just pick up the phone and we’ll be only too happy to help.”

With the firm celebrating its twenty-fifth year of trading in 2024, Anders and the now twenty-four-person-strong team at Anglo American Oil Company show no sign of slowing down. Indeed, they’re set to continue offering innovative lubrication, fuel and filtration products and services to their loyal customer base for many years to come. ●

Above Here’s to the next twenty-five years of Anglo American Oil Company, Anders



**PASSION.
EXPERTISE.
QUALITY.**



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

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



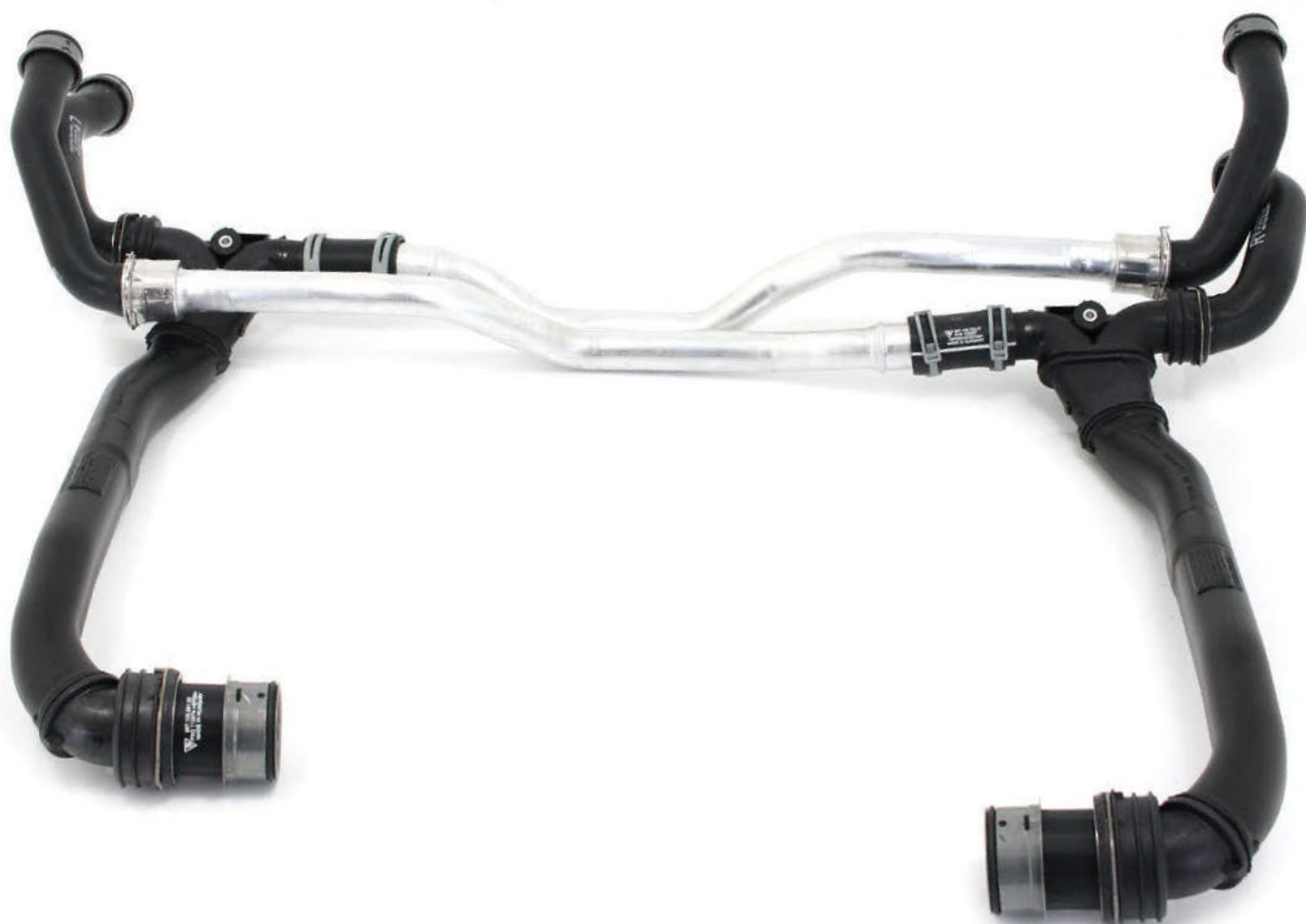
DRIVEN TO WIN

In the 60s and 70s, Pennzoil, Quaker State, and Kendall made top race oils using a unique green base oil from the Appalachian mountains. Today, their formulations have changed. Driven Racing Oil recently introduced the GP-1 range, based on this amazing base oil and Driven's race proven additives. The new Driven GP-1 ticks all boxes – less friction, lower oil temperature, less wear and more performance!

The Driven GP1 is available in SAE 10W-30, SAE 15W-40, and SAE 20W-50 viscosities to suit all Porsches from the 1950s to the 1990s.

DRIVEN
DRIVEN TO WIN RACING OIL®





IN THE PIPELINE

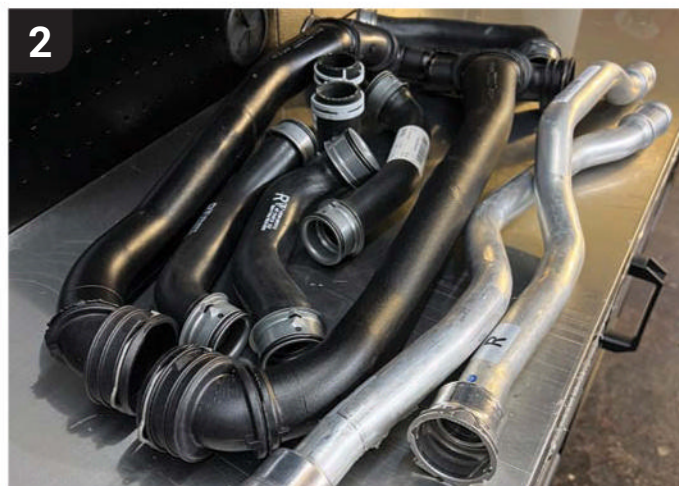
Owners of 997 Carreras and the same-age Boxster/Cayman will know the M96/M97 engine's front coolant crossover pipes are susceptible to leaks, either through corrosion forming around fasteners or by rubber hoses becoming brittle with age. Back by popular demand is our guide to replacing troublesome old pipework with brand-new parts...

Words and photography **Dan Furr**

SUBSCRIBE TO
911&Porsche
SEE PAGE 100
FOR DETAILS



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



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



3

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



4

Loosen the front wheel bolts and raise the car in the air. Avoid trapping plastic undertrays between your jack/stands and jacking points. With the car above ground, remove front wheels and drain the coolant.



5

A series of 10mm plastic nuts and T25 torx screws hold the car's undertrays in place. Unfasten the trays and put them to one side. You will now be able to see the faulty front pipework.



6

A selection of T30 torx screws can be found at the base of the mudguards. Unscrew them and store for safe keeping.



7

Four T25 screws hold each front wheel arch liner in position. Unfasten each screw.



8

Carefully pull the wheel arch liner away from the car.



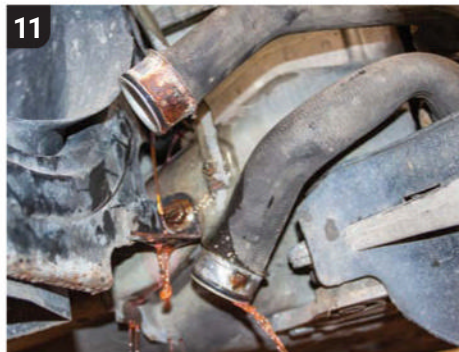
9

Repeat the process on the other side of the vehicle.



10

On each side of the car, you will be able to see where rubber send and return coolant hoses connect to their respective radiator cowling by way of quick-release clips.



11

Use a flat-headed screwdriver to remove the clips and pull each hose free. Be mindful of the likelihood of coolant spillage. Repeat the process at the other side of the car.



12

10mm bolts hold the plastic hard pipes in place. Remove the bolts and put to one side.



13

Repeat the process on the other side of the car. You may find the bolts difficult to remove. If so, spray with lubricating fluid to ease the process. Snapped bolts will need to be drilled out.



14

You will need to lower the front subframe. Due to our car featuring four-wheel drive, we need to support the weight of the front differential.

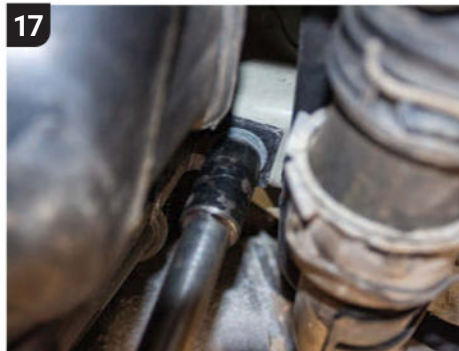
TECH: HOW TO



15 A series of 18mm bolts hold the front subframe in place. The front anti-roll bar can remain in situ, but you will need to loosen the subframe bolts to allow access to the metal coolant pipes.



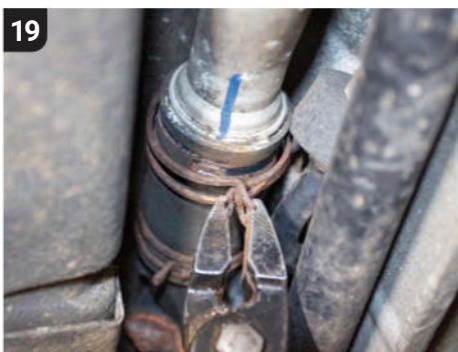
16 Four 15mm bolts hold the front chassis brace in place. Remove the bolts and put the brace to one side.



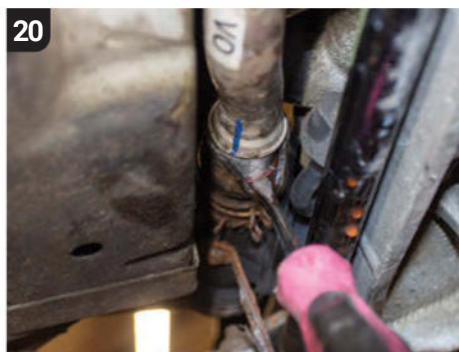
17 Unfasten the two 13mm bolts holding the support straps for the protective guard below the petrol tank. You can pull the guard to one side, enabling access to the coolant pipes.



18 Unfasten the headlight levelling sensor's 10mm retaining bolt. Remove the sensor. The corresponding 10mm bolt on the other side of the car holds a clamp in place — there is only one sensor.



19 Using pliers or similar, unfasten the clips on each of the rubber joiner pipes between the long metal coolant transfer pipes and the plastic hard pipes.



20 If you're having difficulty separating the joiner pipes, use a flat-headed screwdriver and prize them free. You can now discard the metal pipes, as well as the rubber pipes attached to their ends.



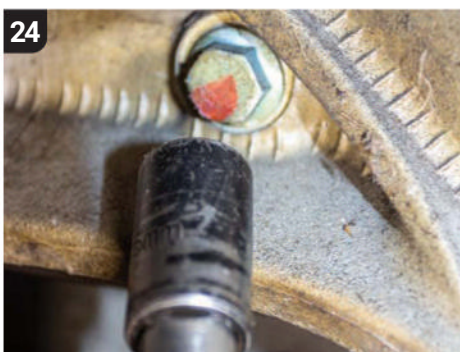
21 The plastic hard pipes attach to metal coolant transfer pipes leading to the rear of the car. Dried leaked coolant is clear to see around the metal pipe. Use a screwdriver to remove the joiner pipe clips.



22 Undo the torx screw holding the metal pipe's bracket in place and pull the plastic hard pipe free of the joiner pipe. Pull the joiner pipe free of the metal pipe, being careful not to damage the latter.



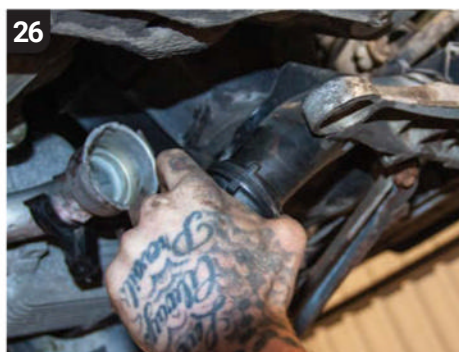
23 New and old joiner pipes side-by-side. The condition of the old joiner pipe (considered original to the car) is typical of 997-generation 911s and 987 Boxster/Caymans springing front-end coolant leaks.



24 Two 15mm bolts hold the steering rack to the subframe. Remove them both. This will enable you to lift the rack by the distance required to allow the plastic hard pipes to clear the tie rods.



25 Carefully lift the ends of the steering rack to give you enough room to pull out the plastic hard pipes.



26 Concentrating on one side of the car at a time, carefully pull one of the plastic hard pipes away from the car and discard.

THE ETERNAL IMS CORRECTION



EPS® IMS BEARING UPGRADE KIT

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



FEATURES & ADVANTAGES

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

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



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

European Parts Solution®

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

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

Vertex Automotive
Miami, FL USA
www.vertexauto.com

Design 911
Ilford, London UK
www.design911.com

Rose Passion
Jarny, France
www.rosepassion.com

TECH: HOW TO



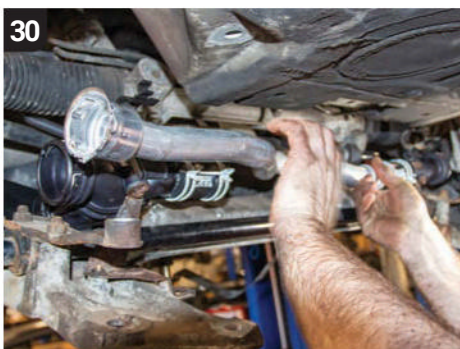
Repeat the process at the other side of the car. You will need to retain the metal brackets. It is a good idea to brush them free of loose rust and treat each bracket to a coating of anti-corrosion agent.



Attach the brackets to the new plastic hard pipes. Push the plastic pipes into position, fasten the brackets and attach the new joiner pipes.



This image shows the plastic bracket which the new metal coolant transfer pipes will clip into.



Connect the metal coolant pipes to the plastic hard pipes. The ends of the metal pipes are designed to ensure they cannot be installed incorrectly. The pipes should also be labelled 'L' and 'R'.



Ensure the joiner pipe clips are tight against the plastic hard pipes and the metal pipes.



Move to the rear of the plastic hard pipes and slide the corresponding new joiner pipes into the rear metal coolant pipes. Slide the other ends of the joiner pipes into the plastic hard pipes.



Reattach the bolts holding each metal pipe's plastic bracket in place.



Refit the 13mm bolts holding the support straps for the protective guard below the fuel tank.



Refit the subframe bolts.



Refit the headlight levelling sensor.



We are now ready to fit the rubber pipes leading to the front of the car from the plastic hard pipes and metal coolant transfer crossover pipes.



Of the Design 911 kit highlighted at the beginning of this guide, you should now be left with four rubber hoses. Two are labelled 'L', two are labelled 'R' (for left and right respectively).

Performance systems for the Porsche® 911F



Exhaust rear, Racing, with two Ø63.5 mm tail pipes.
With bolt on flanges for the stock system.

Dansk no. 92.212A // JP no. 1620801700



Exhaust rear, RSR street/racing, with one Ø60 mm OE tail pipe or two Ø70 mm racing tail pipes. 92.213 needed for fitting the exhaust on 91.019S and 91.020S - as shown below.

Dansk no. 92.212C // JP no. 1620612700

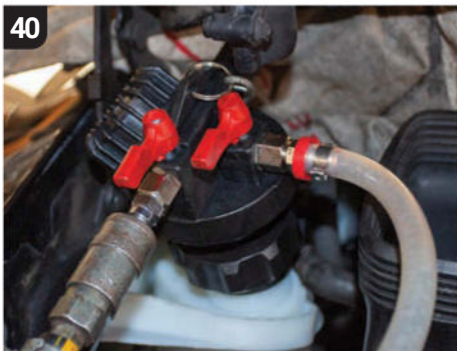
Several variants available!

39



As before, thanks to the design of the connectors on the end of each hose, it is impossible to get them the wrong way around or connected to the wrong metal/plastic pipe. Install all four rubber hoses.

40



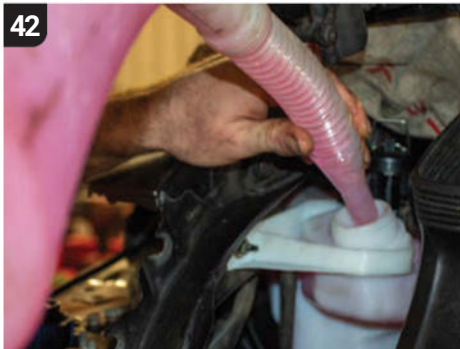
You can now refill with fresh coolant. Leave the undertrays off for the time being – you should check for leaks after you have filled with coolant and the engine is running to temperature.

41



We are using specialist vacuum equipment to eliminate any air present in our 997's cooling system in advance of filling with fresh coolant. Note how the process collapses the new rubber hoses.

42



With air extinguished from the cooling system, new coolant can now be poured into the header tank.

43



The system is now full of new coolant. The engine can be run to temperature. When you are happy there are no leaks, install the undertrays. Job done.

44

THANKS

PIE Performance Porsche
Hill Farm, Lavenham Road,
Brent Eleigh, Suffolk, CO10 9PB
01787 249924
www.pieperformance.co.uk

Design 911
51 Tallon Rd, Hutton, Brentwood,
Essex, CM13 1TG
0208 500 8811
www.design911.co.uk





JASMINE PORSCHALINK UK
Specialising in Porsche
SERVICING | REPAIRS | VEHICLE SALES



APPROVED DEALER

T: 01282 697171



2004 PORSCHE 996 GT2 £98,500

Rare Porsche 996 GT2 finished in Arctic Silver with just 40,500 miles. Features include: Roll Cage, Yellow Seat Belts, Yellow Brake Calipers, PCCB Discs and 18" GT3 Wheels.



2011 PORSCHE 997.2 TURBO CAB £56,911

Lovely Porsche 997.2 Turbo Cabriolet finished in Basalt Black Metallic with just 40,000 miles. Features include: PDK, Sports Chrono Plus and 19" Turbo 2 Wheels.

Latest Vehicles for sale: www.jasmine-porschalink.co.uk






10% OFF

LABOUR FOR ALL PCGB & TIPEC MEMBERS

Please quote your membership number upon booking!



JASMINE PORSCHALINK UK




3A Pendleside Lomeshaye Industrial Estate Nelson Lancashire BB9 6SH
T: 01282 697171 E: info@jasmine-porschalink.co.uk W: jasmine-porschalink.co.uk
VAT Registration No. 712436363 Company Registration No. 3997925 (Cardiff)



WESTWOOD CYLINDER LINERS

Engine parts for Porsche

996 / 997 / Cayman / Boxster

Cylinder Liners

Piston Rings

Oversize Crankshaft and Con Rod Bearings

Mahle Motorsport Pistons

3.7 / 3.9 Conversions






Tel : +44 (0) 1905 799470

sales@westwoodcylinderliners.co.uk

www.westwoodcylinderliners.co.uk

Porsche Upgraded Aluminum Engine Cooling Fan & Alternator Housing

ENGINE COOLING FAN & HOUSING

FITS PORSCHE® 911 1974-89 MODELS

Enhance the performance & durability of your Porsche with the EPS Aluminum Engine Cooling Fan & Alternator Housing. Crafted from high-grade aluminum, this upgrade replaces factory magnesium parts, offering superior strength & reliability. The fan's blade pitch increases airflow, optimizing cooling efficiency to safeguard critical engine components & extend their lifespan. Elevate your driving experience with precision engineering & unmatched quality from European Parts Solution.

- More affordable & longer-lasting than the original replacement
- Direct fit with no modifications needed
- Fan features a drop forged steel hub
- 5 Year Warranty





European Parts Solution®
3030 SW 38th Ave
Miami, FL 33146, USA
305.503.9921 / www.epsauto.com

Products are available at the following locations:

Vertex Automotive

www.vertexauto.com

Design 911

www.design911.com

Rose Passion

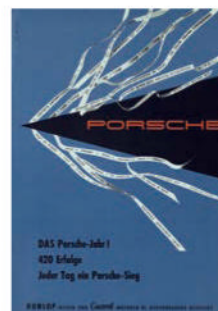
www.rosepassion.com

ART OF SPEED

Porsche poster designer, Erich Strenger, proved commercial art could be hugely creative without compromising brand identity...

Words Dan Furr Photography Porsche Corporate Archives

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



Hill climbing, endurance racing, Formula One, Spa, Daytona, Sebring and Le Mans. No matter the series, no matter the venue, Porsche racing success formed the bread and butter of Erich Strenger's work. As a graphic designer, he produced sales catalogues, automotive handbooks, advertisements and many other printed materials which shaped the image of Porsche for four decades. Starting with his first commission for the company back in 1951, his output was prolific, yet it was the posters he designed commemorating Porsche's seemingly endless motorsport success which he enjoyed creating the most. Large, colourful and with modern typographic elements, each poster portrayed the Stuttgart concern's most recent triumph at the track.

In the early days of Porsche, accomplishments in racing were the primary contributors to the development

of the brand. Sportiness, speed and reliability — these were the qualities Ferry Porsche wanted to promote, but since TVs were not yet commonplace, not to mention the fact his business had little money to spend on advertising, management had to look at more inventive ways to tell the world about its achievements.

It was decided that after each important race victory, Porsche's communications director, Richard von Frankenberg, would commission a new Strenger poster design. These now valuable works of art were displayed in Porsche showrooms and workshops the world over and soon found their way onto the bedroom walls of young petrolheads. In keeping with the classic motorsport motto of "what wins on Sunday sells on Monday", the posters had to be imagined, designed, printed and distributed quickly. Indeed, less than twenty-four hours was afforded to Strenger after each race win. Good preparation is key to meeting tight print deadlines

Above Strenger was responsible for Porsche's corporate identity for more than forty years



Above 1958 12 Hours of Sebring poster features a nameless driver, enabling advance preparation of time-sensitive artwork

in the present, but there was no digital printing for Strenger to take advantage of in the 1950s. He was under extreme pressure to deliver on time, every time.

In the early days of the young designer's work for Porsche, a common template was used time and again to announce the manufacturer's wins. For example, Strenger's first poster art for the company depicted its lone entry for the 1951 24 Hours of Le Mans. The same image (albeit with a red tint) was used in a second poster promoting the brand's world speed record that September, while a third poster used the same picture with the strapline *Porsche meldet neue erfolge* (*Porsche reports new successes*) alongside a list of more up-to-date results, topped by a win for American entrepreneur, Briggs Cunningham, in the 1,500cc class at the 1951 Palm Beach Road Race, hosted 8th December.

METICULOUS CRAFTSMANSHIP LED TO HIS APPOINTMENT AS THE COMPANY'S ART DIRECTOR

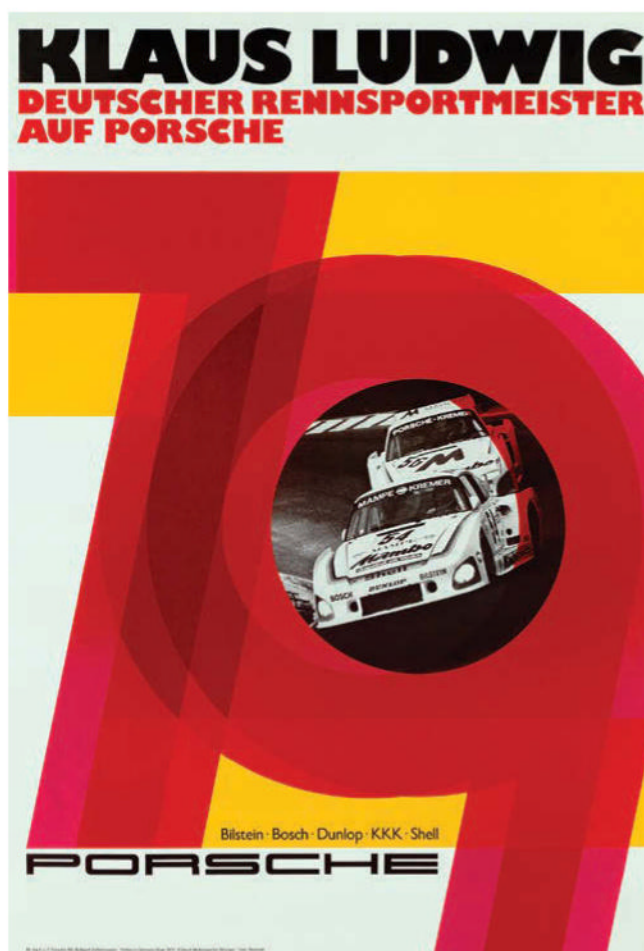
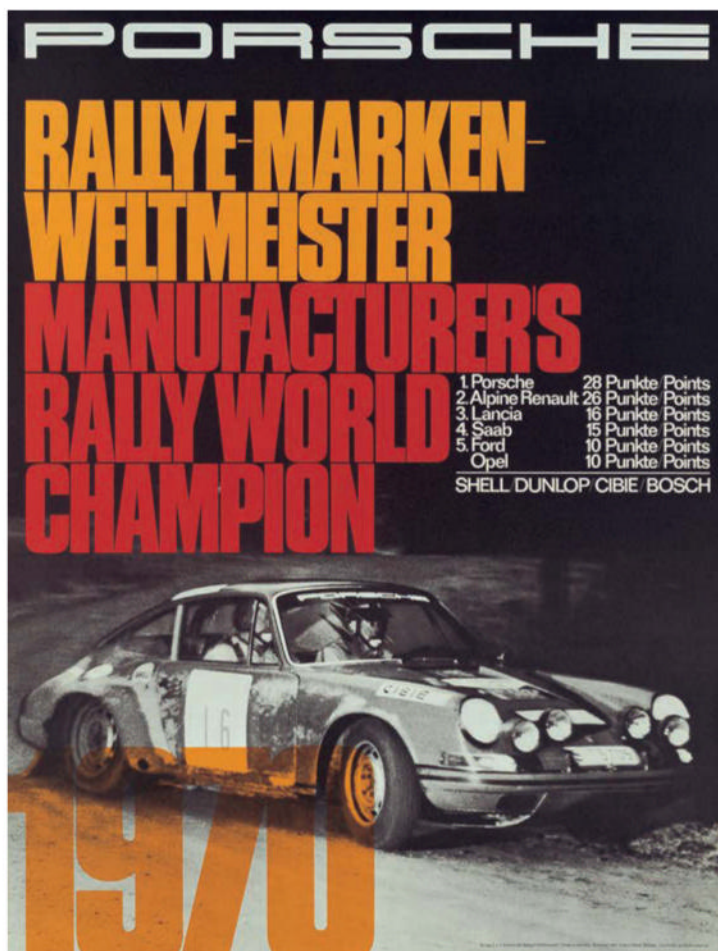
As time went by, Strenger would produce as much of each poster as he could in advance of the end of the corresponding race. He'd then agree on a draft with von Frankenberg prior to adding the winning car and driver as soon as the race result was known. If there was no archive image of the triumphant Porsche

available, a photographer would have a long night pointing, clicking and then preparing slides, which had to be ready for viewing the following morning in order for Strenger to finalise and

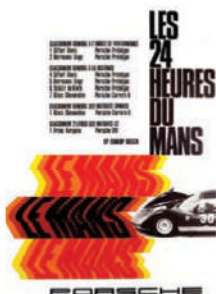
print the poster for scheduled distribution.

From the beginning, he pursued an unmistakable, highly modern style, characterised by timeless design language. He often incorporated a country's colours and flags into his posters, playing with shapes and symbols, whilst simultaneously trying to find new and innovative ways to use typography to convey message and tone of





Above and right A mix of black and white photographs with brightly coloured graphics replaced Strenger's earlier painstakingly created poster illustrations



voice. Strenger also drew his own motifs and often took his camera to the Porsche factory in order to build a rich archive of model photography he could draw upon for reference whenever needed.

Eventually, his inexhaustible creativity, meticulous craftsmanship and love of all things Porsche led to his appointment as the company's Art Director, a move which gave him the freedom to create official customer magazine, *Christophorus*. The highly regarded title continues to be produced by Porsche to this day and established Strenger's reputation as a master of corporate publishing.

LIVING THE DREAM

Away from his desk, Strenger was just as passionate about Porsche as he was when designing one of his striking posters, as demonstrated by the fact he bought a red 356 in 1951. It was this close connection to the brand that encouraged Member of the Executive Board for Porsche Sales and Marketing, Lars Schmidt, to say "one of the main challenges when working with a graphic designer or creative agency is for the supplier to understand what drives us as a company. We simply don't have this problem with Strenger, who completely

shares our love of Porsche products."

As printing technology evolved, so did Strenger's style and approach to producing posters — for Porsche's 1958 12 Hours of Sebring results artwork, he chose not to depict a race car, preferring a close-up of a nameless helmeted driver against a sharp red background. Later, as the 1970s drew near, his hand-painted pictures were almost entirely phased out in favour of photographs taken at the track.

When a staff and operational shake-up was deemed necessary to ensure Porsche's survival toward the end of the 1980s, Strenger's time at the company came to an end. A new look for the brand's promotional materials was immediately introduced, affording the prolific producer of posters the opportunity to retire with his wife to Spain, where he spent his days painting.

In 1993, he passed away at seventy-one years of age, but far from being forgotten, Strenger is rightly regarded as the man responsible for influencing and shaping the corporate image of Porsche as we know it. Perhaps more importantly, as the producer of a huge body of work highly sought-after by Porsche enthusiasts and collectors of innovative design, his long-lasting legacy shows no sign of losing its popularity. ●

NEW BOOKAZINE RELEASE

ON SALE 25TH OCTOBER 2024

**ORDER
TODAY!**

PORSCHE

MODERN CLASSICS



996/997 911, PLUS 986/987 BOXSTER/CAYMAN
FEATURE CARS • BUYING GUIDES • OWNER STORIES • MODEL HISTORY

PRESENTED BY THE MAKERS OF **PORSCHE** AND **911&Porsche**

The makers of *911 & Porsche World* magazine chart the design and evolution of 996- and 997-generation 911s, as well as their 986/987 Boxster/Cayman counterparts. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own.

PRE-ORDER YOUR COPY FOR JUST £9.99

shop.kelsey.co.uk/porsche-modern-classics
OR SIMPLY SCAN THE BARCODE OPPOSITE



Classic Car LEDs

0800 246 5678
www.classicarleds.co.uk

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

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

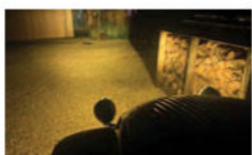
Self Flashing Semaphore LEDs available.

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

FREE UK POSTAGE—WE POST WORLDWIDE

5% Off with voucher code CLP5

Email: sales@classicarleds.co.uk



PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

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



YOUR CONVERSION EXPERTS!



602-244-0911 patrickmotorsports.com

Phoenix, AZ USA - Daily Worldwide Shipping

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

Your Porsche, Your Club



Founded in 1961 by a handful of enthusiasts, Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

We're here to help you get the very best out of owning your Porsche, with exclusive events, experiences and discounts for our 22,000 members.

Join online at porscheclubgb.com,
call 01608 652911 or scan the
QR code



Porsche Club
Great Britain





QUORN SPORTS & CLASSICS LTD

PORSCHE SPECIALISTS

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

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

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

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

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

Email: quornclassics@mail.com

TELEPHONE: 01509 415214

www.quornclassics.com

 www.facebook.com/quornclassics

 www.instagram.com/quorn_sports_classics



*Porsche 924/944
welding and bodywork.*



*Engine building,
restoration, repairs
and tuning.*

*Engine management
and dyno mapping.*



sales@augmentautomotive.co.uk

www.augmentautomotive.co.uk

01452 831710

Awesome Auto Trimming

CLASSIC | CUSTOM | VINTAGE | SPORTS | KIT

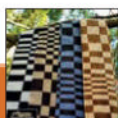
Est- 1999

Based in the heart of rural Cambridgeshire, we've spent the past quarter century transforming all types of classic and modern Porsche interiors, with a great range of services.

- * Full and part retrimms, plus full custom interiors.
- * Headlinings and hoods both supplied and fitted.
- * Carpeting, underlay, sound deadening and carpet cleaning.
- * Seat repairs, seat cover kit fitting and heated seat conversions.
- * Leather cleaning, softening, UV protection and full reconolising.
- * Audio packages supplied and fitted, plus auto electrical diagnostics.

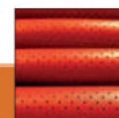


We also have an enormous range of Porsche fabrics, leathers, Alcantara and Mohair. Plus for that personalised touch, we offer embossing, perforation and laser effects to leather and Alcantara. Whichever level of service you require, our team are always happy to help, so contact us today!



*Awesome
Classic & Custom*

 Trustpilot
FIVE STAR REVIEWS



Telephone: 07762 866643

hello@awesomeclassicandcustom.com - www.awesomeclassicandcustom.com

TECH: *THE FLEET*



FRIENDS REUNITED

Having traded his 986 Boxster S for a 987 Boxster S, absence made the heart grow fonder and, two years on, JT took his old heartthrob back...

Words **Johnny Tipler** Photography **Dan Sherwood**

When it comes to car ownership, there is no deadlier combination of temptations than delusions of grandeur and a trusted salesman. It was this which persuaded me to trade my beloved 986 Boxster S for a 987 Boxster S a couple of years ago. Sure, the newer car had all the bells and whistles Sport Chrono endows and, finished in Dark Olive with tan upholstery, this particular Porsche had started life as a Porsche Cars Great Britain demonstrator. It was formerly the salesman's own car, too, and wasn't the first I'd bought from him, that being a Carrera 3.2 back in 2000.

Professional photographs of my 987 S (presumably, S stands for *Seductress*) appeared in the March 2023 issue of *911 & Porsche World*. Earlier, I drove the car to Coll in the Outer Hebrides, but financially speaking, I'd bitten off more than I could chew and the 987 had to go.

I was left floundering. Once you've opted out of the Porsche marketplace, there's no easy way back in, especially on a budget, because good cars hold their value and anything affordable is an unknown quantity unless subjected to rigorous scrutiny. Yes, I asked independent mobile Porsche inspection specialist, Nick Giles, to peruse a possible candidate for me. I also perused Autotrader and Pistonheads listings with religious fervour, scouting around for something affordable. A Tiptronic? A Carrera 4 Cabrio? Maybe a car not necessarily of the Porsche persuasion? An Audi TT, a SAAB 9-5, an Alfa Brera, perhaps? One or two dealers promised to keep their eye out. Then, on a whim, I thought, what if the current owner of my much missed 986 is disposed to selling? It so happened I knew who this person

was, not from any contact with Williams Crawford, who'd enabled this erroneous extra-marital dalliance with the 987 and gone on to sell the 986, but via Facebook. Indeed, the lady who'd bought the 986 posted on Facebook with a note she found the ride rather hard and asked the 'cognoscenti' for possible solutions. Followers of her post recognised the car as having belonged to me, and I was tagged accordingly. I therefore quickly became aware of her identity and her

I sought to copy the improvements.

The list was long. Upgrades included a recalibrated ECU courtesy of Clive Atthowe at CAT Automotive in Norwich, delivering 269bhp (up from 260bhp as standard). The car makes use of KW springs and Bilstein dampers installed by Ian Heward at PorscheShop at Halesowen. The ride is therefore dropped ten millimetres, hence the firmer ride. Ian also provided a 986 induction kit as part of his EuroCup GT package.

Owners of 986s and 996s may have experienced second gear popping out into neutral (because second wasn't shimmed properly in the first place), especially when

the transmission is cold. The remedy I applied was a GBox Detent rod, also obtained from PorscheShop. Then, there were the aural delights of a complete Cargraphic exhaust system, including silencer and a pair of three-branch manifolds masterfully created and fitted by Phoenix Exhausts in Devon. A set of Group 4 Wheels Fuchs replicas followed, shod with grip-tastic long-lasting Falken Azenis FK520 tyres. Not that it gets through them particularly rapidly, but the car has variously been rolling on Conti

HARM LAGAAIJ STYLED THEM DELIBERATELY TO LOOK LIKE THEY DESCEND FROM THE 550 SPYDER AND 718 RS 60 SPYDER

concerns about the Boxster.

True, the ride is harder than standard. Back in 2014, Mrs T had a 986 Boxster S 550 Spyder 50th Anniversary model, bought from famed dealer, Paul Stephens. Soon after getting my 986 S through SCS Porsche at Honiton in 2017, I gradually and methodically endowed it with all the enhancements the factory had bestowed upon Mrs T's special edition. At the time, I thought it was the best car I'd driven on the road, certainly in terms of versatility of pace and handling.



Facing page Like getting a second chance with a lost love, Tipler is making the most of being together again with his 986 Boxster S



Above The car was silver before the application of its Aetna Blau wrap

Sports, P-Zeros, Pilot Sports and (winter) Hakkapelittas. All the same, I've just lined up a fresh set of Falkens.

Perhaps most spectacularly, an eleven-coat spray-wrap was applied in 2018 by John Isolda at Scratch 'n' Peel in Hertfordshire, covering the original Arctic Silver bodywork. The wrap was applied in a spray booth and oven, just like a regular paint respray. The chosen colour was Aetna Blau (Etna Blue) which my eagle-eyed daughter Zoë spotted on a 356 Cabriolet with similar Terra

Cotta red upholstery. As a retro hue for the 986, it was a natural choice.

I'm infatuated with Boxsters, especially earlier ones, because designer Harm Lagaaij styled them deliberately to look like they descend from the 550 Spyder and 718 RS 60 Spyder, cars with a curvaceous purity of shape I've always loved. If you must muck about with your Porsche, as in this case, back-dating references seem a logical way to go. Hence, the classic Etna Blue and Fuchs replicas, which augment the retro look.

The observant reader might have

followed the application of some of these mods over the years — the work was documented in this magazine. Along with routine maintenance, the 986 has received new vented cross-drilled brake discs, new brake lines, race cats, coffin arms, front shock turrets, LED headlights, a comprehensive hood reproof and valet (my thanks go out to Chris Bell at HD

HYPOTHETICAL SUMS OF FILTHY LUCRE WERE BATTED TO AND FRO, FRANKLY, AT A LEVEL WHERE I WAS OUT OF MY DEPTH

Valeting and Detailing) and so on. I'd also tried and rejected thirty-millimetre H&R springs, which proved too hard and compromised ground clearance. A RaceTech bucket seat was installed by William Hewitt at Walsingham in a futile bid to get myself down lower in the cockpit.

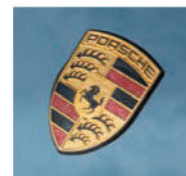
When I first took ownership, Kingsway (AKA Lodge) Tyres in Norwich fitted a set of powdercoated eighteen-inch wheels left over from my previous 996 Carrera. This necessitated much fiddling around with spacers — the offsets on

the 996 wheels differ from the 986's, compromising the handbrake cable. My 986 ended up with twenty-millimetre spacers at the rear and tens at the front, achieving a leery look. I still have the original seventeen-inch Boxster wheels, also powdercoated and sporting a set of Vredestein Wintrac tyres, which were put to the test when snapper, Alex Denham,

and I followed the 2018 Monte Carlo Rallye Historique all the way through the Alps to Monaco. The tyres served well in the snow, better than Denham, in fact — on one occasion, I had

to haul her out of the snowy stage-side ditch she'd fallen into in the Vercors.

All this brings me neatly to some of the other long-haul exploits this 986 has been involved in. The Monte Carlo trip was its first trans-continental mission, followed by a run to our gaff in northern Portugal, with Brittany Ferries doing most of the hard lifting in the Bay of Biscay. The Porsche then went to the 2018 Le Mans Classic with photographer, Sarah Hall, to the 2019 24 Hours of Nürburgring and Abbeville Circuit with Carlie Thelwell, and to Carnac in Brittany in 2017.



Above Interior is an eye-popper, which suits the personality of our man Tipler down to the ground

There was Waterloo (near Brussels) to Kobus Cantraine's wedding in 2019, not forgetting the Orkney Islands in 2021, all with Mrs T navigating. In a work context, the car also went variously to Cornwall, North Yorkshire, North Wales, Silverstone, Donington, Croft, Goodwood, all over the place. It had covered 45,000 miles when I got it and 83,000 or so when I (sob) sold it. Since then, it hasn't travelled far, with its interim owner doing only a modest few hundred miles.

Unsurprisingly, having lavished so much attention and kit on the car, and having journeyed quite some distance in it, the spark never died. When you do all

those things to a Porsche, especially if it was standard when acquired, you form an intimate relationship with the car and, to a certain extent, with the people whom you had to do the work, plus those who co-drove on various excursions, all of which forms a rich patina to the Porsche and your ownership of it. This 986 was the one that got away. I realised pretty quickly I'd been a fool to have chucked the car aside. My excuse was that I'd accomplished all the mods I'd intended to make and it was therefore time to move on.

While I think of it, unlike my approach with other Porsches, I have never given

this Boxster a name. Maybe Etna? What does the team think?

As for the relationship revival, a few weeks ago, when stumbling around for a Porsche, I contacted the 986's owner on Facebook Messenger and asked her to keep me in mind if she ever considered selling up. Not long thereafter, I received her reply, saying maybe she would part with the Porsche at the end of the summer. It seemed worth the wait, though a price wasn't mentioned. I knew how much she'd paid, and I wasn't overly optimistic we'd have a deal. Soon enough, however, she messaged to say she was definitely going to sell and invited me to make an offer. Hypothetical sums of filthy lucre were batted to and fro, frankly, at a level where I was out of my depth. Things changed in my favour when she listed the car on Facebook Marketplace. Her next message to me spoke of mean responses posted by keyboard warriors and antagonistic disruptors, and, somewhat deflated, she'd taken the 986 to her local Jaguar dealer to see what they'd offer her as a trade-in against an F-Type. She told me how much they'd offered as part-exchange. I said I would match their offer. She very generously said she would rather I had the car than pass it over to a dealer. We made a date for the handover, and after a succession of cross-country train rides totting up to nine hours over two days, I collected the car — my car —





and drove it home. Admittedly, it took a few miles to get used to this 986 again.

I'd kitted my feet in RUF driving boots, all the better for pedal dancing. Soon enough, I was relishing the alacrity and downright agility around the A-road twists and turns of the Welsh Marches. This car turns in instinctively and goes

exactly where you want it to. It is a hard ride, though, which is part of its character, bonking on the bumps, pattering on the paving. I relish feeling the slightest

nuance of undulations. Caught in a rain shower, I stopped at Corley Services on the M6 for a tank of high-octane and put the top up. By Cambridge, the sun was shining again, but could I make the roof retract? With a sinking heart, I made plans to visit William Hewitt to the hood sorted. Even so, I thought I'd give it one last go and pulled into a layby. Silly me. Of course, the top is never going to operate without the handbrake on. Naturally, all is well.

I love the sense of freedom top-down motoring gives you. It was liberating to be back in the open cockpit once again. Cosmetically, we do appear to have problems, though. A wrap is said to last five years, whether vinyl or spray-on, and I do perceive slight deterioration and

degradation of the wonderful Etna Blue exterior. The interim lady owner had warned me about blisters on the front lid materialising when her hubby washed the car. In the past, it did seem to me this spray wrap had certain self-healing properties when it came to stone chips, but this looks a little far gone for that.

I WAS RELISHING THE ALACRITY AND DOWNRIGHT AGILITY AROUND THE A-ROAD TWISTS AND TURNS OF THE WELSH MARCHES

The material is lifting around the door handles (points of disruption due to use) and is missing in a couple of random spots, where something appear to have been dropped on the car.

One of the rear wheels exhibits light corrosion on the rim. A centre cap is missing and a front wheel has been kerbed. Also, the rear panel and boot lid are peppered with microscopic dots, which I noticed after I'd collected the car. I assumed they were pinpricks in the blue wrap revealing the silver beneath, but my learned colleague, Dan Sherwood, recognised them from personal experience as symptomatic of the car having been stood in the proximity of someone enthusiastically applying paint with a roller. I now need a detailer to

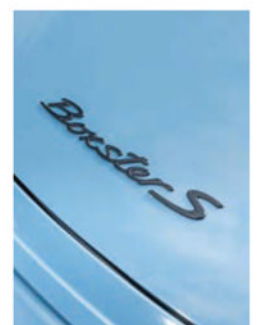
advise on the removal of paint spots from a wrap. Presumably, the marks are emulsion and are therefore water-based. Do I need a solvent to dissolve them? One that won't harm the wrap? Can I simply polish them off?

It's also crossed my mind I might now abandon the wrap and peel it

off altogether, disposing of it for good. There's an impressive YouTube vid of a chap peeling an allegedly spray-wrapped Mercedes (speeded up) in

an hour and a half, so if that is the way forward, I'd sacrifice a day to copy his example. Then again, how good is the original Arctic Silver paint finish lurking beneath? I could just let the exterior take its course, growing increasingly distressed like those slammed Beetles and buses pictured in *AirMighty*. Maybe I should opt for go-faster stripes? For now, I take my lead from (Lennon and) McCartney's *Let It Be*. True, more than I'd realised, I am obsessed with this car — literally, it's my obsession — and the love affair proceeds. We are, as Emmylou Harris heart-achingly sang, Together Again. Like rekindling an old flame, the bond between car and driver is restored. We just need another road trip to consolidate it. Co-driver, anyone? ●

Above and facing page A decent set of wheels and a striking colour takes years off the 986 design





Richbrook

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

Supersoft
Superstrong
Superstretchy

Auto EXPRESS
RECOMMENDED
2022

£46 £129

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



**Highly skilled
coach trimming**

**SPECIALISING IN PORSCHE
SINCE 1998**

Interiors and more

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

see even more  

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

WWW.CMSPORSCHE.CO.UK

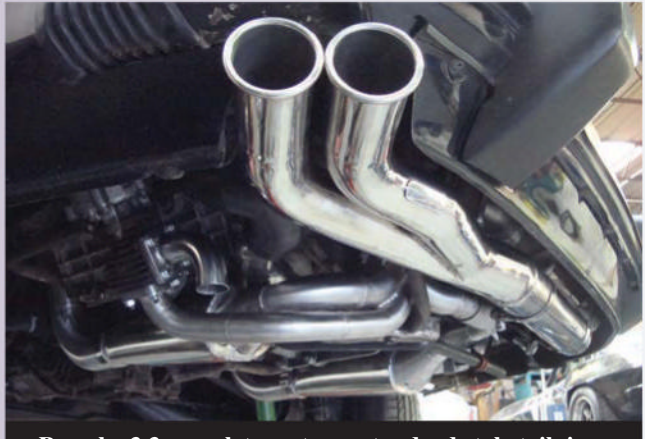
Independent Porsche & Prestige Car Specialist
in Telford, Shropshire EST: 1997

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

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

Hayward & Scott

**Specialists in Stainless Steel Exhausts,
Tanks and One Off Fabrications**



Porsche 3.3 complete system - standard style tailpipes

All our supplied and fitted systems carry a full guarantee
UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE,
BASILDON, ESSEX SS13 1LS

Tel: Basildon (01268) 727256
sales@haywardandscott.co.uk

www.haywardandscott.co.uk

REAP
REAP AUTOMOTIVE DESIGN



Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.






WWW.REAPAUTOMOTIVEDESIGN.COM

NEW WEB SITE

TEL: 020 8863 2305



Tailored Convertible Car Half Covers for 996, 997 & Boxster

£89

100% Waterproof

Perfect Tailored Fit

Ultimate Protection



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

HILLCREST SPECIALIST CARS

SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911

Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB

William Hewitt

PORSCHE SPECIALIST

Experts for classic and new Porsche

Norfolk Specialist with over 40+ years experience

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

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

Porsche Torque






Mobil 1 SERVICE CENTRE

DISTRIBUTORS FOR

FAB SPEED KW POWERFLEX

01895 814446

porsche-torque.com

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

MasterCard Visa

Find us on Facebook

Porsche Sales & Servicing at Realistic Prices
www.portiacraft.co.uk

PORTIACRAFT

INDEPENDENT PORSCHE SPECIALISTS

ESTABLISHED 1982

Sales, servicing & everything Porsche

We usually hold 20-25 cars in stock prepared to a high level & competitively priced.

All cars we sell are fully serviced prior to sale with a new MOT & warranty included in the price.




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

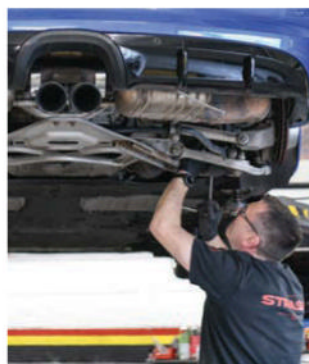
www.portiacraft.com

THE RIGHT NOISE

Chris Wallbank ferries his 981 Cayman GTS to Leeds-based independent Porsche sales, maintenance, repair and tuning specialist, Strasse, where the car is treated to a replacement Porsche Sport Exhaust with working valves...

SUBSCRIBE TO
911&Porsche
SEE PAGE 100
FOR DETAILS





Above and facing page Strasse offers an exchange service, restoring valved exhaust functionality to cars with a faulty system in place

When I accepted my 981 Cayman GTS (and cash my way) in part-exchange against my 981 Cayman

GT4 at the beginning of this year, I was aware the standard sports exhaust valves were seized. On closer inspection, it appeared one valve was seized open and one was seized closed. To be fair, the fault hadn't been bothering me — I was getting fifty percent of the system's maximum noise, which in theory, is actually quite a good balance. Not too loud, but not too quiet, still producing the odd crackle on overrun.

After a bit of research, it became clear the valves themselves aren't available separately from Porsche on account of them being an integral part of the exhaust. Yep, the OEM fix is a full new Porsche Sport Exhaust at horrendous cost. I'm talking close to £1,600 each side, just for parts. Whilst on a recent photoshoot at Leeds-based independent Porsche specialist, Strasse, however, the company's Service Manager, Sam Forest, informed me the firm offers a straight-swap service for a used Porsche Sport

Exhaust, replacing the system with a like-for-like OEM exhaust featuring brand-new aftermarket stainless steel valves carefully fabricated and installed, ready to go. To my pleasure, Strasse always carries a newly valved Porsche Sport Exhaust in stock. The best part? This exchange service, which replaces the full exhaust system, commands less than the cost of buying a single side of the

THERE'S JUST SOMETHING ABOUT THE 981's 3.4-LITRE NORMALLY ASPIRATED FLAT-SIX PORSCHE GOT SO RIGHT

system from Porsche. Needless to say, I booked the car in for work to begin.

Fast-forward a couple of weeks later and the GTS was on Strasse's ramps ready for its replacement Porsche Sport Exhaust, complete with new valves. Sam told me that providing the car's exhaust fixings weren't too badly corroded or seized, the job should take no more than two or three hours to complete. As it turned out, one side came off fairly easy, but the other took a little more persuasion — application of intense heat was required, meaning new fixings were needed. The central clamps holding the tips in place were also deteriorated,

which meant two new clamps at around thirty quid (plus the dreaded) per side. A low-mileage garage queen never exposed to the elements might not require new clamps, but it's good practice replace regardless.

With the replacement exhaust installed, all that was left to do was to reconnect the vacuum lines opening and closing the valves, fire up the engine and

test to ensure they work as expected. Sure enough, the GTS was back to its former glory. It now sounds much more aggressive, especially whilst blipping the throttle

with the valves open, reminding me just how good my first 981 Cayman GTS sounded back in 2020. There's just something about the 981's 3.4-litre normally aspirated flat-six Porsche got so right, especially with this exhaust in place. In my opinion, the 2.5-litre turbocharged flat-four and the 718's four-litre sixer don't come close. In conclusion, Strasse's brilliant Porsche Sport Exhaust exchange service is a no-brainer if your 981 is suffering sticking valves. Thanks to Sam, Dave, Lindsay and the rest of the Strasse team for the great service and being so helpful with such a quick turnaround. ●



PORSCHE CLUB CHAMPIONSHIP

A well-established Championship, running a two Class grid. 996S/997S/Cayman & 987S Boxsters for Class 2. The next step up the Porsche pyramid with Pirelli slick racing tyres.



7

ROUNDS

*PROVISIONAL CALENDAR

PLEASE VISIT porscheclubgb.com/motorsport

- 19.04.25 SILVERSTONE NATIONAL
- 10.05.25 ANGLESEY COASTAL
- 24.05.25 BRANDS HATCH GP
- 28.06.25 OULTON PARK INTERNATIONAL
- 02.08.25 SILVERSTONE GP
- 20.09.25 DONINGTON PARK NATIONAL
- 11.10.25 SNETTERTON



HARBOUR CARS BUY & SELL THE FINEST PORSCHE



911 (992) C4 'S' PDK Coupe
• 2019 / 19
• 9,970 miles **£89,995**



911 (991.1) 3.8 GTS 4 Targa PDK
• 2015 / 15
• 19,100 miles **£81,995**



911 (991.2) 3.0T Carrera 2 Coupe
• 2016 / 16
• 26,400 miles **£59,995**



911 (997.2) 3.8 C4 'S' Cabriolet
• 2009 / 59
• 21,000 miles **£51,500**



718 Boxster 2.5 GTS Manual
• 2018 / 67
• 18,800 miles **£48,995**



Cayman (981) 3.4 GTS Manual
• 2015 / 15
• 35,700 miles **£46,995**



911 (997.2) C2 'S' PDK Coupe
• 2009 / 09
• 55,650 miles **£42,995**



Cayman (981) 2.7 Manual
• 2013 / 63
• 34,400 miles **£28,500**



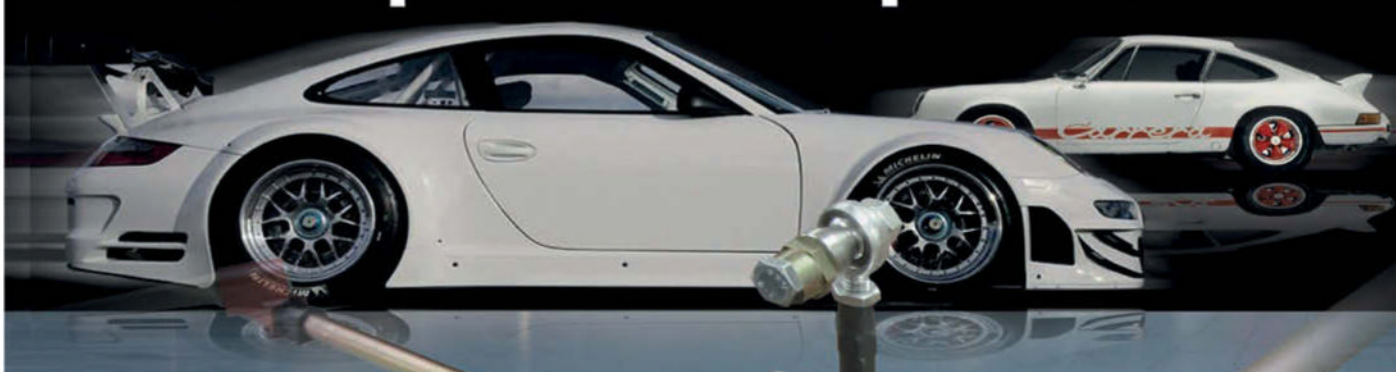
HARBOURCARS.COM
INFO@HARBOURCARS.COM



AWARD WINNING PORSCHE SPECIALIST

01243 530630
BIRDMHAM ROAD
CHICHESTER
PO20 7DU

Competitive Components



We specialize in and carry a full line of competition suspension components for Porsche.

We have a proven track record of providing our customers with outstanding performance on the road and on the raceway. Our customer service is professional and personal. Tarett Engineering is also a distributor of the best performance products for your Porsche. From the early 911 to current models.

- Competition Swaybars
- Monoball Suspension Bushings
- Adjustable Drop Links
- Control Arm Kits
- Shocks & Springs
- Monoball Shock Mounts
- Roll Bars
- Shifters & Stands
- Engine Mounts
- Billet Aluminum Valve Covers

TARETT
ENGINEERING
Competition Suspension Components



SAVE UP TO £44*

ON A 911 & PORSCHE WORLD SUBSCRIPTION

EVERY ISSUE INCLUDES

- Every generation of 911
- Practical guides to owning
- Maintaining your Porsche
- Porsche History

Reasons to buy

A magazine subscription is a great gift for someone special:

1

Personal and thoughtful
- match their interest

2

Fuel their passion, help them
stay inspired and informed

3

Provide enjoyment all year
round, delivered monthly

4

Perfect for people who
are difficult to buy for

5

Delivered directly to their door!

6

Saves you money on the shop price

7

PLUS receive a Meguiars car
cleaning kit worth £99

So, buy for someone special,
or treat yourself!

DISCOVER OVER 200 GIFT IDEAS AT
SHOP.KELSEY.CO.UK/STOCKING OR **SCAN ME**

MAGAZINES | ANNUALS | BOOKS | CLOTHING & MERCHANDISE | CALENDARS | EVENT TICKETS



Terms & Conditions: *UK Direct Debit of Continuous Credit Card offer, you will pay £59.99 on annual Direct Debit or Continuous payment, savings are based on the standard basic rate, which includes the cover price of £5.99 plus Kelsey Media's standard postage and packing price per single issue for 12 months. Offer end 31st January 2025. Gift is subject to availability and while stocks last, gifts will be dispatched as soon as the first payment has been received.

EXCLUSIVE CHRISTMAS SUBSCRIPTION OFFER

THE CHRISTMAS GIFT THAT LASTS ALL YEAR!

Give a subscription to
911 & PORSCHE WORLD



PLUS
RECEIVE A
**MEGUIARS CAR
CLEANING KIT**
WORTH £99!



12 ISSUES
FOR
£59.99

EASY WAYS TO BUY YOUR GIFT SUBSCRIPTION
GO TO **SHOP.KELSEY.CO.UK/XMAS24NPWMP**
SCAN THE QR CODE AND GO DIRECTLY



CALL 01959 543 747 AND QUOTE 'XMAS24NPWMP'

718 CAYMAN GTS

We love the normally aspirated flat-six powering the 718 GTS 4.0 twins and their Spyder/GT4 stablemates, but the turbocharged 2.5-litre flat-four in the earlier 718 GTS shouldn't be dismissed...

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

As we approach the Cayman's twentieth anniversary, we find ourselves considering the brilliance of the four-cylinder turbocharged 718, one of the most controversial models in Porsche production history. We're big fans of the force-fed 2.5-litre variant, especially in GTS trim. The car pictured on these pages is one such example, a Porsche Cars Great Britain

demonstrator dressed in PTS Maritime Blue. If you're inconsolable over the fact a turbocharged four-pot doesn't sound like a normally aspirated six-shooter, you can always upgrade the GTS's standard exhaust with an aftermarket system from any one of a number of tuners well aware of the value in producing pipework radically changing the noise from the turbocharged 718's back end. You're likely to free a few trapped ponies over the standard 360bhp, too.

The 718 Cayman GTS (and its Boxster GTS stablemate) was announced in October 2017. In otherwise standard trim, a PDK-equipped GTS with Sport Chrono can complete the zero to 60mph dash in a scant 3.9 seconds, but the punchy B4-type boxer is a fantastic platform for modifying, and with the earliest cars now out of warranty, we're seeing an increasing number of owners experimenting with tuning equipment, recognising the possibility of unleashing big



power far easier than if they were toying with a flat-six engine free of forced induction.

Production of the turbocharged GTS ended in 2019, a response to complaints from Porsche purists demanding the Boxster/Cayman's return to a flat-six. As we know, Porsche obliged with the introduction of the Boxster/Cayman GTS 4.0. Values of the 2.5-litre GTS saw an immediate hit, but with the Cayman variant now sitting at a very agreeable price point, and with autumn encouraging tin-top motoring, it's time to go shopping.

At the time of writing, a scan of the Pistonheads website reveals nineteen 718 Cayman GTSs for sale, one more than the number of same-specification Caymans. Prices start at £37,990. For this, you get a one-owner 2018

718 Cayman GTS with 76,761 miles on its odometer. Oh, and Sapphire Blue paintwork. The next cheapest listing is £46,995 for a Cayman GTS finished in Carmine Red. Just 25,600 miles covered from new by two owners is impressive, but pales when compared to the 8,886 miles covered by the red single-owner 2018 Cayman GTS included in the same listings. At £49,950, this represents great value for money – with such low mileage, the car is virtually brand-new. Plus, it features a wealth of desirable individual equipment.

Across the following pages, we've gathered a stack of model information, as well as driving impressions, to help you on your journey toward satisfying 718 Cayman GTS ownership. Good luck and happy hunting!

BODY & IDENTITY

The 718-generation Boxster/Cayman is a significant evolution over the 981. Obviously, there's the introduction of all-new four-cylinder turbocharged engines (see overleaf), but styling was enhanced, too. In fact, only the 'frunk', boot lid, windscreen and, in the case of the Boxster, convertible lid are carried over.

In terms of bodywork, these cars don't have any notable problem areas, but the GTS is a quick, powerful Porsche, meaning it attracts owners and drivers with an excitable appetite for burying the accelerator pedal. Accident damage should be your main concern. Look for differences in colour and gaps between panels, and check for stone chips at the nose of the car. We've said it before and we'll say it again: spend a tenner at mycarcheck.com, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there is any outstanding finance on the Porsche you're looking at. You should also enter the vehicle's details into the DVLA's online MOT database, a service which will return all passes, failures and advisories registered as far back as records are stored. If you have the V5 document number at your disposal, you can even see which MOT station carried out each test. Visit bit.ly/dvlamot.

If buying from a non-Porsche specialist, or a dealer who doesn't seem to know the exact specification of the GTS in your sights, take advantage of the Suncoast Porsche Parts VIN decoder (check it out at bit.ly/suncoastdecoder), which will provide you with the car's build sheet and options list for just \$10 USD.

The 981 isn't exactly soft-looking, but the 718 introduced sharper lines and more aggressive bumpers. Despite being more or less the same size as its predecessor, these changes give the 718 more road presence. We're not hugely enthusiastic about the look of the side intakes (gloss black would look much better than exposed plastic), but this is a very attractive Porsche nonetheless. Condensation build-up in lights can be frustrating, as can erratic operation of the rear wing. Standard exterior colours are White, Racing Yellow, Guards Red and Black, with Paint to Sample available for an additional £6,228. Dynamic headlights (£1,397) and gloss black door handles (£84) were also offered.





ENGINE

The B4 flat-four shares a massive number of components with the B6 flat-six — you know, the turbocharged boxer found in the back of the 991. The list includes the high-pressure direct fuel injection system, the timing chain, connecting rods, bearings and almost the entire auxiliary drive. Additionally, when it comes to materials and manufacturing of the crankcase and cylinder liners, the flat-four uses the same technology as the six-cylinder boxer. There are, however, significant differences. For example, all 718s make use of adaptive engine mounts, thereby replacing the previous singular forward engine mount with two hydraulic mounts. As standard, these parts use engine vacuum to switch between two levels of stiffness, though this can be upgraded to more sophisticated magnetorheological operation through the Sport Chrono Package. By way of a centrifugal pendulum, the 718's dual-mass flywheel has been designed to balance out engine vibrations at low speed.

The B4's oil sump is aluminium, as opposed to the plastic sump on the B6 flat-six, a difference dictated by the former's hotter exhaust routing. While the variable-demand oil pump in the B6 is taken as a basis for that of the flat-four, the smaller engine's part features two levels of delivery to the B6's three, reducing the number of components and, consequently, weight. Porsche went the other way when it came to the control of valves and camshafts, adding sophistication — the flat-four gets VarioCam Plus for complete control of valve timing, as well as two switchable camshaft profiles for the intake. This is the same as the 991, but in 718 flat-four applications, two switchable camshaft profiles exist for the exhaust side, allowing calibration for optimisation of performance or economy (as conditions demand). Nifty stuff.

And what of the B4 engine's efficiency? Well, when it was launched, Porsche quoted a significant thirteen percent improvement in economy and emissions over the 981's flat-six. Interestingly, this measurement was given on the old NEDC test regime, which has been shown to vary considerably from real-world conditions. Many miles have been driven in turbocharged four-cylinder 718s since then — it's generally accepted the newer powerplant is only marginally more economical than its six-cylinder predecessor, certainly when driven in normal traffic. Push on and the flat-four is just as thirsty.

It's worth mentioning, however, despite a weight decrease in the engine department, the 718 models weighed slightly more than their 981 predecessors, chiefly due to added luxury equipment and beefing up of the brakes.

TRANSMISSION, BRAKES AND SUSPENSION

As we've discussed elsewhere in this issue of *911 & Porsche World*, PDK dual-clutch semi-automatic transmission is massively popular with today's Porsche buyers, and so it proved with the 718 Cayman GTS. The on-paper figures afford PDK owners pub bragging rights, but in the real world, the difference is unnoticeable anywhere other than time trials — with a six-speed manual gearbox managing the GTS's 317lb-ft torque, 62mph is reached from rest in 4.6 seconds. The time is reduced to 4.3 seconds with the seven-speed PDK unit



installed and 4.1 seconds when PDK is paired with active Sport Chrono. On the topic of fine margins, a manual-equipped 718 Cayman GTS is only 0.2 seconds slower than a 981 Cayman GT4 (only available with a six-speed stick shift) in the benchmark zero-to-60mph sprint test.

Top speed of 180mph is unaffected by transmission type, although CO₂ output is slightly higher when operating the manual, equating to 205 g/km versus PDK's 186 g/km. You might think this barely deserves a mention, but dropping below 200 g/km allows the PDK car to sit in a lower road tax bracket. Plus, drivers are becoming increasingly concerned with the impact of their carbon footprint. Food for thought, though it's not likely to sway those of you who are thinking about buying a manual 718 Cayman GTS for an attack of your local backroads. It's worth us mentioning PDK attracted a £2,303 premium on the GTS's individual equipment list and comes complete with a switchable automatic start/stop function (including coasting).

Four-piston calipers with 330mm (front) and 299mm (rear) discs are standard equipment. Porsche Ceramic Composite Brakes (PCCB) were a whopping £5,177 cost option. Porsche Torque Vectoring (PTV) with mechanically locking rear differential comes as stock spec, while Porsche Stability Management (PSM), Porsche Active Suspension Management (PASM), a 10mm lowered ride height (20mm was available for an additional £168) and twenty-inch satin black Carrera S wheels also come as standard, the latter wrapped in Michelin 235/35 (front) and 263/35 (rear) N-rated tyres.



PORSCHE IN DORSET

Put the **oomph!** back into your **Porsche!**

Personal service and fair prices.
Servicing, Repairs,
4 wheel alignment,
Restoration, Bodywork,
Race prep & engine rebuilds.



t: 01308 459106
e: infomarque21@aol.com
www.marque21.co.uk

Marque 21

Independent Porsche Specialist

Lakewell.com



CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM & INTERIOR PARTS TO OEM SPECIFICATION


LAKEWELL PORSCHE INTERIORS
KASTEELSTRAAT 21
B - 3870 VEULEN

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22

#1 NAME IN AUTOMOTIVE SOUNDPROOFING & HEAT CONTROL

NOISE & VIBRATION CONTROL



- » REDUCE ROAD NOISE
- » IMPROVE STEREO SOUND
- » FLEXIBLE & EASY TO INSTALL

VISIT DYNAMATEUROPE.COM



Export 56

CLASSIC PORSCHE SPECIALIST

SALES - SERVICE - RESTORATION - RACING - STORAGE

web: www.export56.com facebook: /Export56Porsche instagram: /Export_56



INTERIOR & ELECTRICS

Though not a concern for buyers of PDK cars (unless they've been driven flat-out downhill), over-revving has been reported on manual-equipped GTs with overly zealous drivers at the wheel. If possible, and if buying from an independent specialist or main dealer, ask a technician to provide a readout of diagnostic data produced by the factory-developed Porsche Integrated Workshop Information System. This will provide you with details of existing and historic fault codes, as well as true mileage.

Modern GTS-badged Porsches are designed to be easier to live with on a daily basis than their more hardcore GT4 counterparts. The 718 Cayman GTS is no exception. Standard interior trim includes two-way electric Sports seats with elevated side bolsters (check for wear where previous owners may have dragged their jeans across the surface), head rests stitched with GTS script, Silver Grey backrest shells, a 360mm GT steering wheel (with optional PDK shift paddles), Sports pedals, air-conditioning, electric everything, plus the roof lining and A-pillars trimmed in black Alcantara.

Infotainment equipment includes Porsche Communication Management (PCM), 4G/LTE compatibility, eight loudspeakers (for total output of 150W), DAB radio, CarPlay and Android Auto, to name but a few factory features.

Additional comfort and extra tech could be introduced with the GTS Interior Package (£2,096), the amazing Alcantara GTS Package (an extra £1,242), seat heating (£294), ISOFIX child seat mounting points (£126), aluminium pedals (£185), ParkAssist front and rear cameras (£1,086), twin-zone automatic climate control (£539) and cruise control (£228). Adding a high level of extra equipment could take the base price of a 718 Cayman GTS to almost £80k, which is why you should expect to pay a premium for an example kitted-out with these desirable features. Make sure they all work before parting with your hard-earned cash.

It might only have two seats (let's face it, the 911's rear pews are pretty useless, so don't get too hung up on this aspect of Cayman ownership), but the 718 GTS is surprisingly practical. It shares the same front and rear luggage compartments, door storage pockets and elevated centre console (with closed and open cubby holes) as the rest of the 718 range. The rear offers 150 litres of space, while the front gives an impressive 275 litres to stow your shopping or holiday gear.

The standard 718 GTS interior is black, but those looking for exclusivity could option body-colour stitching and matching seat belts when placing the order for their new Porsche.





Above Alcantara is something of a modern GTS calling card and looks fantastic in the 718 Cayman cabin

MODEL BEHAVIOUR

The 718 GTS 4.0 Boxster/Cayman twins offer a more civilised ride when compared to their Spyder and GT4 siblings. Don't get us wrong, these normally aspirated GTS models are perfectly capable of attacking the asphalt during track days at your favourite circuit, but their wealth of creature comforts and softer-than-GT4 chassis make them far easier Porsches to live with in regular driving environments.

Of course, the GT4 is designed to be used by drivers engaged in track action

on a regular basis, but we're struggling to see why those who spend the vast majority (or all) of their driving time on the public highway would favour a GT4 over a GTS. The latter is lighter, too, by about fifteen kilograms. Those determined to buy a 718 Spyder or GT4 regardless of the fact they're never going to hit a track are likely to be the same people guilty of dismissing the four-cylinder, turbocharged 718 GTS (Boxster or Cayman) without ever driving one. "It has to be a normally aspirated

flat-six," they'll say, citing rubbish about only a six-banger making for a purely Porsche sports car, failing miserably to acknowledge Porsche's use of four-pot power from day one, long before arrival of the 911. Then they'll reference the noise. Ah yes, the noise, undoubtedly the most talked about aspect of the four-cylinder 718 line-up, serving to overshadow just how good these cars are. Granted, a two-litre, entry-level 718 isn't going to snarl like a cornered wolverine on a bad acid trip, but the 2.5-litre GTS? Revised airflow equipment delivers a beefier bark.

Interested? You should be — when new, the 718 Cayman GTS offered outstanding value for money when compared to the 991 Carrera, delivering 360bhp (just five ponies less than the 911), 317lb-ft torque, top speed of 180mph and the dash to 62mph from rest in 4.3 seconds. This pace is on par with the 991 Carrera, but would have relieved your purse for more than eighteen grand less, giving you plenty of spare change to plunder the irresistible individual equipment list at your chosen Porsche Centre.

In fact, you could have treated your turbocharged GTS to a trip to Porsche Exclusive Manufaktur's Paint to Sample spray booth, added lashings of Alcantara interior trim, Porsche Ceramic Composite Brakes (PCCB), ParkAssist cameras,





seat heating, a seven-speed PDK transmission, a twenty-two-millimetre drop in ride height, Porsche Dynamic Light System Plus (PDLS+), gloss black painted exterior trim, automatically dimming mirrors, cruise control, twin-zone automatic climate control, ISOFIX kiddie seat mounting points, aluminium pedals, painted headlight washer jets, black badges, and you'd still be quids in. Look out for these desirable options when lining up test drives.

LOCK AND LOAD

The 718 Cayman GTS is a beautifully built machine offering an exhilarating driving experience, enhanced by a raft of excellent standard features, including Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring (PTV) accompanied by a mechanically locking rear differential. There's Sport Chrono — identified by the tell-tale dash-mounted stopwatch — and the nifty Porsche Track Precision app, allowing lap times and other driving data to be recorded and managed via smartphone. As mentioned earlier in this buying guide, twenty-inch 991 Carrera S wheels are standard GTS items, as are four-piston calipers clamping 330mm discs.

A handy rotary dial fixed to the GT steering wheel allows you to select between Normal, Sport, Sport Plus and Individual driving modes, with buttons on the centre console allowing you to override aspects of each mode's settings, such as the annoying start-stop functionality. You can also keep the car's twin-tract sports exhaust system on full blare, should you hate your neighbours.

Ah, we're back to that controversial sound again, aren't we? Well, contrary to popular belief, as the GTS hammers its way through the rev range (reaching peak power at 6,500rpm and making use of maximum torque between 2,100rpm and 5,000rpm), the noise isn't at all 'bad'. We accept the aural aspect of a sports car is a major part of the driving experience, but when it comes to the turbocharged GTS there's really not much to complain about. It's not necessarily a 'worse' sound than a flat-six at full chat, it's just... different. Besides, there's more than enough sensational driving experience to ensure you spend seat time grinning from ear to ear regardless of the din generating from the car's back end.

The mid-engined layout ensures the chassis reacts instantly to driver input. To this end, precise, sharp changes

of direction are realised by the superb electromechanical direct steering (with variable ratio and steering pulse generator), which does a great job of making you feel like a key component of the host GTS. Too often in modern sports cars, there's a disconnect between the driver and what the car is doing, as though he or she is simply along for the ride, rather than dictating what's happening. Not so in a 718 Cayman (or Boxster) GTS. This car feels supremely agile, incredibly lively and desperate to please by observing every instruction

Above Mid-engine layout and a pleasing price point make this a far better buy than a 991 Carrera Cabriolet





Above The forced-fed flat-four is often criticised for its engine noise, but the soundtrack is easily altered by appointment of an aftermarket exhaust

with instantaneous execution. The dual-clutch PDK gearbox in our test car shifts as seamlessly and as sublimely as everyone you've ever spoken to about the system would have you believe, with only a change in engine note (stand down, flat-six fans) and an altered dash display indicating you're working your way through all seven cogs. Of course, on account of it being semi-automatic, you can override what's happening by taking control of the paddle shifters attached to the chunky 360mm steering wheel.

Alcantara covering the glovebox, the centres of the two-way electric sports seats, centre arm rest, headlining and door handles gives the cabin a luxurious feel and owes more than a passing nod to the material's use in motorsport applications for practical purposes, including anti-glare reflection on dashboards. It would have been good to see the GTS's dash wrapped in the synthetic suede-like material, though, especially considering the Alcantara add-on cost buyers well over a grand at the car's original point of sale.

The mix of black leather and dark Alcantara give the GTS's cockpit a suitably moody feel, which is carried over to the car's exterior by way of dark accents, including black casing for the headlights and smoked rear clusters.

RANGE-TOPPING POKE PERFECTLY COMPLEMENTING THE BRILLIANT CHASSIS, WHICH FEELS LIGHT, BUT REASSURINGLY PLANTED

There's black detailing on the reprofiled front and rear aprons, too. Less obvious alterations lurk within, including what Porsche describes as an "optimised" variable turbine technology (VTG) turbocharger, though it's worth noting that even in the 345bhp 718 Cayman S, the 2.5-litre flat-four isn't exactly a slouch begging for extra punch.

No matter — the GTS gets range-topping poke perfectly complementing the absolutely brilliant chassis, which feels super-light, but reassuringly planted, allowing you to hammer this 'baby 911' down any stretch of road you care to tackle, safe in the knowledge you're in full control of a Porsche

instantly obeying your every whim with class-leading precision.

The way this Cayman works its way toward the redline is also something to behold — the GTS is a fantastically quick car, its in-gear acceleration from

50mph to 75mph taking no more than 2.7 seconds. Its ability to dart out of a corner and immediately lunge forward, picking up speed at rapid pace, all the while

remaining stuck like glue to the asphalt, should also be noted, not only for its potential for exciting B-road blasts, but for track day work in the hands of owners keen to use the aforementioned smartphone app to monitor lap times.

It would be discourteous of us to make light of the importance of Porsche's decision to reintroduce normally aspirated six-cylinder engines to the 718 Boxster and Cayman range, but to dismiss the plus points of the turbocharged GTS would be equally churlish. We can't think of a single reason why we wouldn't buy one, and neither should you. Just don't get hung up about the noise. ●

BUYING: *TRIED AND TESTED*



ESTATE OF MIND

The Taycan Turbo GT may have grabbed headlines with its record-setting lap times, but in the real world, the Taycan Turbo Sport Turismo hits the sweet spot of performance and practicality...

Words **Dave Humphreys** Photography **Andi Koslowski**

When it comes to making elongated versions of series-production cars, most

automotive manufacturers tend not to produce anything more interesting than the source material. Estate cars are, after all, used to transport dogs, move the occasional washing machine, make trips to the dump or empty the nearest Ikea. Excitement doesn't usually rank high, a fact reflected in the various names often given to estate vehicles. Think Combi. Think Variant. How uninspiring.

Porsche takes its estate cars a bit more seriously, conferring the title of Sport Turismo on the even-more-practical versions of both the Panamera and the Taycan, the latter of which we're testing today. Far from boxy in its design, the Taycan Sport Turismo has a useful load area at the rear, though it stops short of being the most capacious vehicle of its type. It is, however, one of the best-looking estate cars money can buy right now.

The entire Taycan range, including the Sport Turismo, has received a mid-life update. Overall, the proportions remain the same, from the low nose and raked windscreen, to the gently sloping roofline with integrated rear spoiler and pronounced diffuser. While the aesthetic changes in this iteration are subtle, some details distinguish the new arrival from its predecessor.

A touch of rhinoplasty enhances the front bumper, lending it a sleeker, more technical look, departing from the previous vertical black vents below the headlights. These adjustments result in a more open lower section, with optional contrasting colours or carbon sections on the corners. Models bearing the Turbo designation feature the newly launched 'Turbonite' colour on the bonnet-mounted Porsche crest and elsewhere, diverging from the traditional badge.

Upon closer examination, you'll notice

the headlights have also been upgraded, offering a new interpretation of the company's distinctive four-point lighting signature. And, where the Taycan comes with Matrix LED headlights, the Turbo Sport Turismo model features the more advanced HD Matrix LED headlights. This hardware has seen significant improvements over what came before. For example, the system can now recalculate its light pattern every sixteen milliseconds. Thirty-two thousand individual micro-LEDs are loaded into each headlight to adjust brightness along the road ahead. For comparison, the earlier Matrix LED headlights only had eighty-four pixels. This highlights the considerable technological advancements made since the original Taycan's debut a few years ago.

While other vehicles remain in shadow, the new Taycan's lighting system illuminates the gaps around them. If roadworks or temporary narrow lanes

are detected, the 'light carpet' for the illuminated lane adjusts to the width of the car, assisting the driver in lane positioning.

CIRCLE AROUND

New wheel designs not only freshen up the look of the Taycan, but can also enhance the car's performance through improved aerodynamics. The twenty-one-inch Aero Design wheels, for example, can account for as much as twenty-four miles of range when compared with the first-generation Taycan's Mission E wheel design. Porsche's chassis engineers are also lighting the way with the introduction of Porsche Active Ride (PAR). This new suspension setup expands the operating bandwidth between driving dynamics and comfort, while also doing away with traditional hardware elements, such as anti-roll bars. Going beyond typical air suspension, PAR controls all four active

Right New centre console looks like somebody shoehorned an iPad in the cabin, emphasising the plethora of digital displays and lack of analogue clocks





dampers with motor pumps.

Using electrical power taken directly from the Taycan's high-voltage battery, PAR employs two electric motors to each, driving hydraulic pumps creating the actuating force on each damper as required.

Information from a suite of sensors monitoring lateral and longitudinal forces, surface stimuli on the wheels, driving conditions and each tyre's grip/slip levels tells the motor pump unit how much fluid to send to each damper, all in a matter of milliseconds. Impressive stuff.

Additionally, the suspension has a simpler-to-understand but nonetheless rewarding function to marvel at. When you pull open a door handle, the car instantly rises fifty-five millimetres to make ingress a little easier. As the door shuts, the car will then automatically

lower itself back down to normal ride height. Access trickery aside, here is a suspension system suppressing undesired motion, effectively isolating the car's body (and its occupants) from any surface undulations. The Taycan

between 328 and 376 miles. Stick to urban driving, and range can potentially exceed four hundred miles, or so Porsche claims.

Recharging has also received a shot in the arm, largely thanks to advancements in battery chemistry and management software. The peak DC charge rate rises to 320kW (50kW faster than before) and the Taycan can sustain 300kW of charge for up to five minutes.

This might not sound long, but charging from ten to eighty percent capacity takes just eighteen minutes, a reduction of four minutes. Perhaps even more important to buyers in the United Kingdom is the fact fast charge rate occurs when the battery is twenty degrees cooler, at just fifteen degrees Celsius.

Despite increased energy density and overall capacity, the high-voltage battery pack is nine kilograms lighter

Above The revised Sport Turismo body style looks fantastic in any colour

WITH 697BHP ON TAP, YOU'RE NEVER GOING TO BE LACKING IN ENTERTAINMENT, AND THAT'S BEFORE YOU TRY OUT LAUNCH CONTROL

accomplishes this with impressive levels of comfort, making even the highest-frequency surface bumps seem little more than a distant ripple.

As before, the Taycan Turbo Sport Turismo has phenomenal performance, both in terms of outright pace and what the new battery pack can do. It benefits from increased capacity. Specifically, 97kWh net (105kWh gross), resulting in an official WLTP driving range of



NOVELTIES

Dashboard cover for Porsche 356 BT5 - C, Bj.60-65



for only **352,- €**



Dashboard
for Porsche
924 / 944 I Series
for only **949,- €**



Glove compartment for
Porsche 924 / 944 I Series



for only
234,- €

Or as a Complete Set

(Dashboard + Glove Box for Porsche 924 / 944 I Series)

for only
1142,- €



than before. Part of the battery's charging improvement is down to a newly developed Combined Booster Charger (CBC), which replaces the older converter. Porsche has also paid attention to the 11kW AC charging function, giving it a new controller for more robust charging. The battery charge port doors are now electrically operated as standard, while software tweaks allow the car to communicate with charging stations to authorise the charging process more quickly.

A fully charged battery will mean drivers can spend even more time enjoying the tremendous performance available. With 697bhp on tap, you're never going to be lacking in entertainment, and that's before you try out launch control. With the system engaged, power output temporarily climbs to a staggering 871bhp and up to 693lb-ft torque. This is enough to slingshot the car to 62mph in just 2.7 seconds from rest. You'll cover a quarter mile in 10.3 seconds if you can keep the accelerator pedal pinned for that long.

Where permitted, you'll reach top speed of 161mph.

Such hefty performance is partly enabled by a new electric motor on the rear axle. The unit delivers more power, yet weighs ten kilograms less than the motor it replaces. The gains aren't simply the result of a software flash — every minute detail has been examined

OH-SO-PRECISE STEERING WITH PAR PROPELS THE TAYCAN TURBO SPORT TURISMO INTO THE 'ALL THE CAR YOU'LL EVER NEED' CATEGORY

and improved in some way. Fastidious doesn't come close to describing the attention to detail Porsche's engineers have gone to with this Taycan update. One senior factory employee told us it mirrored the level of effort taken when Porsche develops a new GT car. Clearly, the brand takes electric vehicles very seriously indeed.

Our test car was equipped with optional rear-axle steering, which comes as standard on the Turbo S. This setup works in the same way as before, with a maximum steering angle of 2.8 degrees,

enough to rotate the car that bit quicker through a tight corner and adding a light-footedness to slow-speed manoeuvring. It comes into its own when you find yourself on a narrow ribbon of asphalt draped over the countryside — the Taycan is a joy to use when stringing a series of apexes together. Agility levels, in tandem with the incredibly low centre of gravity and PAR, grant this Porsche direction changes that, at times, seems to defy physics.

The Taycan punches its way out of corners

like a true heavyweight, helped in the Turbo and Turbo S models by Porsche Torque Vectoring Plus (PTV Plus), an electronically controlled differential lock on the rear axle. Drivers can also rely on a thirty percent increase in energy recuperation rates when lifting off the fast pedal. Up to 400kW of energy can be reclaimed back to the battery when slowing from high speeds and, even at lower speeds, there is a fifteen percent gain in recuperation rates, when comparing with the previous model.

In every sense, this is a rocket ship,

Above Freshly updated Sport Turismo, standard Taycan and Cross Turismo body styles look fantastic



yet it can be as civilised and docile as you wish. Drive along in typical everyday traffic, and you'll be more impressed by the comfort of the seats, quietness of the cabin and the contemporary dashboard layout, complete with its multiplicity of digital displays. Even when everything from a Hyundai Kona to a Rolls-Royce Spectre has a screen for dials, the Porsche's curved instrument presentation is one of the coolest-looking on the market.

FRUIT OF THE LOOM

Deeper integration of Apple smartphone functionality brings more controls for different apps in the CarPlay ecosystem, meaning owners can adjust cabin temperature or the radio station without having to exit into the native Porsche menu system. Another new feature is the option of in-car video streaming for the central and passenger displays. Porsche uses a privacy film, similar to those used in smartphones, to prevent the driver from being able to view it, of course. Put simply, the entire cabin is nothing short of sublime, from fit and finish, to the degree of personalisation available. It's the kind of quality making you feel reassured you've spent your money well.

The more you drive the Taycan

Turbo, the more you fall for its all-encompassing performance. And while break-neck acceleration is something to brag to your friends about, where the Taycan does its best work is when covering ground at six or seven tenths. Having an instantaneous dollop of extra performance under your right foot is addictive, be that for quick blasts or rapid overtakes. The whole package quickly settles into a mesmerising groove on the right section of road. Blending prodigious levels of grip and

oh-so-precise steering with PAR propels the Taycan Turbo Sport Turismo into the 'all the car you'll ever need' category.

Porsche may have grabbed headlines with its new stripped-back Taycan Turbo GT, but the smart money goes on the Taycan Turbo Sport Turismo. It gains a more practical interior, has a svelte exterior and more performance than you'll ever need on a day-to-day basis. Changes under the skin are even more relevant, ensuring this will be the EV to have for some time to come. ●



Right The same cars pictured in the, er, desert yesterday

MISSED AN ISSUE? COMPLETE YOUR COLLECTION

ORDER TODAY!



NOVEMBER 2024

COVER STORY 50 years of Carrera 3.2
INSIDE STORIES 993 Turbo X50, Intercoolers, 992 Carrera 4 GTs, 992 Carrera 4 GTs Hybrid, William Hewitt, Carrera 3.2 Supersport, 964 Turbo



OCTOBER 2024

COVER STORY Ultimate guide to transaxles
INSIDE STORIES 911 GT3 RS Jo Siffert Edition, 928 evolution, 924 Owners Club Young Members, Porsche Centre Norwich, Beverly Hills Car Club



SEPTEMBER 2024

COVER STORY Buying your first Porsche
INSIDE STORIES Manthey Racing 992 GT3 MR, 996 Turbo driven, Carrera 3.2 Supersport, new Macan Turbo EV, Hartech 997, Patrick Roberts



AUGUST 2024

COVER STORY Thirty-five years of 964
INSIDE STORIES Panamera Turbo E-Hybrid, 928 S2 buying guide, 981 GT4 chassis tuning, 986 Boxster S, Ninemeister 9m11s, 997 Carrera 4S



JULY 2024

COVER STORY Twenty-five years of 911 GT3
INSIDE STORIES Unrestored 911 T tested, 968 buying guide, Taycan Turbo GT, 981 Boxster S, 992 GT3 vs 996 GT3, 3.9-litre 996 Carrera, 997 4S



JUNE 2024

COVER STORY Buying your next Porsche
INSIDE STORIES 930 Turbo versus 991 Turbo, 997 Carrera Tiptronic, Harbour Cars, Panamera 4, Sebastian Vettel, 928, Carrera 3.2, 986 Boxster S



MAY 2024

COVER STORY 997 Carrera GTS vs Turbo
INSIDE STORIES 340bhp Carrera RSR replica, 908/02, 993 Turbo, buying 718 Boxster GTS, Cayenne Turbo E-Hybrid driven, GT1-98, 981 GT3



APRIL 2024

COVER STORY 959 prototype rediscovered
INSIDE STORIES Restored 924 Turbo, Daytona, Planning your first Nürburgring trip, 996 GT3 RS, Torque tube tech, new Cayenne S E-Hybrid driven



MARCH 2024

COVER STORY 997 Carrera S X51 Powerkit
INSIDE STORIES 50 years of G-series 911, GT One, 924 Carrera GT, 991 Speedster, 911 SC buying guide, 911 Turbo (930) origins, 981 GT4



FEBRUARY 2024

COVER STORY Custom 964 Carrera 2 build
INSIDE STORIES 718 Style Edition, Volkswagen, Cayenne Turbo E-Hybrid GT Package, 944 Turbo, 968 odometer repair guide, 991 GT2 RS, 996 GT3



JANUARY 2024

COVER STORY Experts pick 2024's best buys
INSIDE STORIES 987 Cayman S Sport, 356 A, 992 Sport Classic, Alexanders Prestige, IPD plenum and GT3 throttle body fitting guide



DECEMBER 2023

COVER STORY 968 Club Sport vs 991 GT3
INSIDE STORIES 718 GT4 RS, 991 Carrera T, Hartech Eco-Power, 987 Boxster buying guide, 500bhp 944 Turbo, turbocharged Carrera 3.2

VISIT [SHOP.KELSEY.CO.UK/NPWISSUE](https://shop.kelsey.co.uk/npwissue)
OR CALL THE HOTLINE +44 (0)1959 543747*

*Lines open Mon-Fri 8.30am–5.30pm (q). Calls charged at your standard network rate.

OR SCAN ME!



DESIGN 911

TRADE

SPECIALIST SERVICE TO PORSCHE GARAGES
& BODY SHOPS

TRADE PARTS

■ 68,937 PART NUMBERS ■ 368 OEM BRAND SUPPLIERS ■



+44 (0) 208 900 0 900



www.design911.com



trade@design911.com

Banner
Batteries



BOSCH

brembo

Dansk
ORIGINAL

DAYCO



Hengst

MAHLE

ÖHLINS



STABILUS

TEXTAR



high
stock levels

The most famous and respected brand names in the Porsche world are amongst the half million-plus parts on our shelves.

price
match promise

If you find a cheaper price - we will match it. We guarantee to match the advertised price on any identical stock item*

worldwide
delivery

We offer free UK next day delivery for orders placed before 12am, free Europe delivery from £300 and fast worldwide delivery.*

AUCTION NEWS

From rare racing air-cooled classics to mass-produced transaxles, this month's look at auction room activity showcases Porsches from both sides of the Atlantic...

The Porsche auction scene delivered another eclectic mix of delights during the past few weeks, with a number of hugely desirable classic race cars fighting with reasonably (surprisingly?) priced road rockets for our attention. Throw in a smattering of rock and roll memorabilia, plus an Aladdin's Cave of rare parts for air-cooled cars, and it becomes apparent the Porsche marketplace had something for everyone in September.

Let's start with the motorsport machines. Our friends at RM Sotheby's presented a 993 Carrera RSR 3.8 at the auction house's recent Monterey sale. Based on the 993 Carrera platform, the RSR drew heavily from its twin-turbocharged GT2 sibling and

Schmidt's team raced the car extensively over the ensuing years, including multiple appearances at Daytona, Sebring and Pikes Peak. At the 2000 24 Hours of Daytona, Schmidt used the car to set a then event record by moving up fifty-seven positions, finishing twenty-second overall after starting seventy-ninth in a field of eighty. Reams of performance reports document the careful engineering and tuning the car received during its career, such as a \$15,000 engine and transmission rebuild by Jerry Woods Enterprises of Campbell, California, in 2002.

In 2013, this RSR was acquired directly from Schmidt by its second and current owner in Europe and has since been part of a small private sports car collection — no further racing was undertaken. Importantly,

WHILE NOT THE MOST GIFTED DRIVER, HE POSSESSED A PASSION AND TALENT FOR TINKERING, INCLUDING INSTALLING A SUPER 8 CAMERA

was developed specifically for endurance racing competitions (chiefly those held at Le Mans and Daytona). Sporting an outstanding degree of documentation and racing provenance, this example, chassis 398074, was ordered by American racer, Max Schmidt, in the summer of 1996 ahead of the 1997 racing season. The car's extensive history file includes Schmidt's correspondence with Porsche Motorsport regarding available options, as well as receipts for several down-payments and the car's eventual air freight importation to the US. Anticipating the arrival of his new 911, Schmidt pre-emptively ordered many upgrades, including lightweight doors, widened front fenders and a twenty-seven-gallon IMSA-spec fuel cell.

Following 398074's Stateside arrival in December 1996, the car was pressed directly into its endurance racing career, appearing at the vaunted 24 Hours of Daytona on 2nd February 1997, placing twenty-first overall with Schmidt and his partner, Duke Johnson, sharing the driving.

no serious accidents are found in the racing record and the car is purported to retain many of its factory body panels. Chassis 398074's spartan cabin remains in race-ready condition, and while most RSRs were specified in white, this is reported to be one of only a handful of examples finished in black, furthering its collectability. Little wonder it attracted strong interest from the RM Sotheby's faithful, going on to sell for a cool \$456,000 when the hammer fell.

Approximately half that sum was commanded by the 1958 356 A 1600 Speedster presented at the same auction. Chassis 84333 was finished on 19th December 1957 and finished in Light Ivory. Equipped with sealed-beam headlights, a speedometer in miles and US-specification bumpers, the car passed through Max Hoffman's pivotal New York dealership. By the late 1960s, 84333 had reportedly made its way to Philadelphia, where it was sold by noted 356 expert, Bruce Baker, to aspiring racing driver, Ed Parlett. Having recently



A MERRY MOTORING CHRISTMAS

Rev up your style or spoil a fellow petrolhead this Christmas with our branded motoring merchandise, special editions, guides, binders and more.



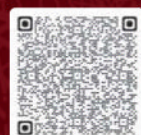
SHOP MOTORING GIFTS
GO TO **SHOP.KELSEY.CO.UK/XMAS24-MOTOR**
SCAN THE QR CODE AND GO DIRECTLY



CALL 01959 543 747 AND QUOTE 'XMAS24-MOTOR'

SHOP ALL OTHER CHRISTMAS GIFTS
SHOP.KELSEY.CO.UK/XMAS24-GIFTS OR **SCAN ME**

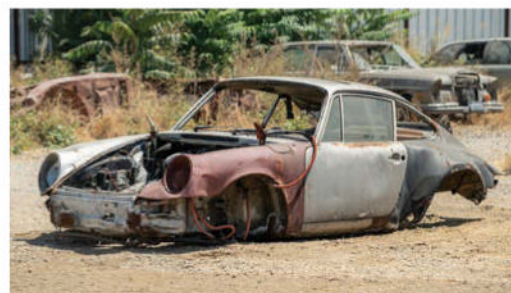
MAGAZINES | ANNUALS | BOOKS | CLOTHING & MERCHANDISE | CALENDARS | EVENT TICKETS



wrecked his previous Speedster, Parlett sourced a 1.6-litre 912 engine (746019), installed disc brakes from a 356 C and set about racing his new toy. While not the most gifted driver, he possessed a passion and talent for tinkering, including installing a Super 8 camera protected by a self-made aerodynamic windscreen to record his laps and study ways to improve.

Period photographs document Parlett driving the now orange Speedster at SCCA events, before parting with the car in 1975. Chassis 84333 then spent the next three decades in dry slumber before being sold in 2008 to a Hamburg-based enthusiast, who mechanically refreshed the car while maintaining its well-earned racing patina.

This example was completed in November 1992 and had air-conditioning reselected. Despite being built for the South African market, the car was shipped to a significant supercar collector located in Asia, where it remained in storage as part of his immense collection. During this time, the Porsche was very rarely driven, and as of today has covered just eighty-one miles from new. A truly remarkable discovery, this 964 has never been publicly displayed, let alone offered for sale to the public. Thanks to recent recommissioning, the car presents in excellent condition throughout and would be a remarkable addition to any collection of Porsches. RM Sotheby's has set the lower estimate at £700,000.



ROCK ICON, JANIS JOPLIN, SITTING ON THE FRUNK OF HER FAMOUS 1964 356 SC, WHICH WORE BESPOKE ARTWORK NAMED *HISTORY OF THE UNIVERSE*

Where Singer Vehicle Design reimagines 964s, Gunther Werks isn't far behind with the 993. One of the most comprehensively enhanced Porsches ever put together, the RM Sotheby's auction's Gunther Werks Speedster is one of just twenty-five such 911s and is cloaked in Aston Martin Skyfall Silver over Mercedes-Benz Classic Red Nappa leather trim. Powered by a normally aspirated four-litre air-cooled flat-six producing 430bhp and 330lb-ft torque, this "remastered" 993 is capable of hitting 60mph from rest in under four seconds, enough to entice a winning bid of \$1,215,000, which we anticipate being much higher than the figure demanded by the Sony Music Entertainment poster Bonhams is offering at its Fall Automobilia Auction in Los Angeles at the end of the month. A 1999 print measuring 36x24", this brightly coloured poster depicts rock icon, Janis Joplin, sitting on the frunk of her famous 1964 356 SC, which wore bespoke artwork (named *History of the Universe*) authored by her roadie, Dave Richards.

Before we move on to the reasonably priced cars in our rundown of the month's auction room action, let's take a moment to marvel at the right-hand drive 964 Turbo S Leichtbau to be offered without reserve at RM Sotheby's forthcoming London sale. Of the eighty-six-strong production run for this model, just nineteen were completed in right-hand drive — eleven were destined for the UK, eight for "rest of world".

For decades, the mythical collection of Rudi Klein has sat in the hot California sun, some of it covered, some of it exposed to the elements. Inside lives a trove of long-forgotten Porsche parts amassed over sixty years. Engines (hello to the Type 547 fans among you), complete cars, half-stripped cars. You name it, The Junkyard Auction has it by the bucketload. Bidding begins Saturday 26th October.

To the reasonably priced Porsches in our round-up, then. As always, Historics Auctioneers delivered the goods at its Ascot Racecourse sale. A 1990 964 Cabriolet sold for a tempting £40,040, a 2003 996 Turbo for £29,000, a 1993 928 GTS for £36,608, a 2014 991 Turbo S for £73,788 and a 2005 997 Carrera S for £22,880, which is the exact same price as the 944 Turbo sold in the same auction. Purchased in 1991 by the Lambert Fenchurch Group for the sole use of a Mr DH Griffiths, the car has been fully maintained by marque specialists Chelsea Carrera since 2002. Any required remedial work was carried out regardless of cost.

Within the last five years, this turbocharged transaxle has undergone cosmetic restoration — all the glass was removed and the body was repainted in the original colour of Baltic Blue Metallic. The interior was retrimmed by Southbound, the wheels refurbished and the engine was treated to a major service and fresh belts. ●



THE CHRISTMAS GIFT THAT LASTS ALL YEAR!

Buy a magazine subscription for someone special



A magazine subscription is the perfect gift:

- Personal, thoughtful and fuels their passion
- Provides enjoyment all year round
- And saves you money on the shop price!

GIFT
SUBSCRIPTIONS
FROM
£15.99

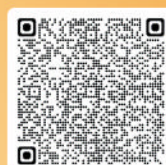
OVER 45 TITLES TO CHOOSE FROM
VISIT **SHOP.KELSEY.CO.UK/XMAS24**
OR CALL **01959 543 747** AND QUOTE 'XMAS24'

Lines are open Mon-Fri 8.30am to 5.30pm. Calls are charged at your standard network rate UK customers only. Offers end 31st January 2025



PLUS!

Annuals, Books, Calendars, Event tickets, Clothing & Merchandise at **shop.kelsey.co.uk/stocking**



DEALER SPOTLIGHT

Continuing our series looking at the cars currently available in specialist dealerships, we head to Berkshire and visit Northway Porsche...

Words Robert Smith Photography Northway Porsche

SUBSCRIBE TO
911&Porsche
World
SEE PAGE 100
FOR DETAILS



Northway Porsche is a fully independent marque specialist recognised for being in the business of servicing, repairing and selling Porsches for more than three decades. After serving his apprenticeship at Porsche Cars Great Britain, Ray Northway established his eponymous company a few years later, first working from home, before acquiring dedicated premises in response to increased demand for the services he was offering. This encouraged recruiting of Porsche-trained technicians, building a highly skilled team and a famously positive working environment.

"Our ethos is to repair each customer's

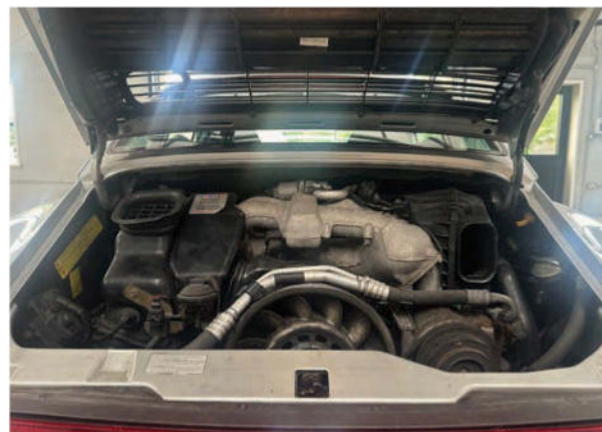
Porsche in the most cost-effective and efficient way possible, sourcing parts from multiple suppliers, if necessary, and only replacing items close to or at the end of their service life, Ray confirms. "We follow recommended service schedules, which are all menu-priced, as well as all manner of mechanical repairs, including engine builds for air-cooled *and* water cooled Porsches. Most of our sales stock comes from our large and growing customer base, hence we are familiar with these cars at the point we're offered them. Every sales car is subjected to scrutiny in our workshop, is thoroughly inspected, and any required remedial work is carried out prior to the vehicle being sold."

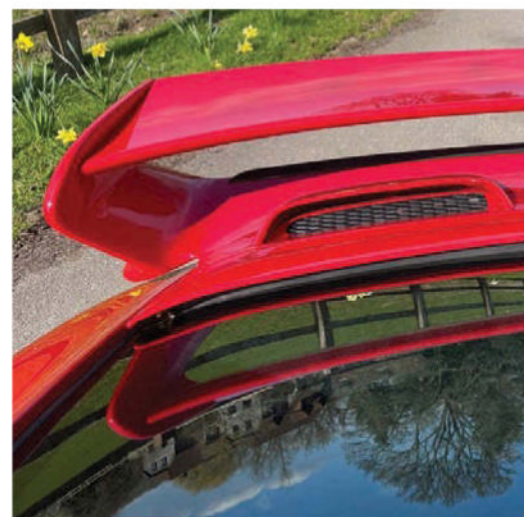
He goes on to say the Northway Porsche team prides itself on every job

undertaken, whether a simple service or a full rebuild. "My team has more than one hundred years combined experience," Ray smiles, proudly.

So, then, what are the cars currently

Above One of two silver 993s currently residing at Northway





Above and right Base model 981 Boxsters and Caymans are a popular fixture of the Northway showroom

making themselves known in the company's showroom? Kicking off proceedings is a stunning 1998 993 Carrera 4S finished in Arctic Silver Metallic. Equipped with manual gearbox, hard-backed sport seats, a limited-slip differential, eighteen-inch Turbo-style 'twist' wheels, an uprated audio system, sunroof, air-conditioning, a spoiler with integrated third brake light, full service history from new, fresh tyres, new suspension and benefiting from a major service, this shimmering Porsche has covered just eighty thousand miles and is being offered at £94,995.

For more than ten grand less (£83,995, to be precise), you could be the proud owner of the Guards Red first-generation 997 GT3 currently awaiting a new home at Northway Porsche. Featuring a Comfort-spec interior comprising black leather and charcoal Alcantara, carbon-fibre flourishes for the dashboard, and Guards Red for the seat belts and instruments, this UK-supplied GT3 rolls on gloss black wheels, comes with full Porsche service history and retains its factory head unit. A stunning car offered at an attractive price point, this superb 997 registers just forty-nine thousand miles on its odometer.

While scanning Northway Porsche's sales list, we counted not one, but three

PDK-equipped 2.7-litre 981s priced at £23,995. The first is a Guards Red 2014 Cayman with a contrasting black interior, Sport Design steering wheel with paddles, cruise control, eighteen-inch alloy wheels, heated seats, two owners from new, full main dealer service history and the ongoing balance of Porsche Approved Warranty.

The second of the trio is a gorgeous Carrara White Boxster with extended red leather and matching hood. With just forty-three thousand miles to its name, this tip-top drop-top includes park assist front and rear, LED daytime running lights, rollover bars finished in body colour, nineteen-inch alloys, retractable door mirrors, wind deflector and full service history.

The third 2.7-litre 981 is another Boxster, this one with fifty thousand miles on the clock. Finished in silver over black leather, the car features heated seats, rear park assist, nineteen-inch wheels, full service history and three owners from new.

Wait! What's this? Another Arctic Silver 993? Yep, although this one is a 1997 Targa. Loaded with black leather seats, six-speed manual transmission, seventeen-inch alloys, cruise control, a seventy-five-litre fuel tank, a fully reconditioned interior and service





history courtesy of main dealers and independent specialist only, the car was purchased from the most recent custodian's local Porsche Centre in 2003, marking more than twenty years of continuous ownership. This stunning semi-open-top 911 can be yours for the asking price of £74,995.

Northway Porsche is known for its knowledge of and familiarity with the 997-generation 911. Indeed, Northway's rubber stamp [should this be 'seal of approval'?! — Ed] can be found in the service book of Editor Furr's 2006 Carrera 4S, which is why it comes as no surprise to find a duo of 997 Cabriolets alongside the previously mentioned GT3 in the company's spotless showroom.

Giving those interested in the aforementioned Boxsters food for thought, the lower-priced of the two 997 drop-tops on offer is pitched at just £28,995. For yer money, you get an al fresco Carrera S with the oh-so-desirable plus point of a remanufactured 3.8-litre

Hartech M97 flat-six. Anyone who knows 996-generation 911s and early 997s will know the peace of mind a Hartech-built M96 or M97 boxer brings. Add Northway Porsche's fastidious attention to detail when it comes to the preparation of its sales cars, and this Basalt Black beauty represents something of a bargain.

WITH UNDER FOURTEEN THOUSAND MILES FROM NEW AND A STACK OF OPTIONS, THIS COULD BE OUR PICK OF THE BUNCH

BOSE audio, a Pioneer touchscreen head unit, a new clutch, new air-conditioning condensers, new brake discs and pads, front coolant hoses and pipes, rear park assist, heated electric memory seats, Porsche Active Suspension Management (PASM), a six-speed manual gearbox, multi-function steering wheel, 'lobster claw' alloys and full service history make this a 911 difficult to ignore. As the old saying goes, try building one for less.

The second of Northway's two 997

Cabriolets is a second-generation Carrera S loaded with seven-speed PDK semi-automatic transmission. With just sixty-five thousand miles from new, the car presents beautifully in Basalt Black (clearly, a popular colour around these parts) and features Sport Chrono,

PASM, rear park assist, Sport Design alloy wheels, automatically dimming mirrors, silver instrument dials, full Porsche and specialist service history, hard-backed sport seats, full

black leather extended to the doors and dashboard, BOSE audio, rain sensor and the reassurance of being previously sold and serviced by Northway Porsche. Budget £38,495. Other cars currently in the Northway stable include a 2012 991 Carrera S Cabriolet with PDK, (£49,995), a 2012 991 Carrera with PDK (£40,995) and a white 2013 991 GT3 Club Sport priced at £89,995. With under fourteen thousand miles from new and a stack of options, this could be our pick of the bunch. Interested? Visit northway.co.uk. ●

Above 991 GT3 Club Sport features carbon bucket seats, black safety cage, rear axle steering, privacy glazing, front axle lift system, six-point safety belts and much more besides



Soft Stretch indoor covers
in Black, Red, Blue & Grey from £129



Waterproof & Breathable Half covers
from £79



Reflective Waterproof Half covers
from £42

READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088

PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

Free and Simple Agreed Value
PCGB 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000
www.classiclineinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK

CARS FOR SALE

PORSCHE 356



£130,000. B T6 Coupe 1600S. This car was originally sold in the USA in January 1963, it was then in Canada for a period of time before being imported to the Netherlands, from where it was purchased to commence its extensive restoration. The focus of the restoration was originality, the car is presented in 'oslo' blue (bare metal respray) with the interior trimmed in the 'factory option' red leather to give a truly stunning colour combination. Please call 07967 260673, East Midlands. (T)

124072

PORSCHE 356



1955, £300,000. Continental. This 356, (pre A as they have come to be known as) is the Knickscheibe, or bent screen model. A complete restoration of this car, including braking system, suspension, mechanical, bodywork and interior was completed in 2023, finished in the original specification of silver with red leather interior as confirmed by a copy of the Kardex for the car. The dash is finished in Turkish Red with ivory switches and steering wheel. Please call 07967 260673, East Midlands. (T)

124073

PORSCHE 911T



1973, £134,995. Meticulously maintained and always garaged. Completely restored in California in 2014 covering around minimal since. Finished in its original colour combination of classic Aubergine with beautiful Beige interior and removable Black targa top. Porsche COA on file. Fitted with many rare options. Please call 01765 609798, Yorkshire and the Humber. (T)

124071

PORSCHE 911

1980, £87,500. As brand new. Everything done top to bottom. Super Carrera G series. UK registered all matching numbers. Please call 07860744358, South East.

124789

PORSCHE 911



1987, 48033 miles, £89,999. A highly original 1988 Porsche 911 Carrera 2, boasting a desirable factory specification. This Porsche 911 Carrera Super Sport Cabriolet is a highly collectible open-top performance car, combining its soulful air-cooled flat-six with an involving G50 transmission and the Turbo's bodywork, suspension, brakes, and spoiler. Having covered a modest 48,033 miles at the hands of just four owners from new, this example would make a fantastic addition to any collection as well as a stylish and involving weekend cruiser for any marque enthusiast. Please call 07999222999, Wales. (T)

123711

PORSCHE 911



2004, 55,000 miles, £47,995. First registered May 2004 (04 Reg) this Porsche 911 (996) Turbo Cabriolet is a factory X50 pack car (comprising of larger turbos and intercoolers) which provided a further 39 bhp over the standard 415 bhp output, with the PCCB Ceramic Brake option this is for all intents and purposes an "S" specification car. Beautifully presented in Arctic Silver with a Black Leather interior; this six speed Manual transmission example enjoys many factory optional features including: Turbo II wheels, Wind deflector, Xenon lights, Bose Sound package, Heated Seats, Cruise Control, Parking Aid, PCM 2 Telephone and Aluminium Console. Please call 01798 874 477, South East. (T)

PORSCHE 911 996 CARRERA 4



2002, 73000 miles, £16,990. Finished in basalt black with contrasting graphite grey leather upholstery. Last owned for the past 11 years the previous keeper had the vehicle in dry storage and used purely on occasional weekend 911 club drives. The vehicle comes with the certificate of authenticity from Porsche UK also. www.kccarsales.co.uk. Please call 01322226766, South East.

122959

911virgin.com

Porsche wanted
Payment
Call
Speak to

urgently
immediate
today
Tom

Porsches bought & sold

01895 255222

info@911virgin.com

PORSCHE 911



2005, 22000 miles, £35,000. 996 Carrera 4S Tiptronic one owner from new, seal grey, midnight blue leather interior, PSM, 18" turbo wheels with mitchelin tyres, switchable sports exhaust, full service history. An outstanding 911 which are appreciating in value making it a great solid investment. Please call 07973760534, South East.

124438

PORSCHE 911



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



1983, 8655 miles, £99,999. The 'Holy Grail', for any British Porsche enthusiast, is a sub-10,000 mile low-production C16 car. Fully matching number Porsche 911. The odometer displays an incredible 8,653 miles from new. Please call 07999222999, Wales. (T)

123710

PORSCHE 911



1984, 208000 miles, £32,500. Bright Red 3.2 911 Carrera, Left Hand Drive. MOT till April 2025. Previous owner was the editor of Porsche World. Please call 07871924318, East of England.

122960

PORSCHE 911

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



2004, £36,950. Turbo X50 (450 BHP) Cabriolet Tiptronic S with 4 wheel drive. Metallic Basalt Black with Black full leather interior and Black mohair power roof. Permanent All Wheel Drive, twin turbo fitted with the desirable X50 'Performance Kit for Turbo' delivering circa 450 BHP, Tiptronic gearbox with the optional steering wheel buttons, 18 inch factory alloy wheels, plus other extras. Really superb condition. ULEZ compliant. Please call 01277365415, East of England. (T)

124070

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



2000, 16246 miles, £29,999. An original right-hand drive 'C16'-code UK-market car. More usable all year round thanks to the hard top and all-wheel-drive system, this Porsche 996 Carrera 4 Cabriolet is a wonderfully capable sports car. Finished in the lesser-seen hue of Paladio Metallic and presented in excellent overall condition, it will make a fun daily driver or weekend cruiser for its next owner. Please call 07999222999, Wales. (T)

123709

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 £10k 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.

122153

MOTOR **FREE ADS**

PORSCHE 928

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

122480

PORSCHE BOXSTER



2001, 109500 miles, £5,500. Sadly it's time to let my much cherished 986 s go to a new home after almost 8 years of ownership. The colour is Lapis blue metallic complimented by Boxster red leather interior and hood in Fulham red. It comes with a 2 inch thick folder of every receipt since new and has a very good history, last serviced at 104,500 miles. Next MOT due 4.4.25. The private plate T11 EPB will go with the car (THE PB). Tyres are excellent Kuhmos and still have the checker flag imprint on the tread. A new clutch and flywheel were fitted at 106,500 miles and new genuine Porsche front springs fitted a couple of weeks ago along with new rear brake pads and new wear sensors on each corner. Just before lockdown I was about to have a new red hood fitted with a glass rear window but that didn't happen so in lockdown madness I dyed the hood myself, it's the one thing I would get done if I were keeping the car. Please call 07469713341, North East.

124233

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 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



2001, 47500 miles, £10,000. Porsche 986 (black on black spec) Boxster with a 2.7L engine. Beautiful low mileage example in excellent condition all round. Tasteful upgrades include clear facelift headlights, 18" 996 turbo twist alloy wheels (unmarked) wrapped in new Michelin Pilot Sport 2 tyres and a Blaupunkt retro look head unit with bluetooth. Full service history and at 37,000 miles the clutch was replaced along with an upgraded LN Engineering IMS bearing. The Rear Main Seal was also done at the same time. 5 owners. Next MOT due May 2025. Please call 07834156681, South East.

124738

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 BOXSTER



2003, 51150 miles, £10,450. 3.2s-260BHP. Full history. All original. Last main service at 50k. Recent wheel refurb. Summer use only, garaged in winter. VGC in and out. Hard top and stand included. Please call 07530773273, Scotland.

123409

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 924



1986, 37000 miles, £9,750. A very smart Porsche 924 S finished in Guards Red with Teledial alloy wheels. It has the 2.5-litre engine and a five-speed manual gearbox. It has immaculate black leatherette and flannel cloth upholstery. There are some cracks on the top of the dash panel - a common 924 issue. The rest of the interior is in very good condition and everything works as it should, including the radio with electric aerial, and the sunroof has recently been sorted so it works perfectly. The car has also recently had a new battery and alternator, as well recent oil service. It's a 1986 car that was delivered new from AFN Porsche in Guildford to its first owner. Please call 07768372440, Scotland.

124470

PORSCHE CAYENNE



2012, 80000 miles, £16,500. Here we have a very rare black Porsche Cayenne S that drives absolutely as new. Extremely good on fuel, just been used in a music video. Full service history, no oil leaks, lovely body work, pleasure to drive, sunroof, electric tail gate, no warning lights on the dash, SAT NAV. HPI clear and ULEZ Compliant. Please call 07355417118, South East. (T)

123263

PARTS & MISC.

PORSCHE PARTS

£125. Nearly new, Cobra seat runners, for two seats, suitable for most Porsches and other cars with floor bolt holes at 405mm x 330mm, complete with fitting instructions and all bolts etc. P and P included for mainland UK. Please email b.whalley708@btinternet.com. Please call 01435813214, South East.

124520

PORSCHE REGISTRATION NUMBER

718 F

£10,000. 718 F. Ideal personalised registration for owners of 718-generation Boxster/Caymans or vintage 718 race cars. Available for immediate transfer to new owner. Please call 07828 260172, East of England.

124747

PORSCHE ALLOY WHEELS



£850. A complete set of Porsche OEM alloy wheels. In perfect condition, no marks, scratches or blemishes. Fitted with Michelin Pilot Sport tyres, with 4mm plus remaining depth in great condition. Alloy sizes are: Front at 235/40/ZR18 (95Y) Rear at 265/40/ZR18 (101Y). Will fit Boxster and Cayman models from 2006 -11. No rim marks or scratches, perfect usable condition. Please call 07729679059, Ireland.

124518

PORSCHE T-SHIRTS WITH LOGO

£5 each. Gents small size in very good condition. Various colours. Please call 01475 726360, Scotland.

124539

PORSCHE CAYMAN 718 CAR COVER



£50. Classic Editions lightweight outdoor car cover. Fits any 718 model and when not in use, folds up easily into its own small bag. Excellent condition, with no marks or tears. Plus postage, or free collection from North Bristol. Please call 07730588676, South West.

121738

ADVERTISEMENT INDEX

2911 Ltd	2	Ninemeister	9
Anglo American Oil Co	73	Northway Porsche Specialists	42
Augment Automotive	87	Paragon GB	17
Autolight Systems	8	Parr Garage	131
Awesome Classic & Custom	87	Patrick Motorsports	86
Beverly Hills Car Club	30	PIE Performance	57
Brey Krause Manufacturing	4	PMO Induction	23
Car Cover Shop	125	Porsche Club GB	86
Christopher Ward (London)	5	Porsche Torque	95
Classic Car LEDs	86	Portiacraft	95
Classicline Insurance	125	Quorn Sports & Classics	87
Club Autosport	42	Reap Automotive Design	94
CMS Porsche	94	Richbrook International	94, 95
Dansk	79	Road & Race Restorations	4
Dave The Trimmer	94	Roger Bray Restoration	42
Design 911	21, 117	RPM Technik	8
EBS Co	61	RSRNurburg	39
Elephant Racing	27	Seacoast Specialist Cars	43
EPS Vertex Automotive	77, 81	Sportwagen Eckert	113
Export 56	105	Stoddard	25
Fabspeed Motorsport	35	Strasse	47
Harbour Cars	99	Tarett Engineering	99
Hartech Automotive	28	Tech 9 Motorsport	132
Hayward & Scott	94	Westwood Cylinder Liners	81
Hillcrest Specialist Cars	95	William Hewitt	
IPD Plenums	65	Porsche Specialist	95
Jasmine PorschaLink	81		
Jaz	73	Classifieds	
Kelsey Christmas Portfolio	121	Prestige & Performance Cars	
Kelsey Christmas Products	119	The Manor Garage Box	
Lapland Ice Driving	13		
LN Engineering	28		
M&A Coachworks	51		
Marque 21 Racing	105		

PORSCHE WANTED!

Buying and selling Porsches for over 40 years



For a good, old-fashioned, polite service contact Paul

T: 07836 617 916/01225 742 142

E: paul@theporschebuyer.co.uk

www.theporschebuyer.co.uk

www.classicporsches.co.uk

THE NEXT ISSUE OF
911 & PORSCHE WORLD
WILL BE ON SALE ON
29TH NOVEMBER 2024

911&Porsche *World*

ORDER OUR NEXT ISSUE TODAY

2025's BEST BUYS

**THE PORSCHEs GUARANTEED TO DELIVER
SMILES FOR MILES IN THE YEAR AHEAD**

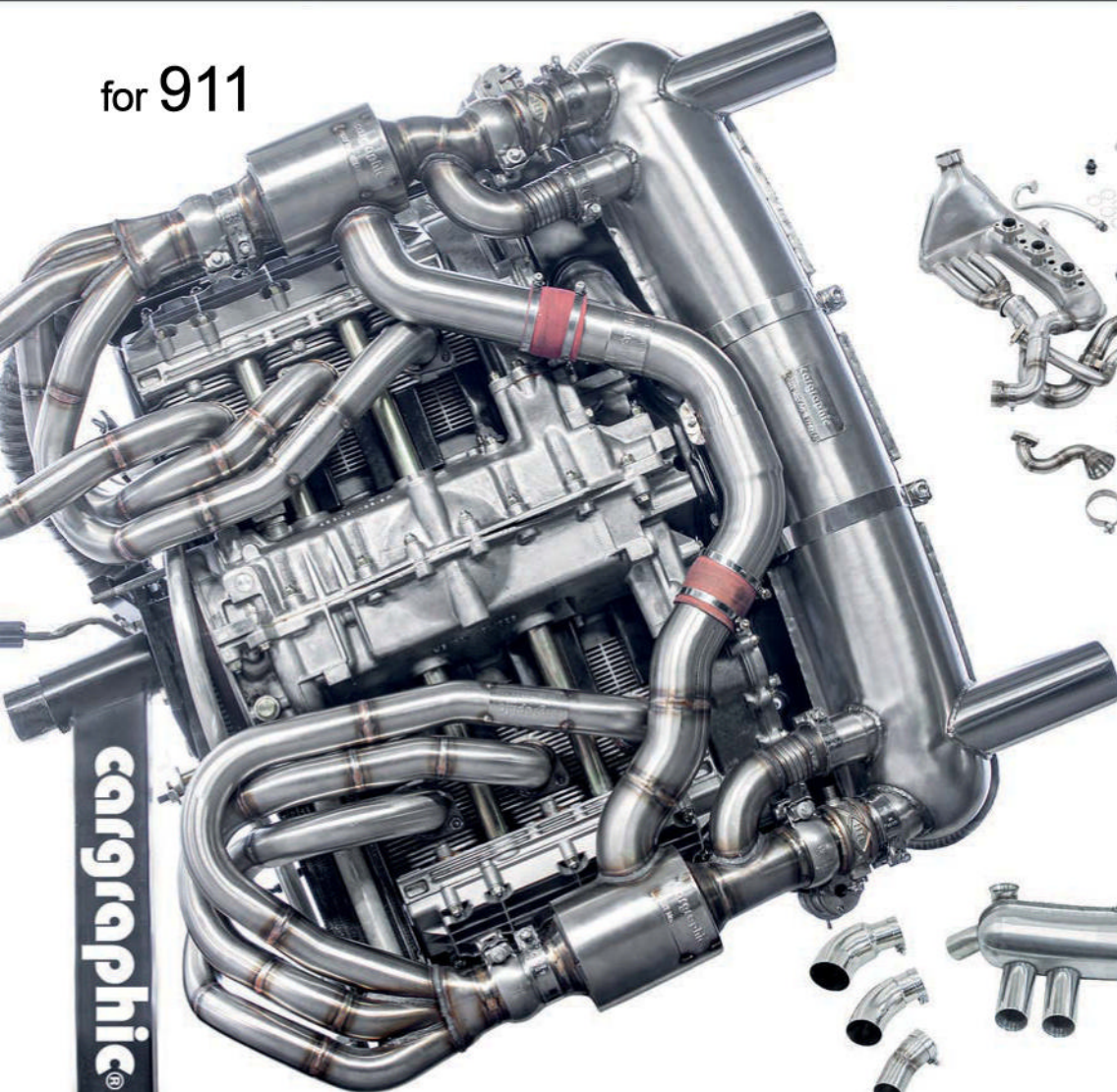


JANUARY ISSUE ON SALE FRI 29TH NOVEMBER

**ORDER ONLINE AT [SHOP.KELSEY.CO.UK/NPW366](https://shop.kelsey.co.uk/NPW366)
CALL NOW ON +44 (0)1959 543747****

Terms and conditions apply. *Delivery is included in the cover price for UK customers only. An additional £1 will be added to any overseas addresses.
**Lines open Mon-Fri 8.30am-5.30pm (GMT). Calls charged at your standard network rate. Image for illustration purposes only. Editorial subject to change.

for 911



for 930 / 965

Tailpipe options in various Ø:

- LH / RH
- CTC 540 / 740 / 775mm
- GT3 Look center outlet



for 964



for 993



SPORT Exhaust Range valved and non-valved for all Aircooled 911 PORSCHE models with Standard or Backdate bodies



CARGRAPHIC Thomas Schnarr GmbH
Wieslauterstr. 20
76829 Landau
Germany +49 6341 968 911 0 / info@cargraphic.de



PARR - Specialists in Porsche
5 The Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX
United Kingdom +44 1293 537 911 / parts@parr-uk.co.uk

GT Street R

MONOCHROME



TECHART

Celebrating 50 years of Porsche Turbo sports car legend with a limited edition, the MONOCHROME

The legendary Porsche 911 Turbo celebrates 50 years. We are honouring this anniversary with a final edition of 20 vehicles that are designed entirely in traditional TECHART DNA and a monochrome design based on the GT Street R an explosive combination that offers outstanding performance in every situation.

In the MONOCHROME, every drive becomes an experience for all senses - pure emotions.



Tech 9 Motorsport Ltd
Hale Garage / Hale Road
Liverpool
L24 5RB / United Kingdom
Tel. +44 (0) 151 4255 911

tech-9.co.uk



TECH9
ENGINEERING EXCELLENCE