

The world's biggest Porsche magazine

# GT PORSCHÉ

FEBRUARY 2017 £4.80 Issue 183



ROAD AND RACE: 904 GTS

## 911 2.2

Might this short wheelbase restoration be the antidote to a classic automotive scene obsessed with originality?



### TechArt 991

Turbo GTstreet R boasts more than 700hp and GT3 RS-style aerodynamics

gtpurelyporsche.com



**COBB**



COOLED BY



**& MORE**

**REGAL**  
AUTOSPORT

**BUILD YOUR DREAM**



**DROP-SHIPPING & INSTALLS AVAILABLE**

Regal Autosport  
72-82 Belgrave Road  
Portsmouth  
Southampton  
SO17 3AN  
United Kingdom

Sales Lines Open:  
Mon-Fri: 9.00am - 5.30pm  
Saturday: Telephone enquiries  
Sunday: Closed

EMAIL US: [SALES@REGALAUTOSPORT.COM](mailto:SALES@REGALAUTOSPORT.COM)



- [regalautosport](https://www.facebook.com/regalautosport)
- [regalautosport](https://twitter.com/regalautosport)
- [regalautosport](https://www.instagram.com/regalautosport)

**FOLLOW US**

**WWW.REGALAUTOSPORT.COM**

**TEL : +44 (0)2380 558 636**

# Ignition



Simon Jackson  
Editor [@retro\\_jackson](https://twitter.com/retro_jackson)

The obsession with matching numbers is widely accepted to have grown to mainstream prominence through the world of classic Ferraris. Today, for many people, the concept plays an important part in a classic car's provenance. Keeping a classic unified with its original factory-fitted engine and gearbox is seen as vital if it is to be regarded by the establishment as bonafide and realise a higher monetary worth. When it comes to rare and historically important cars this is arguably more understandable. I think of it like property. Rip all the character out of your Grade II listed house and (quite rightly) you'll be chastised for it. But, at the same time, you shouldn't (where possible) be a slave to the period of its creation with the methods, materials and perhaps styles you utilise in the process of updating it. Why grab an old wood saw when you could use a modern circular saw?

As the matching numbers ethos filters down through the classic car scene it can be somewhat restrictive and smothering to a restorer's creativity. The result could end up being a glut of copycat cars missing the personal touches and individual interpretations that have made the Porsche scene so vibrant for such a long period of time. I'm told the ever-popular world of air-cooled VW camper vans is the latest car scene to become

infatuated with the idea, passed down from the Porsche world with which it shares much. Ironic when you consider how many of those vans have been fitted with air-cooled 911 engines over the years...

This month's cover car takes a step back from all this. The latest restoration project to emerge from Canford Classics started life as a 912 but has since been reworked in every way to the tune of £85,000. That might sound like a lot of money but when you're talking about the full restoration of a period Porsche, it's not. Although it still appears totally in keeping with its original period, and much of the car is indeed true to its 1960s roots, the restoration has not been bound by them. The result is a simplistic yet utterly beautiful car, one that is wholly satisfying to admire and drive. In many ways it's a breath of fresh air (p20).

Ultimately there's absolutely nothing wrong with adhering to originality and ensuring a Porsche is period-perfect but it shouldn't define our relationship with these cars. Much of the inherent fun in owning a Porsche 911 is the interchangeable nature of its parts that allows a car to be tailored to an owner's exact requirements, pinching bits from different eras to create something special. It would be sad if we lost that entirely...

p20



## Contributors



**Andrew Frankel**  
[@Andrew\\_Frankel](https://twitter.com/Andrew_Frankel)

One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

**This month:** Andrew investigates Al Holbert, the Porsche driver rated by Derek Bell as his all-time greatest team-mate



**Colin Goodwin**  
[@Askgoodwin](https://twitter.com/Askgoodwin)

A motoring journo for over 25 years, Goodwin writes for the Mirror and has contributed to GT Porsche for a decade.

**This month:** In his regular column, this month Colin recalls his most memorable Porsche driving experiences...



**Martyn Morgan-Jones**  
[@MartynMJones1](https://twitter.com/MartynMJones1)

A respected automotive book author and regular writer for a wealth of classic car publications, Martyn's enduring passion is historic motorsport.

**This month:** Martyn meets with Jonathan Williams, son of Williams F1 giant Frank, to talk about his 911 RSR.

# Regulars

- 008** News  
The latest news from the fast-paced Porsche world.
- 014** Motorsport Month  
Porsche tweaks its driver line-up and places second at a bizarre race in Macau.
- 031** Just Looking  
Peter Morgan suggests that stories of the internal combustion engine's death may have been greatly exaggerated.
- 033** Your Writes  
Your chance to have a say on the Porsche world.
- 035** Second Thoughts  
Simon Jackson wonders whether advances in infotainment systems might cause a few problems with the authorities?
- 053** Auction Watch  
Keeping an eye on the world of Porsche prices in a constantly evolving marketplace.

- 096** *GT Porsche* Retrospective  
A look back at what we were up to one-year ago, five years ago, and ten years ago.
- 099** Long-Term Fleet  
The latest running reports from our long-term fleet of Porsches.
- 115** Market Place  
A rare and very original 356 Speedster has just sold in the USA for almost half a million pounds – and it hadn't even been cleaned.
- 120** All You Need To Know  
Jesse Crosse looks at the technicalities of Porsche's adaptive cylinder control.
- 122** Tech Guide  
Jesse Crosse gets stuck into the subject of Porsche ignition systems.
- 124** Porsche Shop  
The latest new products from the automotive world and specialist Porsche retailers. Don't forget your credit card!
- 146** Porsche Moments  
Colin Goodwin recalls some of his most memorable Porsche drives...



p36

EDITOR Simon Jackson  
 SUB EDITORS Christian Shelton, Rachael Harper  
 MANAGING EDITOR Bob Harper  
 SENIOR DESIGNER Lorna Mansford  
 DESIGNERS Dave Powney, Kelly Rodgers  
 JUNIOR DESIGNER Jon Lawrence  
 SENIOR RETOUCHER Laurence Green  
 CONTRIBUTORS Andrew Frankel, Martyn Morgan-Jones, Johann Venter, Colin Goodwin, Ben White, Peter Morgan, Philip Raby, Jesse Crosse, Louise Woodhams, Matt Biggs, Ryan Stewart, Rob Richardson, Martin Spain  
 PHOTOGRAPHY Gus Gregory, P. Litwinski, F&R Rastrelli, Gez Hughes, Taariq Waja, Mahesh Kalain, Josh Brown  
 THANKS THIS ISSUE Bonhams, Porsche Archive, HERO  
 ADVERTISEMENT MANAGER John Swanton  
 PRODUCTION MANAGER Jo Claydon-Smith  
 REPRO CONTROLLER Tom Jackson  
 FINANCE Helen Lawson, Claire Brown  
 EXECUTIVE PA Sandra Baldock  
 CHAIRMAN Dennis Taylor

EDITORIAL AND ADVERTISING ENQUIRIES  
*GT Purely Porsche*, Unity Media plc, The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS  
 Tel: 01732 748000 Fax: 01732 748001  
 Website: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)  
 Editorial: [gtpurelyporsche@unity-media.com](mailto:gtpurelyporsche@unity-media.com)  
 Advertising sales: [jswanton@unity-media.com](mailto:jswanton@unity-media.com)

Advertising production: [jdalydon-smith@unity-media.com](mailto:jdalydon-smith@unity-media.com)  
 Subscriptions: [subs@unity-media.com](mailto:subs@unity-media.com)

**INDEPENDENCE**  
*GT Purely Porsche* is published monthly by Unity Media plc for owners, drivers and enthusiasts of the Porsche marque. It is wholly independent of Dr Ing hc F Porsche AG, its subsidiaries, Official Porsche Centres and Porsche Club Great Britain. The word 'PORSCHE', the 'PORSCHE' crest and the 'PORSCHE' script are registered trademarks of Dr Ing hc F Porsche AG.

**DISTRIBUTION:**  
 If you have difficulty finding *GT Purely Porsche* in the shops, please contact: Seymour Tel: 020 7429 4000  
 PRINTED BY: William Gibbons & Sons Ltd

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or any storage or retrieval system without the written consent of the publisher. Registered at Stationers Hall Copyright. Direct input by Unity Media plc. While every effort is made in compiling *GT Purely Porsche*, the publishers cannot be held responsible for any errors or omissions. *GT Purely Porsche* is a member of the Independent Press Standards Organisation (which regulates the UK's magazine and newspaper industry). We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think that we have not met those standards and want to make a complaint please contact Sandra Baldock, [sbaldock@unity-media.com](mailto:sbaldock@unity-media.com). If we are unable to resolve your complaint, or if you would like more information about IPSO or the Editors' Code, contact IPSO on 0300 123 2220 or visit [www.ipso.co.uk](http://www.ipso.co.uk). Readers are advised to pay by Credit Card when ordering goods off the page, as they are regulated under the Consumer Credit

Act 1974, unlike debit or charge cards, which are not.  
*GT Purely Porsche*, established November 2001 (ISSN 1050 – 182X), is published on the second Thursday of every month (12 times per year) by Unity Media plc and in North America by Unity Media Communication Ltd c/o USACAN Media Dist. Srv. Corp. at 26 Power Dam Way Suite S1-S3, Plattsburgh, NY 12901. This issue is on sale 12 January 2017. The March 2017 issue will be on sale 9 February 2017.  
*GT Purely Porsche* is available for international licensing and syndication.  
 Email: [hlawson@unity-media.com](mailto:hlawson@unity-media.com)

**SUBSCRIBE TODAY AND SAVE!**  
 T: +44 (0) 1732 748084  
 E: [subs@unity-media.com](mailto:subs@unity-media.com)  
 W: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)

Published under license in:  
  
 Thailand Russia

**IF YOUR NEWSAGENT DOESN'T STOCK GT PORSCHE ASK THEM TO ORDER IT FOR YOU**

DOWNLOAD DIGITAL EDITIONS DIRECT  




ISSN 2050-182X © 2017 UNITY MEDIA PLC



*Made in Germany / [www.fvd.net](http://www.fvd.net)  
Porsche® Tuning / Parts / Service*

since 1984

# Tuning | Parts | Service



Like us on Facebook  
[facebook.com/fvdbrombacher](https://facebook.com/fvdbrombacher)



Watch our YouTube™ Channel  
[youtube.com/fvdbrombacher](https://youtube.com/fvdbrombacher)



No matter if you need parts for your aircooled or watercooled, we have everything you need.  
Simply visit us at [www.fvd.net](http://www.fvd.net) and discover why more enthusiasts choose to put our passion into their Porsche®

**fvd** Germany

phone: +49-7665-98990

fax: +49-7665-989920

[www.fvd.net](http://www.fvd.net)

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

[www.fvd.net](http://www.fvd.net)



## **The best sounds from more than six decades. Hear them all at Porsche Centre Leeds.**

As a Classic Partner, we now offer the full range of restoration services including Genuine Porsche Parts, servicing or a complete restoration of your classic vehicle. If you are considering selling your Classic Porsche, we are also able to offer a complimentary valuation. For more information, contact Michael Betts on 0113 389 0600 or 07831 289 720.

### **Michael Betts** Classic Buyer

Working for Porsche for over 30 years, Michael Betts has an outstanding memory for buying and selling. "The first Porsche I sold was a red 944 2.5 to a gentleman in Doncaster, in 1986. It was a second-hand sale, and the car was an early model with the cookie-cutter alloy wheels.'

Fast-forward thirty years and Michael's role now is to buy classic vehicles on behalf of Porsche Centre Leeds. Since he began as Group Buyer, Michael estimates he has bought over 6,000 classic vehicles so his knowledge and expertise are second to none.

"I think you develop a sixth sense when buying a car. You know when you walk up to the car and your stomach turns. You get a real kick out of that".

However, throughout his time at Porsche, he is yet to purchase the object of his best-ever drive: the 964 RS. "It was a Rubystone one we'd borrowed from Porsche Cars Great Britain, and on a lovely summer's evening I left our Newcastle showroom and drove up to Edinburgh, turned around, and drove all the way back".



**PORSCHE**

### **Porsche Classic Partner Centre Leeds**

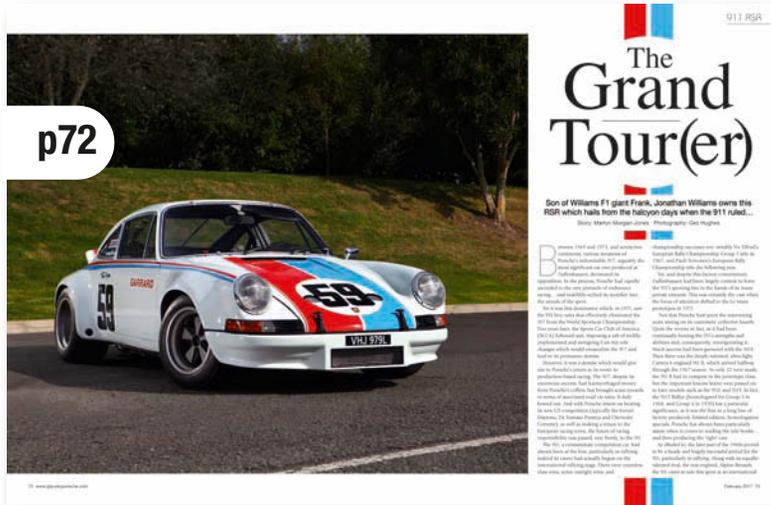
The Boulevard  
City West Business Park  
Leeds LS12 6BG  
0113 389 0600  
info@porscheleeds.co.uk  
www.porscheleeds.co.uk

Follow us online...



# Features

- 020** SWB 2.2  
Formerly a 912, this 1968 non-matching numbers short wheelbase restoration by Canford Classics is a simplistic and utterly beautiful project. Might it be the antidote to a world obsessed with originality at any cost?
  
- 036** TechArt 991  
Based on a 991 Turbo S, TechArt's GTstreet R has more than 700hp and fully functional GT3 RS-style aerodynamics. We let it loose on the outskirts of Stuttgart, in the wet...
  
- 044** 904  
Butzi Porsche's most iconic design project and the firm's first composite fibreglass car, the 904 is a road and racing legend.
  
- 054** Al Holbert  
Rated by Derek Bell as the best team-mate he ever drove alongside, three times Le Mans winner Al Holbert went on to run Porsche's racing operations in the US.
  
- 063** RAC Rally of the Tests  
The Historic Endurance Rally Organisation's RAC Rally of the Tests is a punishing navigational rally. Andrew Frankel dons his lid, grabs the keys to a SWB 911 and gets the shock of his life.
  
- 072** 911 RSR  
Son of Williams F1 giant Frank, Jonathan Williams owns this RSR that hails from the halcyon days when the 911 ruled.
  
- 080** 964 3.3 vs 3.6 Turbo  
The 964 is the car that ushered Porsche into the 20th century, helping pave its road to financial recovery. Just how do the ranging-topping Turbos models stand up today?
  
- 089** 911 SC  
Porsche specialist Lufttechnik's 'Project Stuka' is a modified 911 SC that attracts and divides opinion...



# PORSCHE TO CREATE EUROPEAN EV CHARGING NETWORK

Porsche will join with other manufacturers in creating a fast, high-power, charging network for EVs across Europe.



Porsche has joined forces with the BMW Group, Daimler AG, Ford Motor Company and the Volkswagen Group in a venture to create a high-powered EV charging network in Europe. The aim of the scheme is to build a sizable number of charging stations to enable long-range, battery-powered travel around the Continent, increasing the viability of mass-market battery-powered electric vehicles – a goal for all of the manufacturers involved. Interestingly Tesla vehicles will not be compatible with the new network.

The projected ultra-fast charging network, with power levels up to 350 kW, based on Combined Charging System standard technology, will be significantly faster than the most powerful charging system deployed at

present. The build-up is planned to start this year and will provide vital infrastructure to further the cause of EV vehicles. An initial target of about 400 sites in Europe is planned, but by 2020 customers should have access to thousands of brand-independent high-powered charging points.

“There are two decisive aspects for us: ultra-fast charging and placing the charging stations in the right places,” said Oliver Blume, chairman of the executive board of Porsche AG. “Together, these two factors will enable us to travel in an all-electrically powered car with the same convenience as a conventional combustion engine vehicle. As automobile manufacturers, we actively shape our future, not only by developing all-electrically powered

vehicles but by building the necessary infrastructure as well.”

Porsche already offers a range of hybrid vehicles which, it is keen to stress, use technology trickled-down from its highly successful 919 Hybrid racing car. Most recently the brand released details of the new Panamera E-Hybrid – a much-improved version of the previous generation car. With plug-in charging available, the new E-Hybrid utilises a 136hp electric motor that not only assists the twin-turbo V6 petrol engine in reducing emissions and fuel consumption, but also offers a real-world range of around 30-miles at a maximum speed of 87mph. This, alongside the plug-in hybrid Cayenne, is only the beginning of Porsche’s foray into electronically-powered road

vehicles, which may one day include an EV version of the 911.

In early 2015 Porsche gave the green light to the Mission E project that aims to combine outstanding driving performance with day-to-day practicality. The four-door concept car with four individual seats featured a power output of over 590hp, offering 0-60 in 3.5 seconds and a range of over 320 miles. When details of the project were revealed at the 2014 Frankfurt Motor Show, Porsche made a lot of noise about a new super-fast charging system that would see an 80 percent range charge achieved in just 15-minutes. It’s fair to expect that the Mission E will be at the forefront of the manufacturer’s mind with regards this new charging network scheme.



# PORSCHE OPENS EXPERIENCE CENTRE IN LA

**Porsche has invested \$60 million in its new Experience Centre in Los Angeles...**

Following the opening of its Experience Centre in Atlanta in May 2015 alongside its new US company headquarters, Porsche has now built a second Centre in the US. The Los Angeles Porsche Experience Centre expands the firm's worldwide network of Centres and the 20 hectare site ensures fans of the brand can experience Porsche in a whole new way. In total the two North American projects are the result of a \$160 million dollar investment, the newest of which includes a 6.5-kilometre test and development track, a racing car exhibition and gourmet restaurant.

Visitors can take part in a 90-minute instructor-led driving programme, and there are eight training modules taking place over two circuits, an off-road course, a 'dynamic' area, a start control and acceleration straight as well as a low-friction circuit and skid pan.

"Over 100,000 guests worldwide

in 2016 is an impressive testament to this concept and demonstrates the fascination that the brand holds for people", said Detlev von Platen, member of the executive board responsible for sales and marketing at Porsche AG. "In the age of the digital revolution, real-life driving experiences are becoming increasingly important for our brand. Our cars represent performance and driving pleasure – and this is exactly what our customers can enjoy in the Experience Centres. With the new location in Los Angeles, we are also gaining a strategically important brand world."

The LA Centre joins existing sites in Atlanta, Le Mans, Silverstone and Leipzig, and there's a development in Shanghai set for completion in 2017. North America is an important market for Porsche, in California alone it sold about 23 percent of the 52,000 Porsche vehicles purchased by US customers in 2015.





# EIBACH/RPM TECHNIK COFFIN ARM DEVELOPMENT

**A chance conversation between the directors of RPM Technik, Darren Anderson and Ollie Preston, and Eibach UK sales manager, Ben Thompson, sparked a two-year development that has now come to fruition...**

Through its work, independent Porsche specialist, RPM, had identified the need for a serviceable and adjustable lower camber arms for the 996 and 986 models. RPM was finding that more and more vehicles were suffering from a simple bush failure or perishing which resulted in the entire OE arm needing replacement. This generated a pricey bill for customers to swallow considering it was just a bush or ball

joint that was the problem. Jump ahead two years and Eibach has now released its new aftermarket 'coffin' arms – or front/rear adjustable camber arms. So, just how does a chance conversation between trade and supplier result in a product appearing on our shelves?

Based in Hertfordshire, RPM Technik was founded in 2001 and prides itself not only on its superior levels of

workshop skills, but also on high-end sales and service provided to Porsche customers. The coffin arm issue was a growing problem, frustrating in that RPM could see if a bush was replaceable the fix would be much simpler and cheaper. Alongside this, RPM was developing its CSR range of performance enhancing upgrades. Customers didn't always want to create a stripped track weapon; they enjoyed the luxury side of Porsche ownership, too. As long-term customers of Eibach, RPM and the suspension specialist explored this potential gap in the market, and so began the development process...

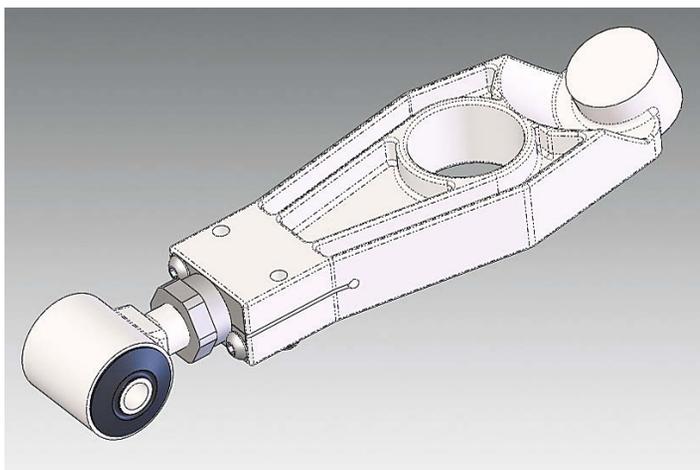
Working together on the design requirements, both Eibach and RPM determined that the new product needed to resolve the issue of replacement, but also the ease of adjustment, too, simplifying the process of adjusting camber during

four-wheel alignment. Eventual requirements included fully serviceable bushes and ball-joints, a larger range of adjustment to allow for greater fast road or track day geometry setup options, and a lightweight but robust arm – all within an economical budget. Eibach UK set up meetings with Speciality Products Company (SPC Alignment) who manufacture its alignment products, together outlining the process to start the journey from a single idea to full-scale production.

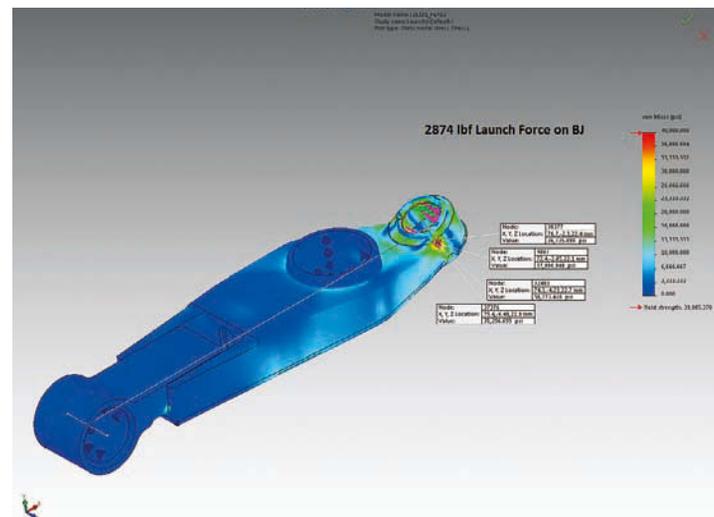
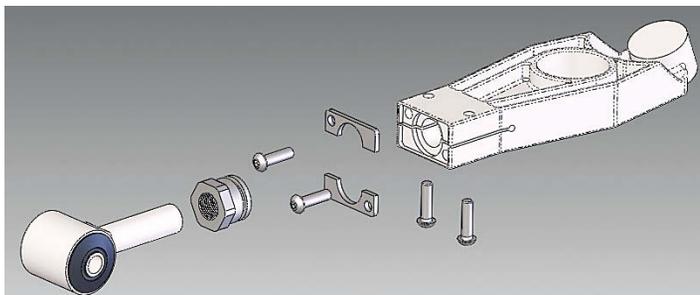
In addition to those requirements already identified, SPC also looked at the ability of the new parts to work on vehicles equipped with Litronic Headlights, and its ability to use bushings already on the market to keep costs down. SPC spent further time looking at 'Fit, Form and Function', benchmarking the OE part for its strengths and weaknesses in order to make improvements...



With testing complete, preliminary designs are CAD drawn. Several options are explored to meet as many goals as possible. The team then work together looking at the pros and cons of each option.



Viable options are run through 'Finite Element Analysis' ensuring strength requirements are met. Design elimination provides a firm favourite.



A prototype is built.



 **RENNSPORT**

## RESTORING THE PORSCHE HERITAGE

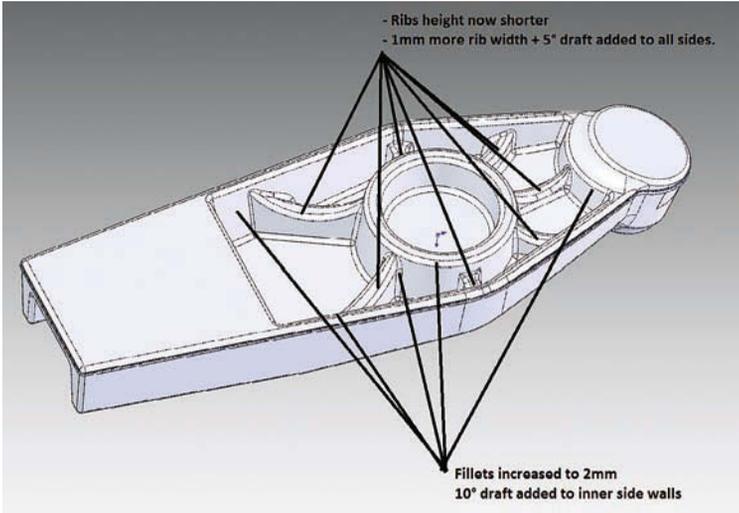
These are some of the restorations being carried out in our state of the art workshops for international clients

1963 365 S - 1972 911 2.4 E Coupe - 1973 911 2.4 E Targa  
1976 911 2.7 Targa - 1979 911 930 Turbo

E: [PAUL@911RENNSPORT.CO.UK](mailto:PAUL@911RENNSPORT.CO.UK) T: 01608 651 337 M: 0750 1973 911  
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH, GLOUCESTERSHIRE, GL56 0JQ  
**911RENNSPORT.CO.UK**



In-house testing follows before real world analysis.



A brand-new product hits the market sparked from a single conversation. The arms will be available exclusively from RPM, who were integral to the development of the product.

**Porsche front and rear adjustable arm part**

Price: £445.67 + VAT (per axle).

To fit: 996 – all, including GT3 (front and rear); 997 Carrera/Turbo (rear only); 986 – all (front and rear); 987 and 981 – all (rear).

Features: Forged 6061-T6 aluminium construction for maximised strength and minimum weight. OE sized and styled bushing can be replaced with any aftermarket option. Adjusting bolt offers infinite camber settings. Provision for the ride height sensor of litronic headlight equipped cars.

Benefits: ±2.0° adjustment. Fast easy on-car adjustment. Rebuildable ball joint.



The prototype is fitted to RPM's 996 CSR, rigorous tests follow with any issues rectified. The main areas of focus pass with flying colours; camber adjustment is very straight forward, simply loosen the bolts, slide the arm until the degree of adjustment is achieved, then tighten – the OE format requires additional shims to achieve the desired geometry setup. Once SPC is given the nod the arm goes into production.



**ORDER ONLINE**  
[www.allzim.com](http://www.allzim.com)

**PARTS FOR ALL PORSCHE • LOW PRICES • FAST SHIPPING**



**1804 RELIANCE PKWY. BEDFORD, TX 76021 USA**



**FedEx UNITED STATES POSTAL SERVICE**  
Fax: 001-817-545-2002  
Phone: 001-817-267-4451



# PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



## Our Parts. Your Garage.



- Change Oil
- Get Tech Info at PelicanParts.com
- Replace Clutch
- Upgrade Brakes

### EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! [PelicanParts.com/Promos](http://PelicanParts.com/Promos) or call (310) 626-8765

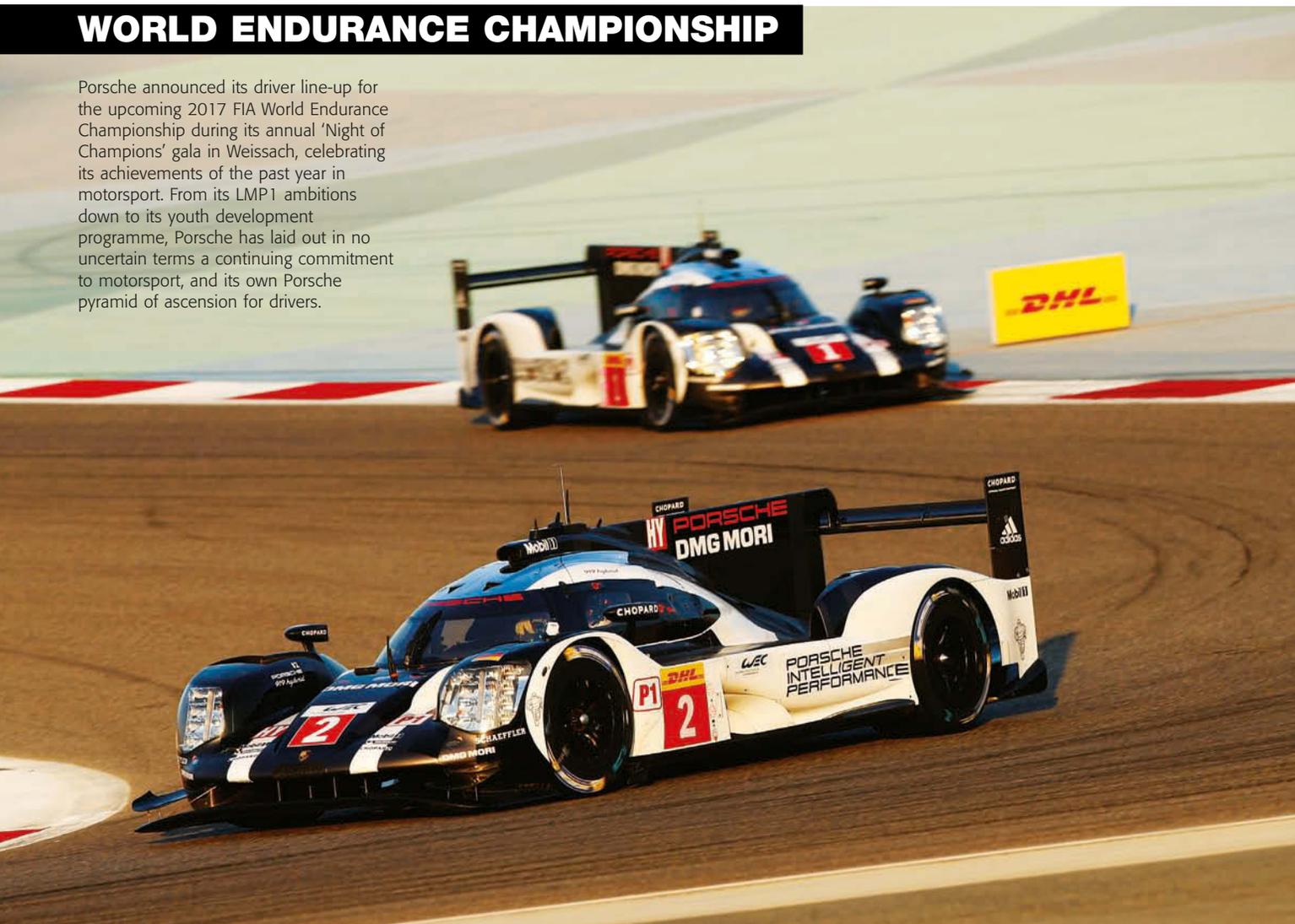


# PORSCHE ANNOUNCES 2017 DRIVERS

With Mark Webber's retirement and Audi's exit from the WEC, Porsche has taken the opportunity to alter its driver line-up...

## WORLD ENDURANCE CHAMPIONSHIP

Porsche announced its driver line-up for the upcoming 2017 FIA World Endurance Championship during its annual 'Night of Champions' gala in Weissach, celebrating its achievements of the past year in motorsport. From its LMP1 ambitions down to its youth development programme, Porsche has laid out in no uncertain terms a continuing commitment to motorsport, and its own Porsche pyramid of ascension for drivers.



## LMP1

Porsche Motorsport returns to LMP1 in 2017 as defending champions ready to tackle all nine rounds of the WEC series, including the Le Mans 24-Hours. Two 919 Hybrids will compete with the starting numbers one and two, behind the wheel of these cars, however, there are significant changes...

Mark Webber retires, while Romain Dumas and Mark Lieb depart Porsche's LMP1 line-up (see sidebar, right). Their replacements, however, consist of three talented

endurance drivers, two of whom hail from Porsche's existing factory squad. New Zealander, Earl Bamber, and Britain's, Nick Tandy, join with Formula One driver, Nico Hülkenberg. They took take victory in the 2015 24-Hours of Le Mans. Neither should need an introduction in these pages. Completing the new LMP1 driver line-up is Porsche newcomer, André Lotterer, the highly experienced WEC campaigner moves across from the outgoing Audi team, with whom he won Le Mans three

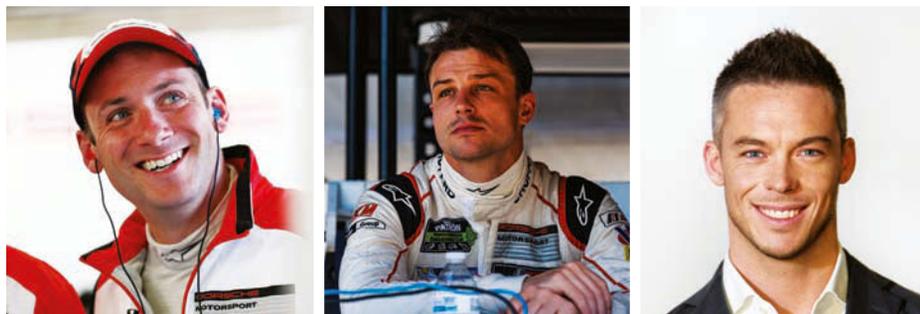
times and, in 2012, was crowned WEC champion.

Lotterer and Tandy will share driving duties in the No.1 919 Hybrid with reigning Champion Neel Jani. Joining the two New Zealanders, Earl Bamber and Brendon Hartley, in the cockpit of the No.2 car, is Timo Bernhard. The car will receive an overhaul with new aerodynamic parts alongside other fresh components; it will make its public debut at the WEC prologue at Monza on 23 March.

## CHANGES IN THE GT CLASS

With Earl Bamber and Nick Tandy moving out of their 911 RSR and into 919 Hybrids, Porsche has enlisted the services of Dirk Werner, who drove for the brand between 2004 and 2009, securing several titles along the way, in the GT class. Werner has most recently been competing in the IMSA WeatherTech SportsCar Championship for BMW with

some success. Alongside Werner, experienced long-distance racer, Belgian Laurens Vanthoor, has joined the GT squad and Sven Müller completes the new driver line-up having achieved promotion from Porsche Junior to Works driver after competing in the Carrera Cup Deutschland and clinching victory in the 2016 Mobil 1 Supercup Championship.



Above, left-to-right: Tandy, Bamber and Lotterer

## 2017 WEC GT

In addition to its LMP1 commitments, Porsche will also send a factory squad to tackle the WEC GT class in 2017. For the first time the best driver and most successful manufacturer will each be awarded a title and Porsche wants both.

"This is a significant boost for our motorsport involvement and underlines that we have chosen

the right platform with the WEC," said Michael Steiner, member of the executive board for research and development at Porsche AG. The Porsche Motorsport GT team will campaign a pair of new 911 RSRs in the GTE-Pro class. The drivers confirmed so far for these seats are Michael Christensen, Frédéric Makowiecki and Richard Lietz.



### LMP1: 919 Hybrid Car 1

Neel Jani (32)	Switzerland
André Lotterer (35)	Germany
Nick Tandy (32)	Great Britain

### LMP1: 919 Hybrid Car 2

Earl Bamber (26)	New Zealand
Timo Bernhard (35)	Germany
Brendon Hartley (32)	New Zealand

## CHAMPIONS LIEB AND DUMAS DROPPED



Porsche Motorsport has dropped newly-crowned champions, Marc Lieb and Romain Dumas, from its WEC campaign. The pair have been pushed aside in order to make way for the addition of André Lotterer, Nick Tandy and Earl Bamber (above left) to Porsche's prototype squad.

Both Lieb and Dumas have enjoyed long careers as Works Porsche drivers, the crowning achievement being an overall win at Le Mans in 2015. Fritz Enzinger, vice president of Porsche's LMP1 exploits, said: "The LMP1 programme has benefited immensely from Marc and Romain's experience, especially during the team's build-up phase and at Le Mans. Together we went through some highs and lows in recent years. I am very pleased that both true racers can conclude this part of their Porsche career as Le Mans winners and world champions."

36-year old, Lieb, a Works driver for Porsche from the age of 20, will move into international customer racing on Porsche's behalf. Dumas, a Porsche Works driver since 2003, runs his own team entering Porsche cars in rallying and the famous Pikes Peak International Hill Climb, though it remains unclear what the sidelined 38-year old will do in 2017.

**BODYWORK**  
**INTERIOR**  
**SPECIALIST**  
**ESSENTIALS**

# AUTOMATE

**SHOP NOW**  
[auto-mate.co.uk](http://auto-mate.co.uk)

Leading the way in vehicle cleaning technology



The AutoMate range has been developed by a dedicated team of experts and is carefully produced in the UK to exacting standards in order to create a truly exceptional product range.

The range includes products for bodywork, interior, specialist surfaces and car essentials. Visit the website to view our entire range online including our convenient kits, which offer fantastic discounts.

Other kits are available

**WASH & WAX KIT** £22.00

**RAINGUARD GLASS CLEANER**  
 £5.00

**BODYWORK SHAMPOO**  
 £5.00

**DASH & INTERIOR CLEANER**  
 £5.00

Great British Detailing

[www.auto-mate.co.uk](http://www.auto-mate.co.uk) from **gliptone** leathercare

When your leather needs a little extra care try....

**Liquid Leather**



Manufacturing products for leather since 1972

**SHOP NOW**  
[liquidleather.com](http://liquidleather.com)



**CAR CARE KIT**

**ONLY £39.00**

[www.liquidleather.com](http://www.liquidleather.com) from **gliptone** leathercare

# 2016 PORSCHE JUNIORS CLIMB MOTORSPORT LADDER

**Porsche's motorsport pyramid sees its four Junior drivers move up the ladder, while two new faces join at the bottom rung...**

All four 2016 Porsche Junior drivers have proven their skills and will subsequently progress to the next level of their careers. Germany's Sven Müller (24) becomes a Porsche Works driver. Meanwhile, Porsche will support Italian Matteo Cairoli (20) and Mathieu Jaminet (22) from France as 'Young Professionals' in the continuation of their training to become fully-fledged endurance racers. Norway's Dennis Olsen (20) advances from the Porsche Carrera Cup Deutschland up to the next level of the Porsche motorsport pyramid to contest the Mobil 1 Supercup in 2017. Here's some more about them...

## Sven Müller



Müller began his motor racing career in karting. He spent four years racing single-seaters and was selected as a Porsche Junior in the autumn of 2013. Over the following three years he tackled the Porsche Carrera Cup Deutschland and the Porsche Mobil 1 Supercup. In 2016 he secured the titles in both series as the best driver. He also helped Konrad Motorsport in the Carrera Cup and Lechner MSG Racing in the Supercup to claim the team championship titles. Moreover, Müller gave impressive performances at individual races in the VLN, the IMSA WeatherTech SportsCar Championship and in the FIA World Endurance Championship WEC. At his first WEC outing at Spa in 2015, he and Kevin Estre scored an impressive third place. For the upcoming season he joins the circle of GT Works drivers.

## Matteo Cairoli



Cairoli continues his training at Porsche now as a 'Young Professional'. Cairoli, who won the Porsche Carrera Cup Italia in 2014, competed in the Porsche Mobil 1 Supercup over the last two years and concluded his 2015 season as the best rookie and the 2016 season as vice champion. With four victories, he even earned one more race win than Müller, but his retirement at the season finale at Austin (USA) robbed him of his title chance.

## Mathieu Jaminet



Alongside Cairoli, Jaminet also continues his training at Porsche as a 'Young Professional'. In 2016 Jaminet contested his first season in the Porsche Mobil 1 Supercup, where he took home an early rookie championship title from Monza. In the overall classification, the Frenchman ranked third after ten races. Parallel to his Supercup commitment, he tackled the Porsche Carrera Cup France and set a new record with 12 pole positions and 12 victories from 12 races. With Cairoli, Jaminet will continue to receive support thanks to their talent and successes outside the brand trophy series. The two will be supporting customer teams in international GT racing on behalf of Porsche.

## Dennis Olsen



The Norwegian has completed a year in the Porsche Carrera Cup Deutschland as a Porsche Junior, finishing a strong third overall and taking the rookie title. He will advance into the Porsche Mobil 1 Supercup for next season complete with a funding package of €200,000 for his campaign. He will also benefit from the support of driver coach Sascha Maassen who will be at every race weekend. In addition, the Porsche Juniors who comprise for the 2017 season: Matt Campbell and Thomas Preining, will be trained in the areas of fitness, media and mental preparation.



## New Porsche Juniors:



21-year-old Australian, Matt Campbell, and 18-year-old Austrian, Thomas Preining, will join Porsche in 2017 as Juniors, with support coming directly from the company. Campbell will be competing in the Porsche Mobil 1 Supercup, supporting F1 races across the globe and funding of €200,000 will help him in his campaign. Preining will tackle the Porsche Carrera Cup Deutschland and receives €150,000 of financial support. The funding from Porsche encompasses not only support and training in fitness, mental preparation as well as media matters but also includes a driver to mentor them at every race weekend. Both Porsche Juniors take up their respective race series in the new 485hp Porsche 911 GT3 Cup.

Campbell joins Supercup off the back of a fantastic season in his native Australia's Carrera Cup in which he swept to overall victory. His journey into the series didn't end there, though. He joined eight candidates from around the world, including the UK's Dino Zamparelli, in an international shootout, victory in which sealed his Supercup drive. Hailing from Warwick, Queensland, Campbell's grandfather was

the chairman of a local karting club and his parents' house was just a few hundred metres from Morgan Park Raceway. The small track grew in both length and stature over the years and after several seasons racing single-seaters and in the national Porsche one-make race series, Campbell had the opportunity to work as an instructor alongside his racing commitments. He considers New Zealand's Earl Bamber as his role model.

Preining's route to the Porsche Carrera Cup Deutschland wasn't straightforward. Like Campbell he had to compete for his drive by taking part in a two-stage selection programme that more than 100 drivers had applied for. Preining comes from Linz in Austria and began his motorsport career in karting. In the 2016 season he contested his first full year in single-seaters. He competed in the ADAC Formula 4 series, securing two victories in the fiercely-contested campaign, finishing his season fourth overall. The fitness fanatic inherited his speed from his father, Andreas, who raced a 250cc motorbike in the Motorcycle World Championship in the Nineties.

The two drivers will kick off their new careers in their respective Porsche series' in early 2017.

# GT3 R DENIED AT MACAU

In a bizarre GT World Cup race at Macau, a Porsche 911 GT3 R lost to an upside down Audi R8 despite having overtaken it...

**FIA GT WORLD CUP**  
MACAU, CHINA



Widely regarded as the world's most spectacular city circuit, Macau in China is a twisting street track, the challenge of which is often likened to 'Monaco meets Silverstone'. With that challenge comes inherent problems, such as frequent crashes which invariably affect the flow of racing. The recent GT World Cup event at the circuit was one such example that occurred just four laps into the race, in which two 911 GT3 Rs competed run by the Works Manthey team.

When Earl Bamber swept around Laurens Vanthoor's Audi into the lead of the race and watched, in his rear view mirror, the R8 behind slam into the metal guardrail, ride up the catch fence and flip onto its roof, he probably thought it likely that he'd nailed victory. He was wrong. The spectacular accident stopped the race and it would not restart.

So, to determine the result, in accordance with the regulations, the final classification order was taken from the proceeding lap. Therefore, despite being loaded onto a truck on its roof, Vanthoor's Audi had won the race. Confusion reigned, but ultimately second place went to Kévin Estre in the second 911 GT3 R. Bamber, handed a five-second penalty after the start, was classified fourth.

Bamber was visually frustrated, saying afterwards: "We drove a fair race and yet we were penalised. I don't understand it. We deserved to win this race."

Dr. Frank-Steffen Walliser, head of Porsche motorsport, added: "Nobody will forget this race in a hurry. We saw a clear result on the track. Earl fought hard for the lead spot with a sensational overtaking manoeuvre and it all went without a hitch, without any cars touching. The accident with the Audi

unfortunately led to the race being stopped. Our drivers and the team put in an extremely strong performance in Macau, but they haven't been rewarded with the well-earned result. We have won everyone's hearts, but in the face of such bitter moments, this is poor consolation."

**Race result:**

1. Laurens Vanthoor	Audi R8	12:21.870 minutes
2. Kévin Estre	911 GT3 R	+ 3.500 seconds
3. Maro Engel	Mercedes GT3	+ 5.605 seconds
4. Earl Bamber	911 GT3 R	+6.878 seconds



# CANFORD —CLASSICS—

PORSCHE SPECIALIST PRESTIGE WORKSHOP



RESTORATIONS REPAIRS SALES  
SPECIALIST PARTS AND FINISHING

[CANFORDCLASSICS.CO.UK](http://CANFORDCLASSICS.CO.UK) / DIRECT: 01929 472221

3.5ltr RSR Tribute



# Director's Cut

Formerly a 912, this 1968 non-matching numbers short-wheelbase restoration by Canford Classics is a simplistic and utterly beautiful project. Might it be the antidote to a world obsessed with originality at any cost?

Story: Simon Jackson Photography: Gus Gregory

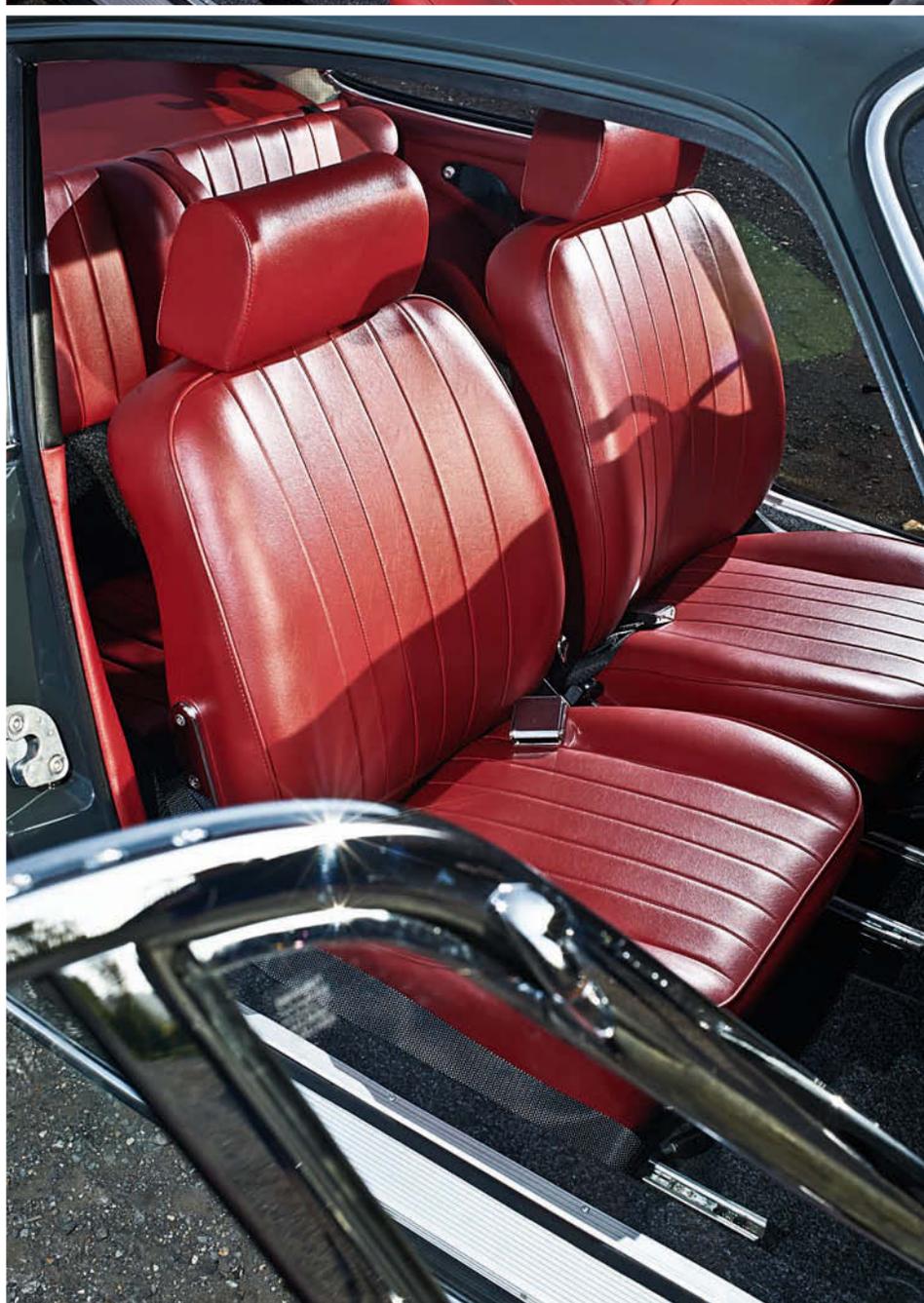
*"The journey of the restoration  
is as important as the  
restoration itself"*



It's a global phenomenon this Porsche thing, more so today than ever before. Importing and exporting Porsches of all shapes and sizes across the world has become no boundary to those committed to locating, and owning, the very best car they possibly can. That's why we're so accustomed in the UK to seeing cars imported from America, Japan, even Australia. Perhaps, ironically, some of these vehicles are cars once exported from our little island years previously when the Porsche marketplace so dictated. As the global economic Porsche landscape fluctuates, so the cars we love move around the world as values and exchange rates ebb and flow over time. Throughout this movement, though, there's one solid constant: the passion of the Porsche enthusiasts who own the cars in question. Indeed, there are no limitations to the lengths to which they will stretch in order to obtain the perfect car for them. One such fellow is Harald Zwart, a truly international individual whose tale should come with a fold-out map and in-flight meal such is its worldwide nature. Harald is a Dutchman living between Norway and California, yet that didn't stop him commissioning a UK Porsche specialist, one of which he has never visited, to locate and restore for him his perfect Porsche.

For no other reason than the fact you might find it interesting, Harald's background should be explained. The highest grossing Scandinavian film director to date, Harald is a Hollywood success story whose movies have accumulated a total gross of around \$600 million worldwide, and that's not counting his Scandinavian hits, we should add. Harald made his first film when he was eight years old and has since worked with various mediums from stop motion animation to live action, always with a tireless focus on improving and experimenting. As a result, his back catalogue is an impressive one, which landed him an induction to the prestigious Dutch Film Academy in 1985. His commercial work has resulted in several international awards over a career spanning beyond Europe into the US. You could argue that his biggest breakthrough came in more recent years, driven by an invite from Steven Spielberg for Harald and his film producer wife, Veslemøy, to relocate to Los Angeles in 1999. Since the move Harald's biggest cinematic success has been the reboot of *Karate Kid*, starring Jaden Smith and Jackie Chan. The movie grossed \$380 million dollars and was the number one US domestic box office hit of 2010.

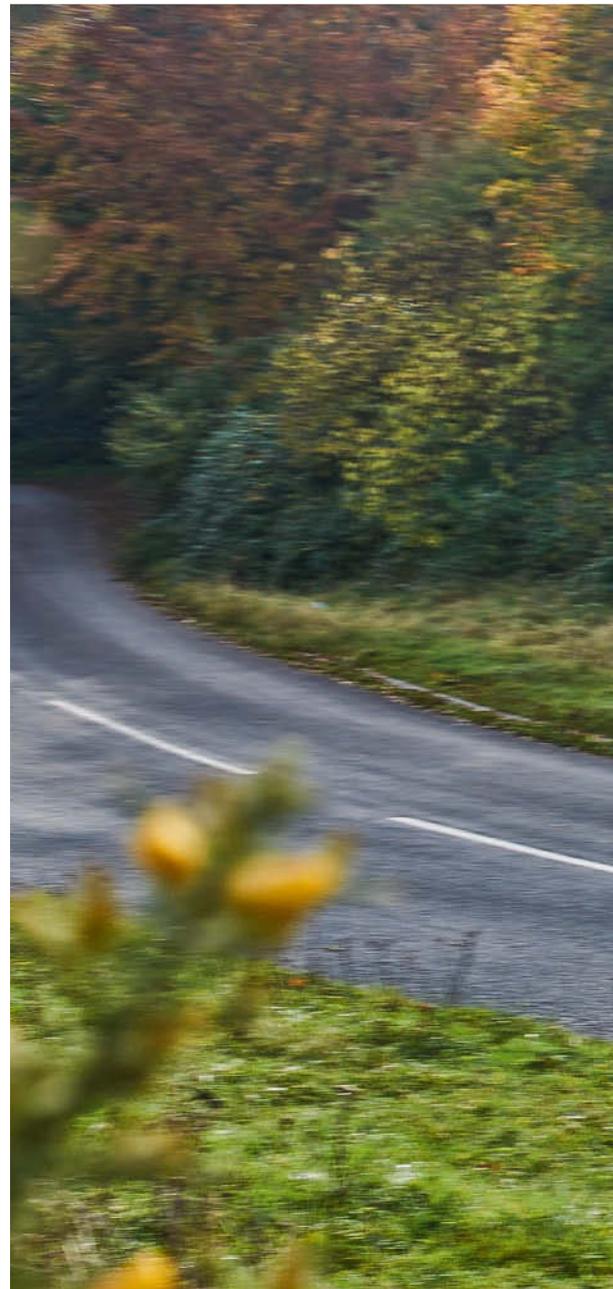
Veslemøy, also born in Norway, has an equally glowing and global CV. She has worked with stars such as Will and Jada Smith, and Michael Douglas. In addition she has produced numerous commercials and today heads two movie and commercial production companies in the US and Norway. To say the pair have flourished since their move Stateside might be an understatement, but more important than all this, for us that is, is their shared passion for Porsche.





Harald is the 'face' of Tag Heuer in Norway, a brand with a long affinity with the Porsche brand, but he and Veslemøy only fully realised their infatuation since moving to America: "When my wife and I moved to California driving a Porsche suddenly became a possibility. Back in Norway not only were Porsches insanely overpriced but a few years back they did not enjoy the kind of status they do today," Harald explains. "Norway is a social democratic country; that's both good and bad - mostly good - but back when we lived there, if you drove a Porsche you could be seen as a show-off. Even if you could afford one, you would almost consider not driving one because of the stigma. That has changed dramatically today, however."

What Porsche would a pair of freshly-imported movie moguls now residing in Santa Monica drive, you might wonder? Harald and



Veslemøy certainly didn't mess around. Harald bought himself his first Porsche, a black 1962 356 S, while Veslemøy, fond of convertibles, got herself behind the wheel of an Alfa Romeo Spider. Don't fret, through; Harald tells us she was soon "converted" to Porsche for its "affordable, reliable, and adorable" cars.

"We loved our first Porsche. Then we had kids and the era of two-seater cars came to an end, so we bought a Cayenne," Harald recalls. "No other car has given us that driving experience. Back in Norway we had a Nissan Patrol, perfect for winter. My wife used to pull BMWs out of ditches on slippery roads. But the Porsche Cayenne was so special that we never looked back. The speed and reliability, and not to mention how safe it felt for our kids, was miles ahead of any car we'd ever had."

It's safe to say that both Harald and Veslemøy

were utterly hooked on the Porsche brand but they certainly weren't done with the older variety. The aforementioned 356 was shipped back to Norway and a 991 Carrera S was acquired for daily duties in Los Angeles. This left a hole in their lives for something nostalgic. And with their kids Zander (14) and Stella (11) grown-up a touch, perhaps that vehicle could be slightly less practical. Harald's attraction to older metal goes way back: "When I was a student I had a Citroen DS and later an Alfa Romeo Spider. That's actually what inspired my wife to get one when we moved to LA," Harald says. "I spent pretty much my whole student loan on that car! Needless to say cars have always been a priority. In fact, back then I would rather go hungry in order to have a great car."

No longer does Harald need to go hungry in order to drive a cool car but rolling around in a

tasteful set of wheels clearly remains a priority in his life. That's where the car you see here comes into the picture. Harald has a fantastic Porsche specialist, of which he fully trusts, right next door to his hometown south of Oslo, Porsche Center Son, ([www.porsche.com/norway-son/no/](http://www.porsche.com/norway-son/no/)) but he didn't realise it was capable of full-scale restorations. So began a global search for an independent expert in the restoration and preparation of classic Porsches. His hunt led him to the UK and Dorset-based specialist, Canford Classics. Company founder Alan Drayson picks up the story: "A year ago we started putting this car together from a painted bare shell. That's when Harald made contact. He was looking for a car and, as with all our cars, a conversation started and I suggested this car. I know he'd shopped around but he was happy to go with us and this car," he recalls.

*"People get caught up in matching numbers and originality... but that can sterilize the essence of driving a cool old car"*



It was the right car for Harald. Alan had originally intended to keep the car for himself, so the work was underway albeit slowly as customer cars invariably took priority over its transformation. Despite Alan and the team having made a start on its extensive restoration there was plenty more to do, as Alan explains: "We bought this car seven years ago. It just sat for ages before we decided to restore it. It was originally a 912 but it didn't have an engine with it so it was always destined to be converted into a 911," he says. "912s, even 911s at that stage, weren't going for big numbers. I actually bought two: one was painted Beige grey – we sold that car. This was the other one. I always knew we'd paint it Slate grey. We've done three or four in the same colour now. We painted it about three years ago so it's been sat until the time was right."

With the arrival of Harald the time was well and truly right, and so the Canford Classics team began working on it in earnest, adding to the work already complete, which chiefly concerned the suspension and brakes. Alan takes a deep breath before reeling off a list of items off the top

of his head, and naturally there are yet more still: "We've been right the way through it: fuel lines; brake lines; brakes; wheels; tyres; the interior; gauges; the steering wheel; the suspension; all the cables, bearings and bushes; we rebuilt the gearbox; rebuilt the engine; fitted new driveshafts; installed heater pods; all the chrome was replated; the wiring loom was shot so it has a brand-new one... we've done everything! I mean we've even rechromed the interior light and the rear quarter window catches. It's the little details that make it."

Indeed Canford Classics has left little untouched on this car: "It has the original aluminium 901 gearbox fully rebuilt. It's a '68 car but it now has a 1970 2.2-litre engine. It's not the original engine but it's period, on carbs. It's actually quite unique. If you look at the engine number it's actually '00001'. So it's probably the first 2.2 T engine ever made," Alan says. "Harald wanted the red interior; the car was originally burgundy with a black interior. The seats didn't have headrests so we had to take the seats apart to do that. We didn't want to go with Fuchs wheels so we've stuck with the original steel

wheels. Harald wanted an original wood-rimmed steering wheel and a radio, so we spec'd up a Frankfurt for him." And what of that seriously cool period shade? "Short wheelbase cars are slab sided, so there's no flare on the bumper ends. It just means dark colours suit them really well because it makes them look quite narrow," Alan comments. "It sits slightly lower than standard, slightly higher than most. Oddly enough so many have been restored and lowered now that people's perception of what the ride height should be is skewed. This is a balance between the two. For me, having the curve of the tyre just tucked in the arches is right."

"The journey of the restoration is as important as the restoration itself. It's a romantic notion but it's the reality. What we try to do is involve our customers in the build by offering them options. It's been an enjoyable journey. We do lots of right-hand drive cars; E, T and S models. It's been nice to do something where you aren't so controlled... There aren't a lot of short wheelbase cars out there really. They're all rare."

Without further ado we must take it for a spin



to see if the ethos Alan has used while building this car translates to a stimulating driving experience. Sinking into the rich Oxblood interior of this car is like stepping back more than 50 years in time, for its flawless inners are nothing short of period-perfect. With that wooden-rimmed wheel and five-pod dash ahead, there's an iconic view from the driver's seat. The ambiance in here washes over you before you've even turned a wheel. Fire the 2.2-litre air-cooled motor into life and its open carburetors deliver an appealing, unfiltered auditory roar, one in tune yet suggestive and ever so slightly purposeful. It fits well with the rest of this car's philosophy, serving to heighten the experience. That noise and the other sensory touch and smell inputs only get better as you set off down the road, working through the rebuilt 901 five-speed 'box, unhurriedly making progress. Even with two extra cylinders now in situ out back, this car is not fast by any stretch of the imagination, but nor should it be for with a car like this life is about the journey not the destination.

It feels taut, as do all of the restorations to

emerge from Canford Classics. Tip it into a corner and it'll offer a slight vagueness at first, typical of cars from the '60s but as its suspension loads-up there's a confident Porsche feel telegraphed back to you. But in our view this is not a car for hustling. The impression that this car could swallow mile-upon-mile of road without breaking a sweat is not baseless, everything here is now new and prepared to the highest of high standards. That shines through when you drive this car. As we track through the Dorset countryside we can just imagine how fantastic this car will feel for Harald and Veslemøy when they take it out on an open Scandinavian road or, perhaps better still, should it ever find its way to the couple's Santa Monica home, cruising along the Pacific Coast Highway in that golden sunlight so typical of California. There's almost an innocence about this car, its straightforward approach could well be considered the antidote to a Porsche scene obsessed with matching numbers and originality. Alan wholeheartedly agrees: "What's beautiful about this car is its simplicity. It's not an original matching numbers car, it was never meant to be. Not having

a matching numbers engine doesn't detract from it in any way though!"

At £85,000 this car's transformation is what Alan terms as a 'economic restoration' but by no means does that mean any corners have been cut – far from it. What it does require, perhaps, is a realistic viewpoint: "It's a lovely car, but you do need a little perspective; it's an £85,000 restoration, not a £185,000 one," Alan says. "There are a few details that aren't strictly period correct: the door handles, for example, aren't 1968 handles but we've been authentic in many ways here. For example, there are original wiper blades, sloping headlights and original bumper trims. Okay, that's not the original rear view mirror but ultimately there's a budget to stick to and it comes down to what you want to achieve. Sometimes people get caught up in matching numbers and originality as being the only way [to restore a car] but that can sterilize the essence of driving a cool old car."

There's absolutely nothing sterile about this car, and that's something Harald will find out when a set of container doors are cracked open in Norway to reveal his classic Porsche inside ○





**PARAGON**

The Natural Choice for Porsche

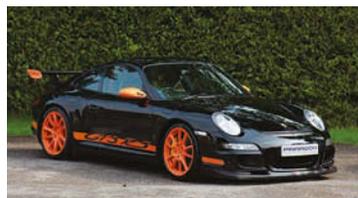
01825 830424



**911 S 2.0**

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration 1968 (F)

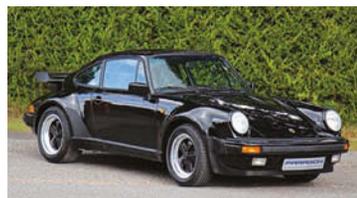
**£174,995**



**911 GT3 RS**

Jet Black • Black Nomex Bucket Seats Manual Gearbox • Satellite Navigation Porsche Ceramic Composite Brakes 22,012 miles • 2008 (57)

**£149,995**



**911 SuperSport**

Jet Black • Black Leather Sport Seats Manual Gearbox • 16" Fuchs Wheels Electric Sunroof • 68,604 miles 1988 (E)

**£89,995**



**911 GT3 (996)**

Arctic Silver • Black Leather Bucket Seats Manual Gearbox • 18" GT3 Split Rim Wheels • Sports Exhaust • 61,131 miles 1999 (V)

**£71,995**



**911 Carrera 2 (991)**

GT Silver • Pebble Grey Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera Classic Wheels 16,648 miles • 2012 (62)

**£64,995**



**911 Turbo (996)**

Slate Grey • Black Leather Seats Tiptronic Gearbox • Satellite Navigation Large Carbon Interior Pack • 52,089 miles • 2003 (03)

**£46,995**



**911 Turbo (996)**

Basalt Black • Black Leather Seats Manual Gearbox • BOSE Sound System Sports Exhaust • 62,659 miles • 2003 (03)

**£46,995**



**Cayman S (981)**

Basalt Black • Black Leather Sports Seats • PDK Gearbox • 20" Carrera 'S' III Wheels • Touchscreen Satellite Navigation • 12,559 miles • 2013 (63)

**£44,995**



**Boxster 2.7 (981)**

Rhodium Silver • Black Leather Sports Seats • PDK Gearbox • 19" Boxster 'S' III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

**£34,995**



**911 Carrera 4 S (996)**

Arctic Silver • Black Leather Seats Manual Gearbox • Porsche Sound Pack 18" Turbo II Wheels • Sports Exhaust 44,422 miles • 2004 (53)

**£31,995**



**Boxster S (987)**

Basalt Black • Black Leather Seats Manual Gearbox • Satellite Navigation 19" Carrera 'S' Wheels • 23,406 miles 2006 (06)

**£19,995**



**Boxster S (987)**

Seal Grey • Black Leather Seats Manual Gearbox • 19" Carrera Sport Wheels • Air Conditioning • 37,375 miles 2005 (54)

**£17,995**

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at [paragongb.com](http://paragongb.com)

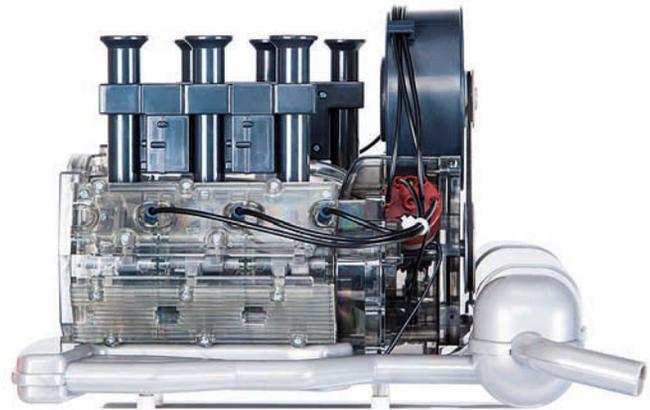
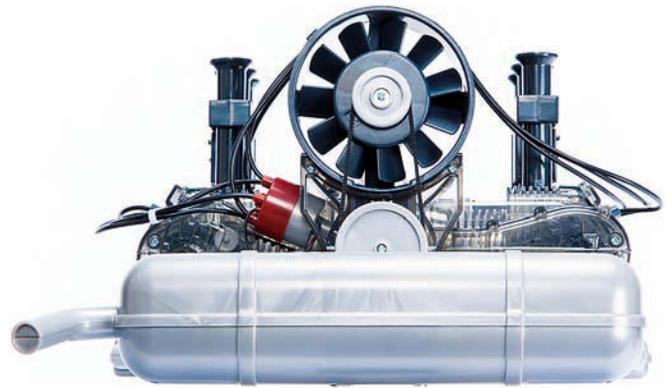
# WIN!

## Flat-Six Boxer Engine Construction Kit

Win this detailed 1:4 scale flat-six air-cooled  
Porsche 911 engine construction kit  
**worth £140!**

What better way to start 2017 than with this? A superb and detailed 1:4 scale model replicating a 2.0-litre Porsche boxer flat-six engine. The kit comprises 290 parts, faithfully paying homage to one of Porsche's finest 911 engines. Following its detailed assembly instructions you'll create, step-by-step, this working 320mm (width), 280mm (length), 250mm (height) miniature marvel. It features electronic sounds, a transparent casing allowing a view of the internal workings (which include cams activated by the belt), firing spark plugs simulated with LEDs, a working distributor and even a spinning cooling fan. Once complete it would make the perfect ornament in your home or office. You can win one of these kits by answering the question below, or receive a special discount at <http://booksplea.se/porsche.php> by using code 'MAG25' at checkout...

- **Genuine engine sounds**
- **Transparent casing allows a view inside**
- **Cams activated by belt**
- **Spark plug firing simulated with LEDs**
- **Working distributor**
- **Spinning cooling fan**



### How to win

Answer the following question below and email your answer to [gtpurelyporsche@unity-media.com](mailto:gtpurelyporsche@unity-media.com) with 'Engine Kit Competition' in the subject line. We'll choose the winner at random after the closing date below. Good luck!

**Q: This 911 engine construction kit was created in partnership with the Porsche Museum in Stuttgart, what year did the Museum open?**



### Terms and conditions

No employees of Unity Media or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. Closing date for entries is 8th February 2017.



**Porsche Club**  
Great Britain



## From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 14,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

### Porsche Club GB benefits

Porsche certificate of authenticity	Regions & Registers
High quality monthly magazine	Race Championship
Comprehensive events calendar	Valuation service
Club insurance scheme	Factory visits
Members' discounts	Trackdays

### Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member.

For a free, no obligation enquiry pack visit [www.porscheclubgb.com](http://www.porscheclubgb.com) or call Cornbury House on **01608 652911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)





Author of 25 Porsche books, Peter has been involved with the brand for 35 years

## In the cold light of the new Trump dawn and all the other evidence that's out there, Peter Morgan suggests that stories of the internal combustion engine's death may have been greatly exaggerated.

The results of the USA election and the Brexit vote have given a firmly upright middle finger to the political idea that the middle of the road majority will always prevail. Liberals the world over have been furiously wringing their hands at the prospect of a Trump government, an ex-EU Britain and all the nightmare scenarios that may come to pass as a result. For the car makers, including Porsche, it could also be important that the Trump administration has questioned the entire green agenda and that the US petrochemical industry will be given its head. America's liberals in particular have been outgunned not only by the stereotype Trump voter, but more seriously by an allegedly silent but substantial American public. The 'break free and be independent' sentiment is flourishing on both sides of the Atlantic.

In terms of our attitudes to the automobile, that new emergent populist view appears to be supported by a recent prediction by the International Energy Agency. This study suggests that global fossil fuel usage is rising relentlessly and still will be in 2040, largely driven by road freight and aviation. Their conclusion drives a coach and horses through the liberal view of a future clean environment.

Given this new world order, can we expect a more selfish humanity, one that doesn't care about anything around them? Will anybody care about how cars are powered? Indeed, the future for the planned hoards of so-called 'clean' cars may have just been dealt a fatal blow before most makers have even launched their products. Talking about global warming in the USA could be history for the next four years and possibly a good bit longer.

In the cold light of this new Trump dawn, it could be that stories of the internal combustion engine's death have been exaggerated. And maybe it's time Porsche cleaned its bi-focals and took a long look at what it's trying to do in the new era. With potentially

significant contraction in markets where Porsche sales have been stellar over the past decade – China and Russia for instance – this could be a pivotal moment to keep the traditional sports car markets loyal to the brand with a fresh, new era image.

*The future for the planned so-called 'clean' cars may have just been dealt a fatal blow...*

Where this leaves the green auto lobby is anybody's guess – staring into their tofu most likely. Nevertheless, even the most right leaning activist doesn't like breathing dirty air, so as long as the new on-trend selfish independence is maintained, hybrids will still be in. You have to brag about something over dinner.

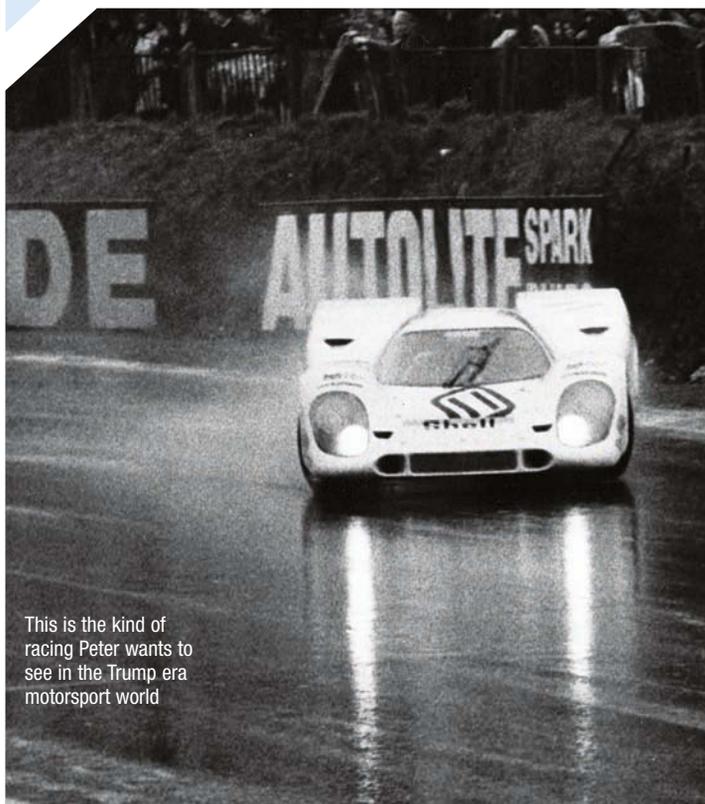
Nevertheless, whether the hybrid has any relevance to a future sports car is another question altogether. I can't see why we shouldn't still be getting a Sunday morning adrenaline rush in 2040 in a sports car that offers a simple, involving driving experience, powered by a torquey, multi-cylinder engine and that makes a noise that

yells 'drive me'! It appears there'll be enough fuel and the combustion quality and exhaust cleaning would be far better than today. It would be nice if they look less bloated too.

For Porsche, who will be listening to my every word here (not), I suggest first it regains independence with a management buy-out. Struggling VW could have the Cayenne and Macan products – because they are not sports cars – and I would trade the four-cylinder engine in the Boxster and Cayman as well. This latter is a perfect case of somebody (probably a liberal somewhere) saying this is what you need, rather than asking what the customers want. And while many of the electronic developments we've seen in the past five years are breathtaking, most are really only relevant to those who believe they can drive while doing several other activities at the same time. In our new era, let's cull the electronic complexity that is currently also likely to lock independent garages out of aftermarket servicing.

As for motorsport, the idea that a Le Mans winner should run a four-cylinder engine and sound like a hot Subaru doesn't do it for Trumpists either. Motorsport is about noise and speed – something NASCAR has known all along. Let's have a return to a full eight- or 12-cylinder normally aspirated engine and have the car styled to look like Marilyn Monroe in her party dress, rather than a Lego model. If you are going to use competition at Le Mans as a sales tool, you have to have a visually stunning car that raises the hairs on the back of your neck.

Do all this and I predict Porsche will have a sparkling future in the new political era. Maybe even Mr Trump would buy one of the new age Porsches. But may be not as it wouldn't be made in the USA. Perhaps Porsche could tease him with a gold-plated steering wheel and shift lever? Remember, the new normal now is being outrageous! ○



This is the kind of racing Peter wants to see in the Trump era motorsport world

The views of the author are not necessarily shared by the magazine.



Where Racing Drivers  
and Teams buy  
their Model Cars



[www.racingmodels.com](http://www.racingmodels.com)

Quote POR 010 to get 10% off

We reserve the right to edit letters for clarity. The views expressed are not necessarily shared by the magazine and its publishers.

## 993 Mystery

I have a 993 with engine number M64/85S. The owner of a 993 endurance racing team used to own it. Do you know what it is? I'm stuck at M64/84S being the last GT2 3.8 Evo ever made in 1999.

*Simon, email*

Hi Simon, we quizzed our resident expert Peter Morgan on this puzzle. He said: with the 993, the 'S' tag normally indicates a 3.8 engine but my records (straight from Ludwigsburg but only to 1997 on the 993) don't go as high as 85. The last listed air-cooled normally aspirated 993 race engine was the M64/75 (this was the Carrera Cup 3.8-litre engine). The Carrera Cup engines for all the 993s were 3.8 engines and, confusingly, these didn't have the S designation as did the street model 3.8 factory engines.

The 993 GT2 Evo introduced for the '97 season used the M64/81 3.6 twin-turbo. For 1998 the factory

switched to the water-cooled M96 engine for Carrera Cup and race development and the GT1 used a development of the Dauer 962 engine, but was also called the M96. However, the Kundensport (Customer Sport) activity supplied teams that were still getting very good results from the 993 GT2. I wasn't aware that the race engines used an 'S' in the engine type number, however.

Jurgen Barth notes that the engine evolved from the M64/82 and M64/84 through '98 and '99 (he was working in the Kundensport department) and it is more than possible a type 85 was produced – almost certainly as a race engine. The 993 was used by many top customer teams until as late as 2001 (Rook, Konrad, Freisinger, Larbre, etc) and would have had close support from the factory. The 993 race cars were becoming increasingly uncompetitive at that time and as they were more and more tuned, increasingly

## Star Letter



The 993 GT2 Evo of 1998

unreliable. It's worth pointing out that several customer teams running the 993 GT2 in the late 1990s did their own tuning as well and these engines may have had hybrid type numbers. The only other explanation would have been if a street car customer had asked Porsche Exclusive to produce a very hot engine for a 'last

in the line' 993 GT2, long after the factory had converted to the 996 series. This might explain the 'S' in this case. I would suggest writing to Porsche at Reading who can pass the enquiry over to Zuffenhausen. There may be some records somewhere of the engine in the archives. Sorry we can't be more specific.

## Boxster vs 944



I found the November issue's article on buying an entry-level Porsche for under £10k both interesting and alarming. It is not fair to assume that £10k will buy you good examples of either car and although I'd never put anyone off buying a Porsche, you are more likely to find a Boxster in that range than a 944 S2 that doesn't

need large sums investing in restoration. It is also wise to have expert advice on hand when buying. The market is also seeing 944 S2, Turbo and Turbo S prices doubling, if not tripling, in recent years. The key here is the build quality and the older cars are superbly engineered. One final point on the cost of ownership: when using an OPC, labour rates for a Boxster are the same as those of a 991 GT3 RS. However, the 944 comes under the Porsche Classic scheme, which sees labour rates more in line with independent specialists.

*Barrie Powell, email*

I loved the piece on the merits of choosing either a 986 Boxster or 944 S2 as an affordable way to sit behind the Stuttgart badge. I agree that either represents a fabulous way to spend a Sunday. The Boxster offers that true sports car experience, top up or down. The free-revving engine sounds better the more you climb the scale, there's a superb chassis balance as you stitch a series of curves and short straights

together, too. The mid-engine balance when in full flow makes you feel like the car is pivoting around your backside. The sensations coming through the delightfully analogue wheel and the thought processes needed to keep her in the sweet spot remind you that driving can, and should, be a pleasure not a chore. The 986 S fizzles with taught energy whereas the 944 S2 takes a more measured mature approach to progress, replacing that slightly lunatic fixed grin that a thrash in the Boxster provides with a strange feeling of pride in the way you and the car almost effortlessly negotiate the same roads. It swaps maximum attack for a plotted line using the boundless low down torque and long gearing to set up momentum, not so much leaning on the edge of adhesion as setting up the corners of the car with careful trimming of the throttle

and brakes to almost pour the low, muscular contours down a stretch of black top. Then, when the road opens out, the strong pull to the redline that you expect to start to die off at a typical large four-cylinder 5000rpm or so, but which puts an extra shoulder to the wheel and reminds you of the standard of engineering that stretches out under that acre or so of bonnet. And don't even get me started on pop up headlights! So, which is best? I had no idea... so I have one of each. Happy motoring!

*Tony Davies, Stockport*



# Complete Suspension Packages

Build yours at [ElephantRacing.com](http://ElephantRacing.com)

3 clicks... Done!

The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top, there is a navigation menu with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below the navigation is the Elephant Racing logo and a tagline: "Advanced Suspension Systems For Porsche Cars Design & Development". To the right, it says "Fast Shipping Worldwide" and "Sales & Support +1.408.297.2789". A secondary navigation bar includes model years (911, 964, 993, 996/997, 991) and models (Boxster/Cayman, 914, 944, 356), along with a Merchandise link and a Search field.

## Suspension Builder

**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 Review & Approve**

Add, update, or remove parts using the tables below

**Add To Cart**

**Front**

**Rear**

**PACKAGE CHARACTERISTICS**

PACKAGE CHARACTERISTICS	
RIDE COMFORT	41
PERFORMANCE	63



+1 408.297.2789  
[ElephantRacing.com](http://ElephantRacing.com)  
Santa Clara, California, USA  
Fast Worldwide Shipping





Simon has worked across several automotive publications over the past decade

## Simon Jackson questions whether advances in infotainment systems might cause a few problems with the authorities...

I had an interesting exchange with the police recently. It wasn't quite as dramatic as it sounds; for a start it was on Twitter and not through bars down the local station – not this time anyway. There are several official police-operated accounts on the popular social media channel, this one is local to our office in Kent and populated by the 'Roads Policing Unit' – I presume that jargon refers to what you or I might term the 'traffic cops'. The chaps seem to be doing a fine job, I like that they share enlightening updates on all sorts of instances in real time, and they'll reply to questions too so it's very interactive. It also serves to disarm those who feel traffic police are simply 'out to get them'.

A particular Tweet that I honed in on concerned a taxi driver in Folkestone being stopped for using his PDA whilst driving. He'd been nicked for 'not being in proper control of the vehicle'. Out of interest I asked what the legal distinction was between this, and for instance, someone using a factory fitted sat-nav or infotainment system. This was the reply: 'Basically if it is an electronic device that requires your interaction, don't hold it or interact with it'. Another Twitter user, who I believe to be a taxi driver himself, asked if it was legal for him to accept a job using a PDA or mobile phone mounted in a fixed cradle whilst driving, the reply came: 'Yes, as long as you retain full control of your vehicle'.

For me those two replies contradict one another. I understand the hand holding aspect, but the boys in blue seem a little foggy on the term 'interacting'. Admittedly we don't know the full circumstances surrounding the taxi driver incident in Folkestone, but what I was interested in was the distinction between using an aftermarket electronic device, such as a mounted PDA, and a built-in factory screen. The reason is that manufacturer systems are becoming more and more complex, the displays in the new Panamera being a case in point. Contemporary dashboards such as Audi and Porsche's new 'Virtual Cockpit' bombard the driver with

*I can't think of a time, post war, when cockpits have transformed quite so radically...*



screens containing all sorts of information, and not just on a central console display, but where the speedometer and other vital gauges used to reside. In the Audi the entire dash binnacle can become a sat-nav map screen with the speedometer minimised to inconsequence.

At first, driving the new Panamera is a little daunting for its displays are initially overpowering, but they do quickly become second nature thanks to Porsche's knack of making everything so intuitive. Not every car manufacturer might be so adept though. The other factor, on the Panamera for example, is that everything is now touch operated on a smooth glass-like surface, so feeling around for buttons with your finger while you keep fixed on the road

ahead is no longer an option – you're forced to look at what you're doing. Steering wheel mounted controls help but I (and I imagine you) would be lying if I said I'd never looked across to operate something on a screen while driving.

Logic dictates that soon Porsche will roll a version of the Panamera's infotainment system out across the rest of its vehicle range – driving a Porsche with a full suite of analogue gauges might become a thing of the past. If, like me, you find adjusting to this change isn't quite as tricky as you'd first imagined then that's great, but this giant leap in dashboard dynamics might be a tougher transition for others, that might lead to problems. With the advent of 'Virtual Cockpits', head-up displays, gesture

control and spaceship-like infotainment systems, driving a contemporary car could well become 'information overload' for the unfamiliar. I can't think of a time, post war, when cockpits have transformed quite so radically, and I wonder if a little driver education might be required in order to adjust to what someone like our friends in the traffic unit might term as these new 'distractions'.

Manufacturers like Porsche spend a lot of time ensuring its cars communicate with the driver in the most effective and intuitive fashion. But at the end of the day (as nice as all these advanced technological additions are), until fully automated self-driving vehicles become prevalent, the process of psychically driving the car must remain uninterrupted ○

*The views of the author are not necessarily shared by the magazine.*



# STREET FIGHTER

Based on a 991 Turbo S, TechArt's GTstreet R has more than 700hp and fully functioning GT3 RS-style aerodynamics. We let it loose on the outskirts of Stuttgart, in the wet...

Story: Simon Jackson Photography: Gus Gregory

Michelin's Pilot Sport Cup 2 tyre is exceptional when it comes to road-going rubber, of that there is little doubt. What it can't do, however, is bend the laws of physics or part water like Moses. Therefore ask it to convert more than 700hp into traction through its sophisticated tread block design on a cold, greasy road and logic dictates that (as any tyre would) it'll tend to get a little bit flaky – even when shod on a car with all-wheel drive. This fact is firmly entrenched in the back of my mind as I steer tuning giant TechArt's new GTstreet R, a modified

991 Turbo S that is both powerful and formidable, through a series of quick, twisty and very, very sodden German back country roads. If the tyres don't break traction and scream for mercy then there's a high chance that I'll probably shriek instead.

What you're looking at here is not your average 911 Turbo S, but then of that you probably guessed as much. It is both more powerful and yet similar in weight to that of a current 991.2 Turbo S, with lashings of carbon fibre utilised to achieve a dry weight of just 1610kg. Its headline power figure of 720hp, the most extreme state of tune available for

the 991 GTstreet R, is supported by an equally startling 680lb ft of torque. That's an additional 140hp and 127lb ft of torque over a standard (and already ludicrously quick) second-generation 991 Turbo S, alone more or less enough horsepower to propel your average family car along well enough. In addition, all those angular wings and protruding vanes are not solely there for show, they've been developed in a full-scale manufacturer-approved wind tunnel. As a result the GTstreet R's active aerodynamics package produces a claimed 321kg of downforce at 186mph. To put that into context, a factory GT3 RS produces 345kg, which in itself is

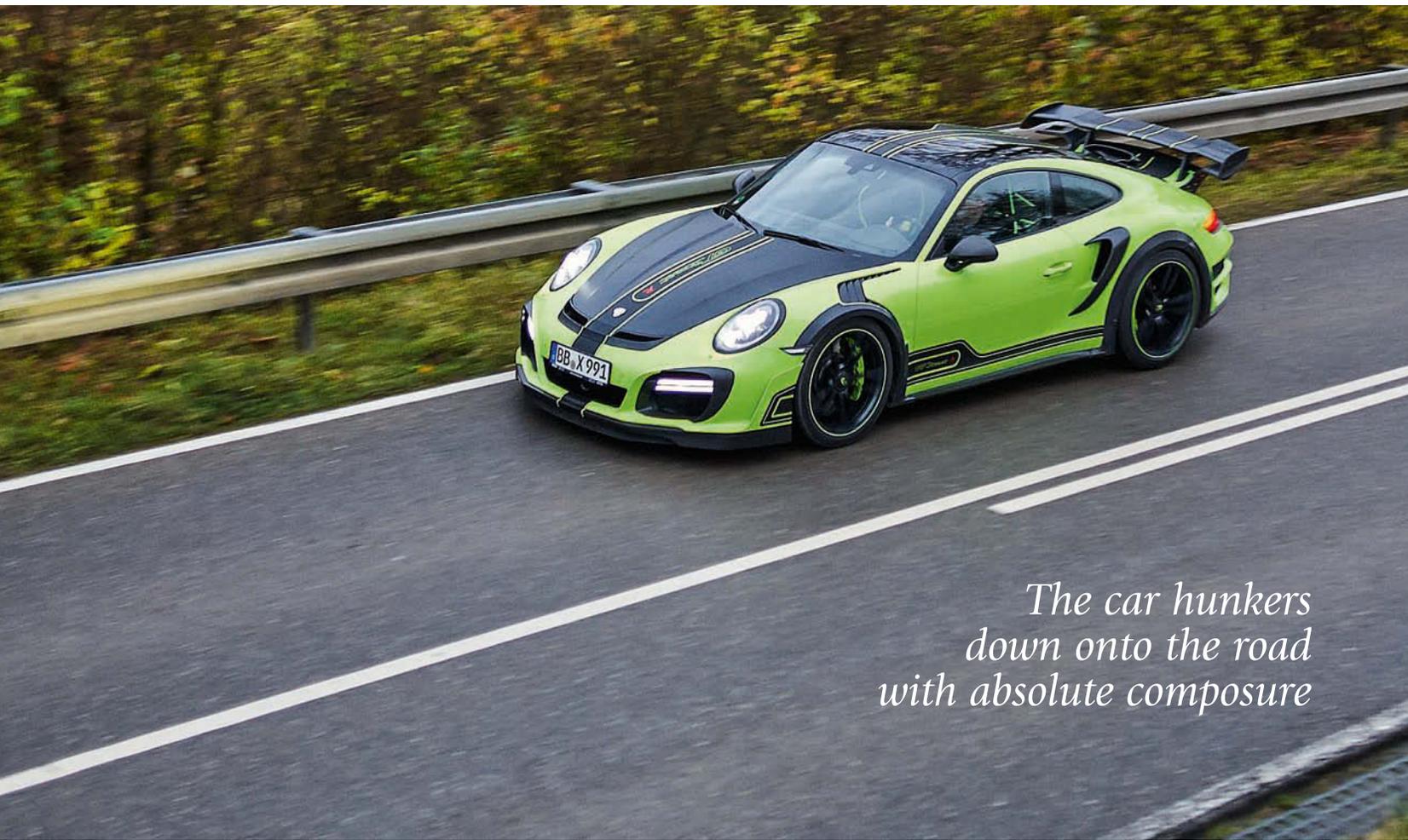


already three times what a GT3 can muster. Taking all this into account, in this state of tune the GTstreet R can reach 62mph in a little under three seconds (2.7sec) a couple of tenths faster than the car upon which it is based. It's not the first modified 911 to emerge from TechArt's HQ in Leonberg, just outside Stuttgart, but it could well be one of, if not the, wildest.

Since debuting its first 996 Turbo and 996 GT2-based 'GTstreet' cars in 2001, TechArt's GTstreet concept has become known for its employment of distinctive styling, increased performance and overall usability. The result, say TechArt is: 'a

highly individualized street-legal race car, suitable for daily use'. In succinct fashion, the German firm's latest GTstreet, this 'R' model, has been designed to offer all the visual and practical benefits of a 991 GT3 RS on a modern 911 Turbo platform. That means customers can choose from various tuning packages for either their 991 Turbo or Turbo S. For the former that's 540hp and 524lb ft torque; for the latter customers can choose between: 579hp and 553lb ft; 640hp and 649lb ft; or 720hp and 680lb ft. It's the most extreme of those options that we have here, and extreme is an apt word for it. From the nose backwards there are

aesthetically striking yet functional modifications everywhere you look. At the very sharp end an active front splitter is used to modulate and coax airflow into the car's cooling systems – the intercooler itself has been angled to the same degree as that found on the GT3 RS for best performance. Working in conjunction with TechArt's version of the car's factory 'noselift' system, the splitter is deployed at a press of the console-mounted button or when its driving mode so decrees, extending and retracting in conjunction with the rear spoiler (more on that shortly). This aids a reduction in lift as the car's

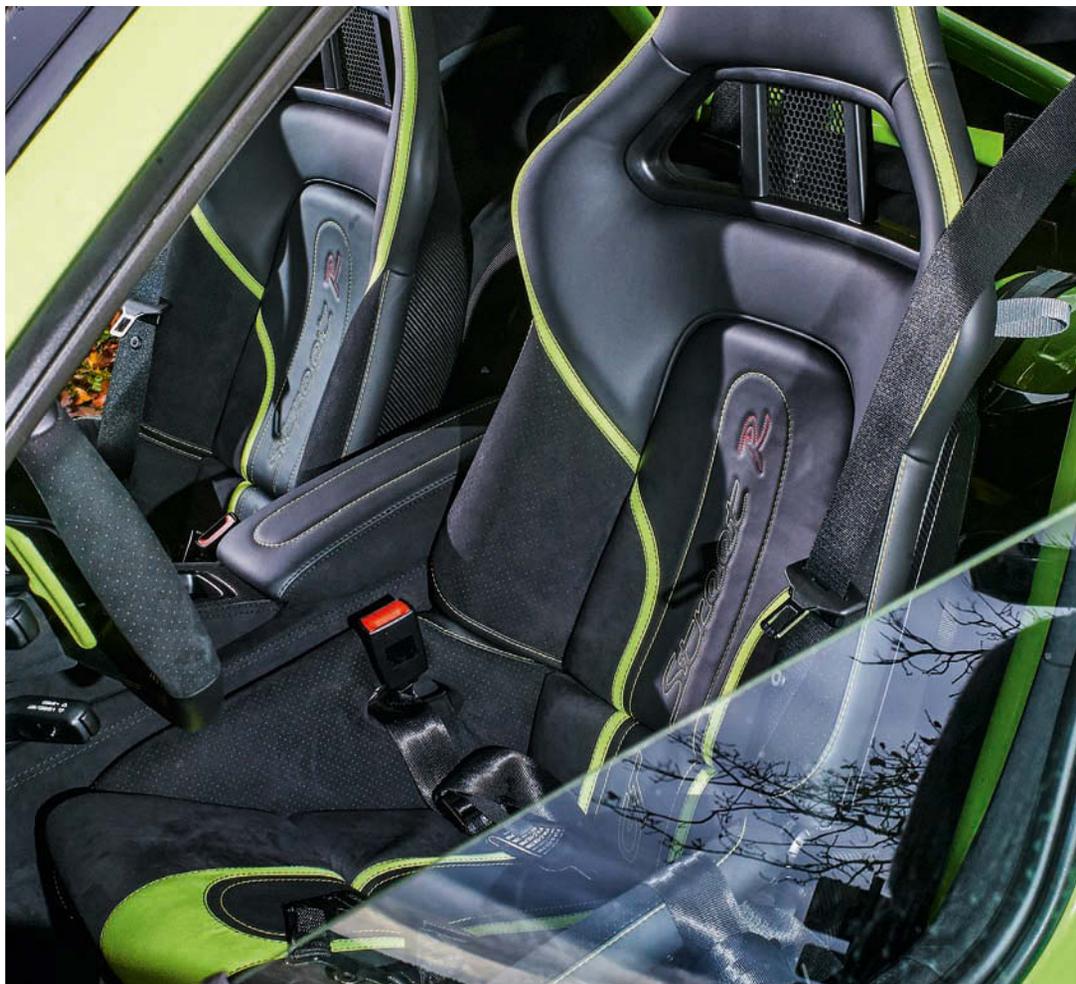


*The car hunkers  
down onto the road  
with absolute composure*



nose dips and activates a central air outlet. TechArt offers two chassis options on the GTstreet R: a coilover unit called the VarioPlus that works in harmony with the factory PDDC system; or its own take on Porsche's 'noselift' system, as fitted to the car you see here, affording it an additional 60mm of front end ground clearance – and very useful it is, too.

Creating additional downforce, and adding a rather striking design detail, are GT3 RS-style wing vents. On the factory Rennsport 991s these vents not only help cool the car's brakes but they also produce downforce akin to having a couple of heavy blokes sat on each of the front wings. It's a fair assumption that TechArt's versions act in a very similar, if not identical, fashion but the specifics remain a closely guarded secret. Horizontal corner vanes integrated into the front bumper also add an extra element of downforce and aid drag reduction. The lightweight bonnet is made from carbon fibre and bears the TechArt insignia on its underside to prove its credentials. Carbon wheel arch extensions, reminiscent of a vehicle from the 1980s (in a good way, think Mk2 Golf GTI), help accommodate immense 9.5x20-inch (front) and 12x20-inch (rear) TechArt Formula IV Race centre locking wheels (forged), wrapped in the aforementioned 265/35 (front) and 325/30 (rear) Michelin rubber. Larger



(and purportedly lighter) 21-inch versions of the same wheels can be fitted on request. Colour and finish options are boundless on either set of rims.

Visually linking the aerodynamic additions at the front end, including those arch extensions, you'll find carbon fibre side skirts, drawing the eye toward the (equally extended) rear arches and carbon outlined air intakes on the car's hips. All this leads to the real drama: the rear aspect of this car – surely its most spectacular angle. Those rear arches sweep into a carbon fibre rear panel that incorporates the modern 911's three-dimensional light clusters. Below, the rear bumper and diffuser sit not one or two but four centrally-located titanium exhaust pipes. The system itself is switchable, working on a pneumatic valve allowing the modulation of tone in the same vein as a standard 911 would. At its loudest the system is full of bass and presence; at its quietest it's surprisingly subtle and unobtrusive. Cruising on the motorway would not leave one hard of hearing.

And that just leaves us with that carbon rear wing, which is rather difficult to ignore. Like the aero setup at the front end the rear wing too is an active affair, the top most section extends and retracts within a 15-degree window of operation in unison with the movement occurring with the active front splitter. It adds both downforce to

the car's rump and directs air primarily into TechArt's carbon rear intake scoop that, in turn, helps the engine to breathe a fuller supply of air. With its winglets and contoured planes reaching for the sky, subtle is not a word you'd associate with this rear wing but as with every addition on this car it is fully functional, purposeful, and performance-orientated.

Stepping inside this GTstreet R can reveal one of two different interior specifications: Exclusive and Clubsport. The former lavishes leather trim upon the cabin, while the latter takes a more race-led approach, with Alcantara highlights, a colour-matched roll-cage, six-point harnesses, and fabric door straps in place of traditional handles. 'Our' car is finished in Clubsport spec but both options make a point of recovering swathes of the car's original interior in fresh material (dashboard, centre console, headlining and door pillars amongst them). As you'd expect the seats match the rest of the theme, but what you might not predict is the attention to detail elsewhere. TechArt has colour-coded and lacquered some of the trim surrounds and details including inside the air vents, the rotary mode dial, the gear lever surround, and in other places of note, too. Even the instrument faces are finished in the same colourway as the rest of the car. It lends a real quality, factory finish to the GTstreet R's touch





*You're left with a fast 911 underneath you with a ribbon of unblemished winding Tarmac stretching out ahead. Perfect*

points. There are several embossed areas, such as the floor mats and the glove compartment frontage which feature the GTstreet logo. Those details are mirrored by a matching carpet set in the nose. There's even a crash helmet and tailored overnight bag stowed in the rear of the cabin. You might argue that some of this, and perhaps the graphics plastered over this car, are a touch too brazen but let's remember for a second that we're talking about a demo car here that is designed to turn heads and raise eyebrows. It does.

Essentially, though, once you've slipped inside those fixed-back bucket seats and grabbed hold of TechArt's new ergonomic Type 7 steering wheel (using the 911's optional GT Sport steering wheel as its basis), it all somehow gradually fades away. What you're left with is a fast, capable (albeit rather conspicuous) 911 underneath you with a ribbon of unblemished winding Tarmac stretching out ahead. Perfect. And it's here, away from all those luxury touches and subliminal marketing messages, where this car is really able to shed the pleasantries and come into its own. TechArt has been building cars for three-decades now (it celebrates its 30th anniversary this year) so it shouldn't surprise us that its cars are well engineered and that they drive accordingly.

We gently get the GTstreet R rolling, straighten it up, and begin to gingerly feed in the power, carefully as it's sopping wet outside and we've more than 700hp underfoot, gradually it comes alive. If the pace of a standard 911 Turbo S, with

its 580hp feels barely legal, then someone should lock up this bright green machine immediately and dispose of the key for it is nothing other than extraordinarily quick. It's not that launching it provides a noticeable improvement over a factory Turbo S, for in the real world detecting the difference between a car hitting 62mph in 2.7 seconds and one doing so in 2.9 seconds without a stopwatch in hand is the stuff of utter fiction. Rather it's the ferocity of the acceleration stage that impresses. The power translates to the road well enough (even in these conditions) and it just keeps on coming like a torrent as the speedometer rises. The car will surge on to 124mph in 8.5 seconds (1.4 seconds quicker than the factory Turbo S book figure), and through to 186mph in 23.3 seconds. Scrolling through the different driving modes on the wheel-mounted rotary switch works in just the same way as it does on your factory Porsche, and at each step up the action gets faster and more frantic. In Sport mode it offers all the fun of the fair; Sport Plus provides more of the same – only it's the kind of fair you wouldn't want to take your children to.

The car hunkers down onto the road with absolute composure as you click up through the seven speed PDK 'box using its paddle shifters. TechArt has developed its own unique software for the PDK gearbox here, so in this car cycling through gears is both faster and slicker. Perhaps it's the aero kit aiding that feel of stability. It's possible, although it reality those aero additions

require much more speed to really function to full effect. Both hardware and software have been modified to good effect on this car, affording the six-cylinder boxer engine an extra lease of life. Precisely what has been done under the skin here TechArt is unlikely to reveal, but it's safe to say that any increases inputted via a laptop have been accompanied by uprated TechArt VTG turbochargers, too. One thing is for sure; there's not really any need for a Turbo S to feel faster than it does straight out-of-the-box and yet this car does. And that, it seems, is a very good thing.

TechArt's powerkits, termed 'Techtronic' are largely led by ECU software upgrades, each new variant receiving a unique engine map developed both on and off the track. Switching from 'Normal' driving modes to 'Sport' and 'Sport Plus' activates the Techtronic technology and alters the car's driving characteristics accordingly. Techtronic takes data from not only the car's boost and manifold pressure but every possible source of monitored data throughout its engine and drivetrain systems. TechArt says this allows it to understand how much power to provide and when, without affecting the vehicle's factory diagnostic and self-defence systems.

Back on the road a hard stab of the brake pedal scrubs off any excess speed accrued to send the nose directly into whichever corner next approaches. Balance the throttle pedal through the turn and there's barely any lateral movement from the suspension. Any bumps in its path are





Left: TechArt developed the GTstreet R's aero kit in the wind tunnel, so it is fully functional, not frivolous...

absorbed without upsetting the car one iota. There doesn't seem to be any tramlining as you so often get with cars on large aftermarket wheels. Pointing straight once more you're free to reapply the power for the next blast ahead. In these conditions it would be foolish to play around too much in this car, especially out of corners on this rubber, but there's enough space and time to appreciate that the GTstreet R is, like its predecessors from TechArt, the real deal and that it would be best explored to its limits on track – a dry one! Without doubt this is a well-engineered 911, not simply an exercise in styling and remapping, and it comes with a price tag that reflects this. A second-generation 991 Turbo S retails new at £145,773 in base trim. To bring the model up to GTstreet R specification you're looking at prices starting at around €85,000. At today's exchange rates that's approximately £72,000 (without VAT) so, all told, a GTstreet R will set you back more than £217,000. That price buys you a 911 in the 640hp state of tune and includes the Powerkit, aero kit, exhaust, wheels, interior package (with steering wheel), several GTstreet R stitching details, and is inclusive of installation. It's a serious price tag for a rather serious car. Whether it's the visual aspects playing tricks or not, there certainly is a feel of GT3 RS about this car, a kind of best of both worlds in terms of the useable power delivery and everyday driveability that its reworked 3.8-litre force-induced motor provides, and the balls-out race track refugee appeal of the RS. That's what TechArt was aiming for with the GTstreet R and that's exactly what it has achieved. In its press materials TechArt states that the GTstreet R's design is distinctive and its performance overwhelming. I'd have to say that I'm in full agreement ◯

CONTACT:  
[www.techart.de](http://www.techart.de)



THE ULTIMATE IN  
PERFORMANCE UPGRADES  
AT DMS AUTOMOTIVE  
WE'VE BEEN UNLEASHING  
AUTOMOTIVE PERFORMANCE  
FOR OVER 19 YEARS



- DMS CLS63 AMG (EVO AUGUST '14)** "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"
- DMS 1M (EVO MARCH 12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"
- DMS SL65 BLACK SERIES (EVO OCTOBER '10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"
- DMS 135i (BMW CAR MAY '09)** "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"
- DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"
- DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS.

**AUDI**

- AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
- AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
- AUDI R8 V10 » 592+BHP (+DE-LIMIT)
- AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
- AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
- AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
- AUDI 3.0TDi (ALL MODELS) » 315+ BHP
- AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
- AUDI Q7/A8 4.2 TDi » 400+ BHP

**BMW**

- M5 V10 » 548+ BHP (205 MPH)
- X5M / X6M » 618+ BHP
- 1M » 411+ BHP
- M3 E90/92 » 445 BHP (+DE-LIMIT)
- M135i/ M235i » 402 BHP
- M4/M3 3.0T » 520+ BHP
- M5 F10/M6 (STAGE 1) » 680 BHP
- M5 F10/M6 (STAGE 2) » 730 BHP
- F10 520D » 240 BHP
- F10 530D » 305 BHP
- 335i/135i/X6 » 370+ BHP (+DE-LIMIT)
- 123D » 252 BHP

- 316D/216D/116D » 160 BHP
- 318D/218D/118D » 225 BHP
- 330D E90 » 296+ BHP
- 320D E90 » 215 BHP
- 420i/320i/220i/120i » 275+ BHP
- 435i/ F30 335i » 390 BHP
- 428i/328i » 295 BHP
- 535D / 335D / X5 SD » 355+ BHP
- 640D/335D/535D/435D » 390 BHP
- 730D » 305+ BHP
- X5 4.0D / 740D » 370 BHP
- X5 3.0D » 305 BHP
- X6 X5.0i 4.4 » 500+BHP
- X6 M50D/X5M50D/550D » 450 BHP

**MERCEDES-BENZ**

- A200CDi/C200CDi/E200CDi » 175 BHP
- A250/C250 » 260 BHP
- A45/CLA45 » 420 BHP
- C300 HYBRID » 285 BHP
- A220CDi/C220CDi/E220CDi » 215 BHP
- C350/CLS350/E350/S350 » 315 BHP
- E400 /C450 » 420+ BHP
- C400 » 400 BHP
- '63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
- '500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
- S65 (W222) » 780 BHP
- SL65 BLACK » 720+ BHP (+DELIMIT)
- SL65 AMG » 690 BHP (+DE-LIMIT)
- '55' AMG KOMPRESSOR » 580+BHP
- C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

- C63 AMG 4.0T » CALL FOR DETAILS
- SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
- CL600 Bi-TURBO » 580+ BHP
- SLK55 AMG » 420+ BHP (+DELIMIT)
- 320 CDi V6 » 274 BHP
- 350 CDi V6 » 312 BHP
- 420 /450 CDi V8 » 358 BHP

**ALL 2015 RANGE ROVERS AVAILABLE**

- R ROVER SC 5.0 » 580+ BHP
- R ROVER 4.4 SDV8 » 395+ BHP
- R ROVER 3.0 TDV6 » 315+ BHP
- R ROVER 3.0 SDV6 » 345+ BHP
- EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

**PORSCHE**

- 997 TURBO/S 3.8 INC PDK » 611 BHP
- 997 TURBO 3.6 » 625+ BHP
- 997 GT2 RS » 670+ BHP
- 996 TURBO/GT2 » 600+ BHP
- 997 CARRERA S PDK » 400+ BHP
- 997 CARRERA S » 376+ BHP
- 997 CARRERA PDK » 368 BHP
- 997 CARRERA GTS » 435 BHP
- 997 GT3 UP » 436 BHP
- BOXSTER 3.4S » 336+ BHP
- CAYMAN S » 342 BHP
- MACAN 3.0D » 315 BHP
- CAYENNE GTS » 440 BHP

- CAYENNE TURBO 4.8 » 578+ BHP
- CAYENNE TURBO S 4.8 » 600+ BHP
- CAYENNE 4.2 DIESEL » 450+ BHP
- CAYENNE DIESEL » 315+ BHP
- PANAMERA TURBO » 600+ BHP
- PANAMERA DIESEL » 315+ BHP

**EXOTIC / MISC**

- FERRARI CALIFORNIA » 487 BHP
- FERRARI 599 » 647 BHP
- FERRARI 430 » 525 BHP
- GALLARDO » 546 BHP
- LP560 » 608+BHP
- LP640 » 707 BHP
- HURACAN » 640+ BHP
- AVENTADOR » CALL FOR DETAILS
- MCLAREN MP4-12C » 700 BHP
- MCLAREN 650S » 720 BHP
- MURCIELAGO LP640 » 707 BHP
- MASERATI GHIBLI 3.0S PETROL » 470 BHP
- MASERATI GHIBLI 3.0 PETROL » 400 BHP
- MASERATI GHIBLI 3.0 DIESEL » 312 BHP
- MASERATI GT/QPORT » 438 BHP
- MASERATI GT S / MC » 479+ BHP
- BENTLEY 4.0 T V8 » 690 BHP
- BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
- BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
- BENTLEY SUPERSPORT » 720+ BHP

FOR ALL OTHER MAKES AND MODELS, PLEASE CALL US.

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555

**f** /DMSAUTOMOTIVE  
FOLLOW US FOR OUR LATEST NEWS



**MORE BHP  
EQUALS  
LESS RPM  
EQUALS  
MORE MPG**



# IMMINENT



During the very early part of the 1960s Porsche had largely enjoyed things its own way in GT racing, but that looked in peril prior to the beginning of the 1963 season. Cautious of a challenge from both Alfa Romeo and Abarth, Porsche needed a new racing car that could ably fend off the opposition. Fresh from its expensive Grand Prix racing project, Porsche had tasted a victory in its first season of F1 but been gifted little else other than a dented financial ledger. Keen to recoup some of the expenditure incurred from designing and building a Grand Prix car (a costly business even then), Porsche looked to build a short run of 100 GT racing cars – all coupés. This was the brand returning to what it knew best, a route that would

generate profit, and for marketing purposes link directly with its road car range. It hoped also that the new contender would produce results on the track of which it could be proud. Butzi Porsche, eldest son of Ferry Porsche, would design the new vehicle and it became one of his greatest legacies. It would be designated 'Type 904'.

Time was of the essence. Porsche had just four months through the winter of '62 to build a prototype, and so form principally followed function with the 904 project. Two time-saving devices would help get the job done at this stage. Butzi and his team determined that the still-under-development six-cylinder 901 engine would not be ready in time for use in the 904, and so the car would lift the engine from the 356 Carrera 2; a

155hp 2.0-litre four-cam, four-cylinder engine was mated to a five-speed gearbox using early 911 internals, and it would be mounted amidship. For its chassis and body the 904 would use the outline of the space framed 718 cars that came before it, again saving time and money in some areas of development. For the first time Porsche would construct a car body entirely of fibreglass. The firm had dabbled with GRP before, but this time it would use the material to greater effect, bonding the 904's body panels to its box section ladder chassis for additional strength, akin to the composite process used on Colin Chapman's Lotus Elite. In a further bid to save effort, the 356 donated its wheel and brake setup, while the 718 provided its revered twin wishbone suspension.

# THREAT

Butzi Porsche's most iconic design project and the firm's first composite fibreglass car, the 904 is a road and racing legend. This month, auctioneer Bonhams offers this stunning 1964 904 GTS for sale.



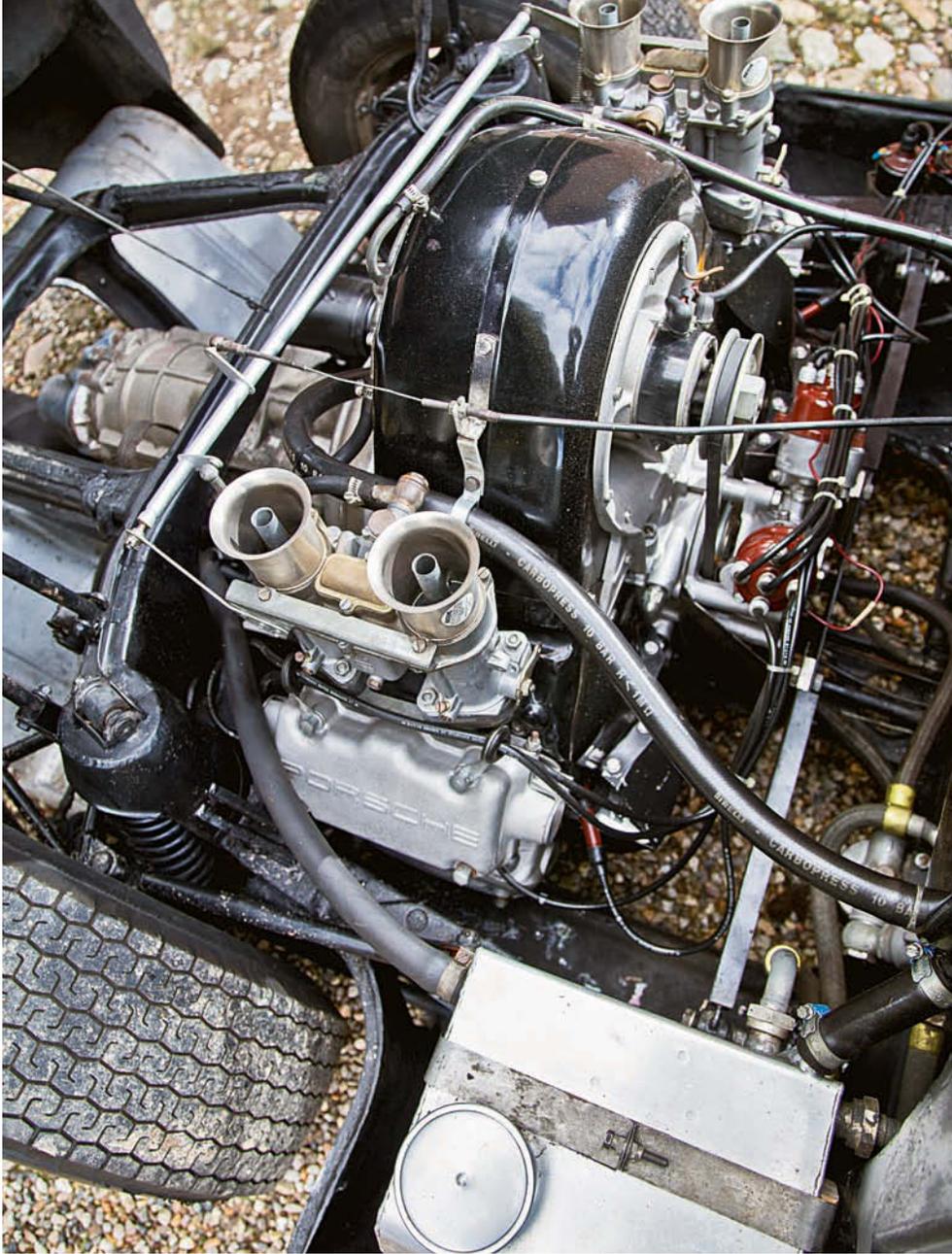
The body comprised 50 separate GRP parts, and in combination with the frame chassis and engine it would weigh just 740kg in total, but with everything bolted to the frame it actually boasted a high level of torsional stiffness.

Despite having one hand tied behind his back, from the ingredients presented to him Butzi managed to craft one of the most beautifully styled Porsches of all time. And so it was that in early 1963 he presented a full-scale resin model of the 904, from which moulds would be taken to enable production to begin. As the 904's body panels were crafted by hand, one layer of fibreglass at a time, it quickly became apparent that the 356 four-cam mill, termed 587/2, would need more power – 155hp would not fend off the

advances of the Alfas et al. Celebrated Porsche engine guru, Hans Mezger, was drafted in as part of the team to make improvements. At the crux of the work was ensuring the engine could operate effectively at higher crankshaft speeds, Mezger tweaked the engine's internals; new cam profiles, strengthened pistons, coated cylinder bores and refined carburetion (Weber 46s initially, then Solex 44s). The end result was that this, the 587/3, the last of Porsche's 2.0-litre four-cam four-cylinder engines, would in race trim produce 180hp at 7200rpm with 145lb ft of torque at 5500rpm. Once strangled with road-going exhaust systems, of which 50 percent of the 100 904s built were, those figures were somewhat reduced to, at best, 165hp and 132lb ft, but they

may have been lower still in reality. In its finest fettle the 904 could hit 60mph in around 5.3-seconds and reach a top speed of over 160mph.

It was summer 1963 when the first proper prototype cars emerged for testing at Weissach, and October before they graduated on to the Nürburgring and Hockenheim for more intensive trials. The following month production-ready cars debuted for final massaging – Herbert Linge lapped the 'Ring in under ten minutes, and Porsche showcased the car, to be labelled 'Carrera GTS' to the world at Solitude in late November. Of the 100 cars built, 90 would be available to the public, ten remained at Porsche, but records put the final number of cars produced as being slightly higher than that, as many as 120, given



that several were built-up using spare parts towards the end of 1964.

Daytona witnessed the 904's competition debut in early 1964, where two cars competed in the Challenge Cup finishing third and fifth. It was the following day's meeting though – the Daytona Continental 2000km race – where Linge and Jürgen Barth's Works entry clinched fifth overall and victory in the prototype class. Higher in profile was the Sebring international race that followed later that same month.

In these early days of the as yet non-homologated 904 there were teething problems, namely failures of the GRP nose sections and split fuel tanks. Of the five cars that started at Sebring, the best-placed finisher came home ninth winning the sub-3.0-litre prototype class. Various subsequent tweaks to the car's makeup had a clear effect – in April 1964 Porsche scored a one-two finish at the Targa Florio, its fifth in the great Sicilian classic with Colin Davis and Antonio Pucci followed home by Linge and Gianni Balzarini in second. The success was followed by strong showings in both the Nürburgring 1000km

(third) and Le Mans, where five 904s started and the highest finisher crossed the line in seventh spot. At Reims no fewer than eight 904s occupied the top 20 positions, the highest in fifth place.

Further mechanical and technical changes were carried out on post-1964 cars, and so for the 1965 season the racing 904s put on an even more impressive showing. Chief amongst its results was a second place finish overall in the demanding Monte Carlo Rally – yes it was a rally car, too. Continued domination of its class led to numerous podium finishes but no further outright victories in endurance racing through 1965. The 904 was also somewhat reengineered in Spyder form for the European Hillclimb Championship, where the lightweight coupé competed in anger. Porsche had also engineered the 904 to accept its flat eight-cylinder engine, and the 901's six-cylinder unit too. And so a 904/8 and 904/6 saw daylight in 1964. With 220hp the 904/8 was clocked at 175mph down the Mulsanne Straight at Le Mans, the six-cylinder variant of the car was entered to race in 1965 and it placed third on the Targa Florio in

the hands of Linge. At the Nürburgring for the 1000km race that same year a 904/8 finished third while a trio of 904/6s came home in fifth, sixth and ninth places. At Le Mans a 904/8 retired, a 904/6 clinched fourth overall with, you guessed it, the gifted Linge sharing the wheel.

Plans for a second run of another 100 904s were terminated when changes to homologation regulations were announced, now requiring just 50 cars to be built and making the prospect of an entirely new car for 1966 more plausible and accessible for Porsche. But that wasn't the end of the 904's story for it would live on, albeit in modified form, before being replaced by the Carrera 6, itself a car born from the ashes of the 904. But for the pure 904 though, the 'Butzi' cars, we must look to those original 1966cc Porsches, which are today highly sought-after.

Chassis number 904-098, seen here, will be offered for sale by auctioneer Bonhams this month at its Scottsdale sale in Arizona, representing a rare opportunity for someone with around £1.6 million in their pocket to own one of these stunning Porsches.

It is believed that 904-098 was repainted in the colours you see here in the late 1960s. It retains a beautiful level of patina from that period...



*Porsche hoped also that the new contender would produce results on the track of which it could be proud...*

## *Butzi managed to craft one of the most beautifully styled Porsches of all time*

Starting life in the USA, chassis 904-098 was first sold by Brumos Porsche of Jacksonville, Florida in 1964. A local resident, J.L. Brundage, purchased the car new before it was passed on to Jacksonville's Ted Tidwell. Tidwell raced the car, enjoying a certain level of success. History records that he placed second in the 'E-Modified' class at the SCCA event at Bainbridge, Georgia, in September 1964. Tidwell would later finish sixth in the overall points in the 'E-Modified' class championship that year, but not before recording a victory at the Chimney Rock Hillclimb, where he and the car set a new record. The following year took Tidwell and the 904 to second in the 2.0-litre GT Class (ninth overall) at the Pensacola USRRC meeting in April. At Savannah Effingham later that year the car won the 'A Production' class, enough to see Tidwell close out his 1965 season in fourth place in the points.

In November 1965 Tidwell purportedly acquired another 904 for competition purposes, and so 904-098 was offered for sale, becoming something of a rolling artwork. Two different dealership principals exhibited 904-098 as a

display piece on their showroom floors, New York-based Rip Ridley was the first, he also sold the car's original engine to a buyer in Ohio. The second dealer, Skip Callahan of GT Motorcars in Connecticut, installed a Type 547/4 Carrera motor originally used in a 550 Spyder. Bonhams believes that Callahan applied the 904's current dark blue paint finish with its single white racing stripe and numbering circles. Some three years after Ted Tidwell sold the car Bruce Herrington of Virginia acquired it. It was now November 1968 and the GTS had seen little use, having covered just 1900 miles in total – all of them on track. Herrington secured a Virginia registration for the car in April 1969, but just a couple of months later his circumstances changed and he effectively mothballed the car for 20 years, bringing it out only on rare occasions for meets or rural drives.

In 1989 Herrington finally offered the car for sale, when Swiss national Werner Schoch, a broker living in Southern California, acquired it in partnership with 904 expert, Heinz Heinrichs. It was at this time that a Porsche collector from Denmark, the car's current owner, was in search

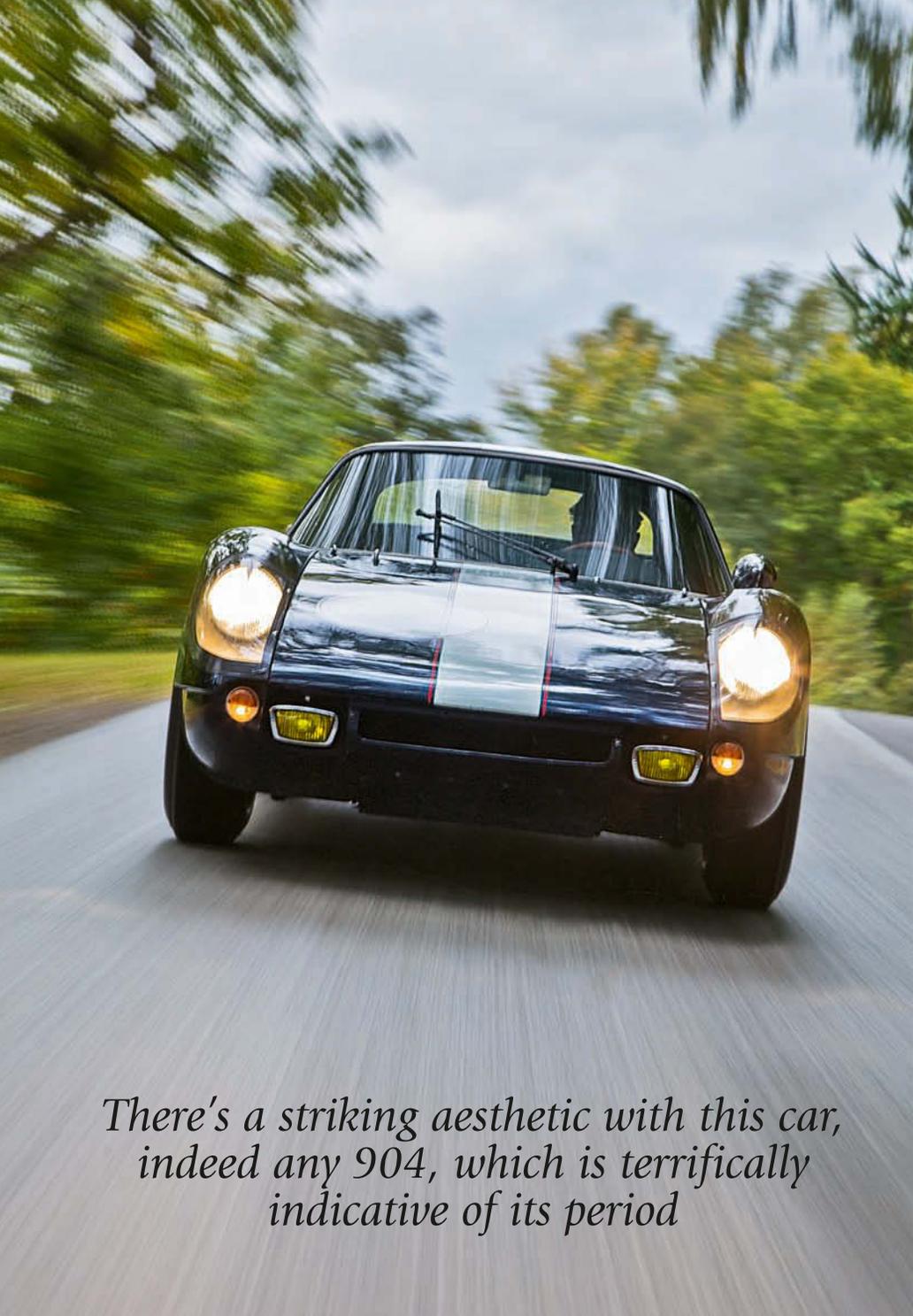
of an original unrestored 904. He enlisted the help of Jim Barrington of San Francisco, a car collector, and just two weeks later Barrington put the two parties together in order for a deal to be struck – 904-098 was headed to Denmark.

Dutifully maintained since, in 1992 the car was reunited with its original four-cam engine (number 99090), which had ended up in the possession of period racing driver Warren Eads in his 718 RSK Spyder (chassis 718-033) and rebuilt by respected Carrera expert and driver, Al Cadrobi. Since that time the car has seen light use in the Danish countryside. The car's odometer shows just 2249 miles, although Bonhams estimates that the car has probably covered more like 7750 miles – still very low for a 50-year-old car.

Spared from the accidents or neglect that many former racing cars of its ilk will have naturally suffered (the original fibreglass body and chassis remain unaltered), 904-098 today stands tall as a pretty original unmolested vehicle. Amongst the paperwork that accompanies its sale sits the factory Kardex build sheet, this details that the car was dispatched on 5 June 1964 with its 587/3 Carrera







*There's a striking aesthetic with this car,  
indeed any 904, which is terrifically  
indicative of its period*

Records show that originally 904-098 was painted 'light Ivory'. It spent its early years racing in the 'E-Modified' class...



engine fitted, its body shot in 'hellelfenbein' (light Ivory), which Porsche authority, Jerry Pantis, believes makes this the only 904 to leave the factory painted in such a shade. Given that its original blue cloth upholstered interior remains in situ, there is an viewpoint that should a new owner wish to restore the car, then it would be a valid option to return it to its original period correct Ivory hue. Perhaps, though, there's more splendour in leaving it in its current, 1960s vintage elegance, blue?

There's a striking aesthetic with this car, indeed any 904, which is terrifically indicative of its period. Heinkel Flugzeugbau, the Speyer-based firm responsible for producing 904 bodies (and tasked with assembling some of the basic parts of its makeup), got on to Porsche's 904 assignment directly after a commission building the Lockheed Starfighter supersonic interceptor aeroplane for the United States Air Force. Most iconic of the 1950s and '60s, that aircraft shares much of its visual form with the utilitarian yet stylish lines of the 904 – Butzi Porsche's most sacrosanct work. The 904 remains one of the most important and iconic Porsche designs of all time. If you're ever so lucky you might encounter one at a major concours d'elegance, in a club corral or at a nostalgic racing event – if you're even more fortunate you might have £1.6 million available to purchase 904-098 ○

CONTACT  
[www.bonhams.com](http://www.bonhams.com)



**19 JANUARY 2017**  
**The Westin Kierland Resort & Spa**

+1 (415) 391 4000, West Coast  
+1 (212) 461 6514, East Coast  
motors.us@bonhams.com

**PREVIEW**

17-18 January, 9am-6pm  
19 January, 9am-11am

..... THE .....  
**SCOTTSDALE**  
.....  
..... *Auction* .....



*Matching numbers*  
*Highly original and preserved*  
*One owner for the past 28 years*  
**1964 PORSCHE 904 GTS**

**Bonhams**

International Auctioneers and Appraisers – [bonhams.com/scottsdale](http://bonhams.com/scottsdale)



WWW.HISTORIKA.COM  
INSTAGRAM.COM/HISTORIKA911  
FACEBOOK.COM/HISTORIKA911  
TWITTER.COM/HISTORIKA911  
YOUTUBE.COM/HISTORIKA911  
CALL 07836 384 999 OR 07717 212 911



Historika can offer awarding winning restorations of either your Porsche 911 or 356 on one of our three factory Celette jig beds and brackets. Please email or call for further details.

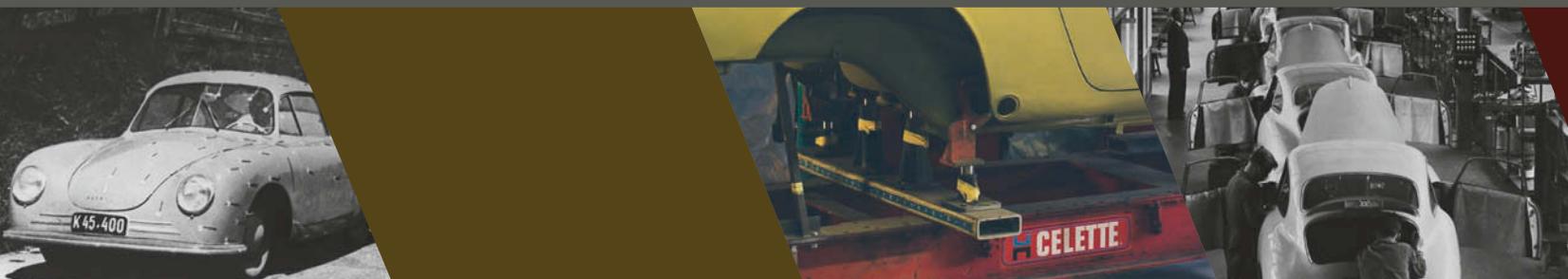


Credit: Tom Shaxson and Petrollicious

# HISTORIKA

KLASSIK PORSCHE

YESTERDAY'S PORSCHEs. PRESERVED FOR TOMORROW. ENJOYED TODAY.  
FINE CARS // RESTORATION // RACE PREPARATION // RARE PARTS



A 911 SC Targa from CCA, a restored 911 Carrera Sport Targa from Historics at Brooklands, and RM Sotheby's 'Duemila Ruote', the largest automotive-themed private sale ever offered in Europe...

## 1980 911 3.0 SC Targa

Hammer price:  
**£20,900**

**Auction House:** Classic Car Auctions  
**Auction:** CCA December Sale  
**Location:** Warwickshire Exhibition Centre  
**Date:** 3 December 2016  
**Estimate:** £20,000-£25,000

This 3.0-litre 1980 911 SC Targa had been under the ownership of its current keeper for two years before being offered for sale at CCA's December Sale in Warwickshire. It came complete with a partial history file and overall the auction house had marked the car as scoring 80/135 for condition. Benefiting from a high level of recent expenditure, this UK supplied, RHD Targa's recent overhaul included an engine rebuild by a Porsche specialist costing more than £4500. Added to that its brakes had been recently refurbished and a new sports exhaust system fitted. In combination its 'whale tail', flared wheel arches and the classic colour mix of Guards red with black leather interior was sure to make this a popular lot. It sold for a little over its lower estimate of £20,000.



## 1988 911 Carrera Sport Targa

Hammer price:  
**£107,520**

**Auction House:** Historics at Brooklands  
**Auction:** Winter Sale  
**Location:** Mercedes-Benz World, Brooklands  
**Date:** 26 November 2016  
**Estimate:** £74,000-£85,000



Having covered just 302 miles since a complete Porsche Centre rebuild, this 1988 911 Carrera Sport Targa attracted a lot of attention at auction back in November. One of the official Porsche GB restoration challenge projects from 2014, this car was fully restored by Porsche Brooklands. It has stood pride of place in the Brooklands showrooms since its debut and received a stream of admiration. Described by auctioneer, Historics at Brooklands, as 'arguably the finest 911 Targa in the world', the car was offered with a hard-back book detailing its restoration, and a framed print showing it and the other cars restored by Porsche for that year's competition. Sold into a private collection in 2015, the car had since stood in a climate-controlled environment and understandably drew interest at auction, selling for £22,000 over its top estimate.

## RM Sotheby's 'Duemila Ruote'

**Auction House:** RM Sotheby's  
**Auction:** Duemila Ruote  
**Location:** Milan, Italy  
**Date:** 25 November 2016  
**Estimate:** As below

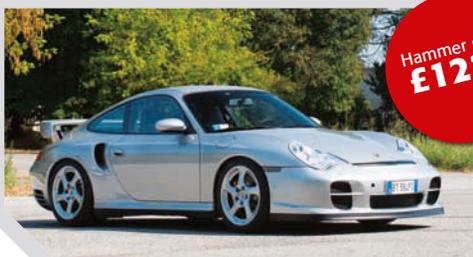
RM Sotheby's presented a rather bizarre auction back in November, the 'Duemila Ruote' (2000 Wheels) was an astounding selection of automobiles, motorcycles, bicycles, boats, bobsleds, and automobilia – all were sold with no reserve. The multi-day sale in Milan, Italy, took place over the weekend of 25 November and featured more than 750 lots, amongst them over 70 Porsches. The collection was privately owned, the largest automotive-themed private sale ever offered in Europe. Almost all of the estimates offered ahead of the sale proved to be wildly inaccurate. Amongst them was a 2002 Porsche 996 GT2 estimated to sell for €100,000-€120,000, a 2007 997 GT3 Cup estimated to sell for €45,000-€55,000, a 1993 968 Club Sport estimated to sell for €30,000-€35,000, and a 1988 Porsche 959 Komfort with an estimate of €600,000-€700,000.

Hammer price:  
**£846k**



Hammer price:  
**£65,813**

Hammer price:  
**£61,094**



Hammer price:  
**£122k**





# The REAL DEAL

Rated by Derek Bell as the best team-mate he ever drove alongside, three-time Le Mans winner, Al Holbert, went on to run Porsche's racing operations in the US and design the replacement for the 962 prior to his untimely death...

Story: Andrew Frankel Photography: Porsche Archive

Certainly within the realm of sports car racing, there has never been a man with a more illustrious call of team-mates than Derek Bell. During his career he shared cars with everyone from Ronnie Peterson to Stefan Bell, with Jacky Ickx, Jo Siffert, Hans Stuck and many other legends of the sport in between. So you might be surprised to hear the name of the co-driver who, all-round, he rates as the best he ever drove with: "Oh, that's Al Holbert," he says. "Without a question." Al who?

The name of Al Holbert may ring a faint bell in your head, he may be reasonably familiar to you or you may never have heard of him, but unless you live in the US and are something of an authority on the sports car scene over there, his name is unlikely to resonate like those other

motor racing scions mentioned. But the truth is that Al Holbert was the most successful driver on the American road racing scene that there had ever been. It's true, too, that his ability behind the wheel only marked the point at which his extraordinary suite of talents began. And, tragically, it is also true that he died aged just 41 when, by rights, he should have had years at the top level remaining – Bell himself continued to race in cars with winning potential into his 50s.

Even in his cruelly abbreviated career, Holbert still managed to win Le Mans three times, Daytona and Sebring twice and bag five IMSA championships. In addition to that he ran Porsche's racing operations in the US, his own race team, built race cars, fettled other people's race cars, took Porsche into Indy car racing and,

Here: Stuck, Holbert and Bell shared a 962 at Le Mans in 1986  
Right: Norbert Singer (right) and Holbert prepare for the 1987 Indy Car season





at the time of his death, had designed the replacement for the 962... So we hope you'll agree that now, 70 years after he was born in Abington Pennsylvania, the time is right to examine the career of Alvan Robert Holbert.

Al was just a small boy when racing took root in his mind. In 1952 his father Bob, a navy veteran looking for some post-war excitement, started to race an old MG. He did well, well enough to graduate quickly to a Porsche 550 Spyder and become known as the most capable driver of these sometimes difficult little cars on the East Coast. By the early 1960s and with a second place at the Sebring 12 Hours in an RSK already under his belt, his talent drew the attention of none other than Carroll Shelby, he was looking for drivers who could best show the potential of a handy new device he was working

on called the Cobra. It is a little known fact that it was Bob Holbert who won the Cobra's first major race, and it was Bob Holbert sharing with Dave McDonald who won the GT category at the 1964 Sebring 12 Hours driving the ferocious Shelby Daytona Coupé, running home fourth overall and the first car home behind three factory entered Ferrari prototypes staffed exclusively by works Formula One drivers. But then McDonald got killed at Indianapolis and Bob decided to call it quits. Instead he raised his young family, made a huge success of his Porsche dealership and became one of the pivotal forces in establishing the Porsche brand in the US.

Young Al was a quiet, sensible chap who studied mechanical engineering at university before getting a job with Roger Penske's race preparation shop, working closely with the



The 935 K4 at Sebring in 1984 was driven by Bob Wollek, John Graham, Hugo Galia, Preston Henn and Al Holbert. It finished in sixth place overall

already legendary Mark Donohue. The studious, highly intelligent and relentlessly diligent Donohue was just the role model Holbert needed. He taught Al that the best way to win a race was to have it in the bag before the start flag fell, by having the best engineered, best set up car on the grid. Donohue always considered himself a race engineer by profession and a racing driver on the side and it's an approach that must have resonated with Holbert. Even so it would be 1971 before the now 25-year-old Holbert would make his race debut, behind the wheel of a Porsche 914/6 in an SCCA Production car race. He won.

Holbert may have started late, but he soon made up for lost time. He turned pro in 1974 and was soon at the sharp end of the Camel GT field, IMSA's alternative to Trans-Am, winning the title twice in succession in 1976 and '77. His name made, he moved into the newly resurrected

Can-Am championship and over a four year period was twice runner up and twice third in the championship. In a series boasting the likes of Keke Rosberg, Alan Jones, Danny Sullivan and Bobby Rahal, that was no mean achievement.

But his big break came in 1983 when he was selected by Porsche to share a Works 956 with Hurley Haywood and Vern Schuppan. At Le Mans Derek Bell and Jacky Ickx were the hot favourites up to the moment Ickx had to spin his car down the escape road at Mulsanne on the opening lap to avoid another competitor. His and Bell's comeback drive is one of the great Le Mans stories, which is perhaps why few paid attention to what was going on at the front as the race reached its conclusion. It found Holbert in a very sick 956, desperately nursing it towards the finish as increasing amounts of smoke poured from its stricken engine. The motor finally seized on the

last lap but instead of accepting defeat, Holbert selected a low gear and side stepped the clutch; the ensuing jolt being enough, just, to free the engine for long enough for it to struggle over the line before it was overwhelmed by its sister car.

"In those conditions, there's no-one you'd rather have had in the car," muses Bell. "He had such a cool head on his shoulders and was so methodical in his approach to all elements of racing. And he never, ever quit."

What Derek Bell doesn't mention is his role in Holbert's career. Although only five years older, by the time their careers coincided, Bell had been a motor-racing superstar for 15 years, an ex-Works Ferrari Formula One driver already with three Le Mans victories under his belt. And perhaps because their respective talent sets fitted so perfectly, they were destined to dominate sports car racing in the US like no other driver





Here: Al Holbert tests Porsche's Indy Car entry ahead of the 1987 season  
Top right: Le Mans '86, Bell hands the 962 over to Holbert. They would clinch overall victory...



*“He had such a cool head on his shoulders and was so methodical in his approach. And he never, ever quit”*

pairing before. Holbert brought engineering know-how, set-up expertise and the guarantee he'd bring the car back in as good condition as he'd found it. Bell brought speed: "I'll freely admit it. I used to sit there for hours on end while Al set up the car. He'd go out, do a few laps, come back, scribble some notes, tweak this, change that, go out again, refining and perfecting the car. He knew exactly how I wanted it to be so all I had to do was drive it. I never got into a car set up by Al that was less than perfect."

It was Holbert who encouraged Porsche to turn the 956 into the 962 by extending the wheelbase to position the driver's feet behind the front axle line to make the car eligible for IMSA racing. And in that car and category, Bell and Holbert were the class of the field. As Bell recalls: "I loved those races, more even than racing in Group C. We had proper street circuits with bloody great walls, and we didn't have to worry about fuel consumption.

We could just drive flat out all the way. We used to bring the car in with scratches all down its sides from where it had been rubbing up against the wall, brilliant fun."

From 1984-'88 they won a total of 24 IMSA races, bringing Holbert the last two of his five IMSA championships and making him the most successful racing driver in US road racing history. Perhaps more astonishing still, Holbert and Bell won the Daytona 24 Hours and Le Mans in 1986 and 1987, the first time in history any driver pairing had won both of sports car racing's biggest events two years in succession. But by 1988 the 962 had had its day and Holbert knew it. Nissan and Jaguar had arrived with younger, more advanced designs and were only going to get stronger. By this time the Porsche factory had withdrawn from racing and was not inclined to develop a successor to the 962. "So," says Derek, "Al said he'd do it for them and for a tenth of the



Here: Holbert's 911 RSR (No.14) races Peter Gregg (No.6) and Hurley Haywood (No.59) at Daytona in 1974  
 Below left: Holbert in a 928 S4 at Bonneville in 1986  
 Below centre: Le Mans, 1987  
 Below right: Holbert and Bell shared a 924 Carrera GTR at Le Mans in 1980

*"We won 25 races together. Not once in any one of them did Al put a single foot wrong"*

price. And because he was Al, Porsche agreed."

That October, at the Columbus Ohio round of the IMSA championship, Holbert took Bell to a small barn where a box was laid out on some tables. "So he opened the box and there, inside, was a quarter size model of a new racing car," recalled Bell. "He turned to me and said, 'Derek, this is the car you and I are going to win with next year.' And then he went and got killed that night."

That evening Al Holbert climbed alone into his Piper Aerostar twin-engine propeller plane to fly the 400 miles home to Warrington, Pennsylvania. It appears that shortly after take off, half of its

clamshell rear door came open, affecting the aircraft's aerodynamics. Holbert tried to wrestle it shut from the pilot's seat but to no avail. It is believed that when it became clear the aircraft was doomed, Holbert deliberately steered it away from the houses below. "I was back in the hotel feeling pretty good," remembers Bell. "That's when I saw a news flash saying that a race driver had been killed leaving Columbus airport and I knew Al was the only one of us flying out that night."

Al Holbert died aged just 41 but with not only an incredible tally of major sports car wins and championships to his name, but with a reputation as being an incredible preparer of cars,

developer of cars and rock hard but scrupulously fair racing driver. The last words should belong to his mentor, Derek Bell: "I think we won 25 races together. Not once in any one of them did Al put a single foot wrong. No, he wasn't quite the quickest of the quick, but there's so much more to winning long distance races than that. You need speed, yes, but you need also mechanical sympathy, concentration, the ability to think calmly in the heat of battle and to adapt to changing situations. He could do all of that plus, of course, make sure the car was the best it could be before the race even started. Al Holbert had the whole package; he was the real deal." ○





**M&A**  
— 1971 —  
COACHWORKS



## London's only Porsche Recommended Repair Centre

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

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

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

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

**Call 0203 823 1900**

Email [customerservice@macoachworks.co.uk](mailto:customerservice@macoachworks.co.uk)

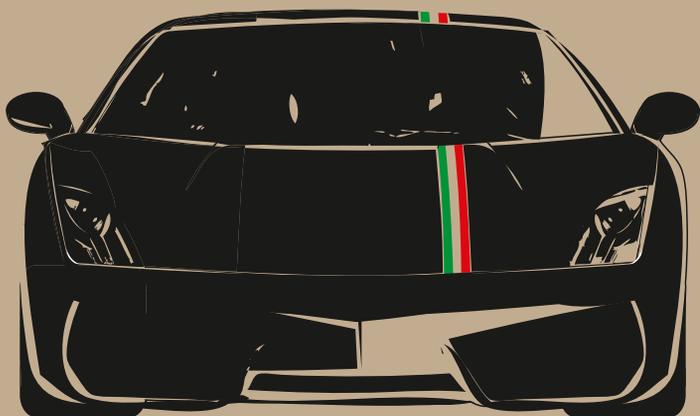


[www.macoachworks.co.uk](http://www.macoachworks.co.uk)





ITALIAN  
DNA



**SCUDERIA**

SWISS MADE



*Cafe Racer*

*Classic Time*

www.classic-time.co.uk

T. 01189 482674

CTSCUDERIA.COM



# Pacenotes

The Historic Endurance Rally Organisation's RAC Rally of the Tests is a punishing navigational rally. Andrew Frankel dons his lid, grabs the keys to a SWB 911, and gets the shock of his life...

Story: Andrew Frankel Photography: F&R Rastrelli/HERO



The car is in the air. I know this because the growl of the flat-six has become something of a shriek as the 911's chunky rear tyres struggle and fail to find grip on a surface that is no longer there. I also know we're in the air because everything else has gone quiet. During contact with the ground, the racket is almost unbearable as six figures-worth of someone else's short wheelbase 911 goes bashing and crashing down this forest path at speeds that might lose you your licence were this a public road. How much more of this can it take? I know the underside of the car is armoured and I know how fundamentally strong these cars were built, but that was half a century ago. I could, of course, slow down, but that would leave Bob seriously unamused. And while I am the one who's driving, it is Bob who is in charge.

Welcome, then, to the return of the RAC Rally or, to give it its full name, the RAC Rally of the Tests. Bob Hargreaves is my full-time professional navigator, the short-wheelbase 911 belongs to the Historic Endurance Rally Organisation (HERO) that runs this event, and I am a pot of emotion, bubbling over with terror and exhilaration in roughly equal measure.

As ever, I had underestimated what was involved. This event, formerly known as the Test of the Tests has been running for years and is acknowledged among the cream of those who do this sort of thing as one of the two toughest events of its kind in the country. For sheer difficulty, only the famous Land's End to John O'Groats 'LEJOG' trial can be considered alongside it.

But this year is different, as thanks to both the Royal Automobile Club and RAC Motoring Services (which are entirely separate and distinct entities) the event now enjoys RAC patronage for the first time in decades, allowing the once legendary name of the RAC Rally to return. No surprises then that the event, limited to 100 crews, sold out almost the moment it was announced, attracting the very best driver and navigator pairings from all over Europe.

Now I would not pretend for a moment that this RAC Rally is in any way like the one you are now probably fondly recalling, for its roots lie far deeper than that. The first RAC Rally took place in 1932 and after the war it became an event that tested the skills of the driver and co-driver with a series of speed and navigation tests to boil the brains of the most mentally

acrobatic crews. It was only in the 1960s that it became what you or I might these days think of as a proper rally.

Which is probably why I thought it'd represent a few fun days out, an entertaining jaunt in a nice old car. After all, we only had to drive from Bournemouth to Chester and had over three days to do it. How difficult could it be?

I was disabused of the notion fairly swiftly when Bob, my ace navigator, announced he'd spent days plotting routes that would take us on a journey of over 900 miles and through 30 speed and at least as many navigation tests. The speed tests were easy enough to understand – you just set off on a course that could be on farmland, private roads, forest tracks or, occasionally and just a little tediously, around coned-off car parks. Drive as fast as you can from here to there are instructions even a soul as simple as mine can grasp.

As for the navigation – I could spend the rest of these words explaining, badly, how these work because the truth is I'm still not really sure, and you'd all be bored to death. So instead I'll give just one example and hope it at least provides a flavour of what's required.

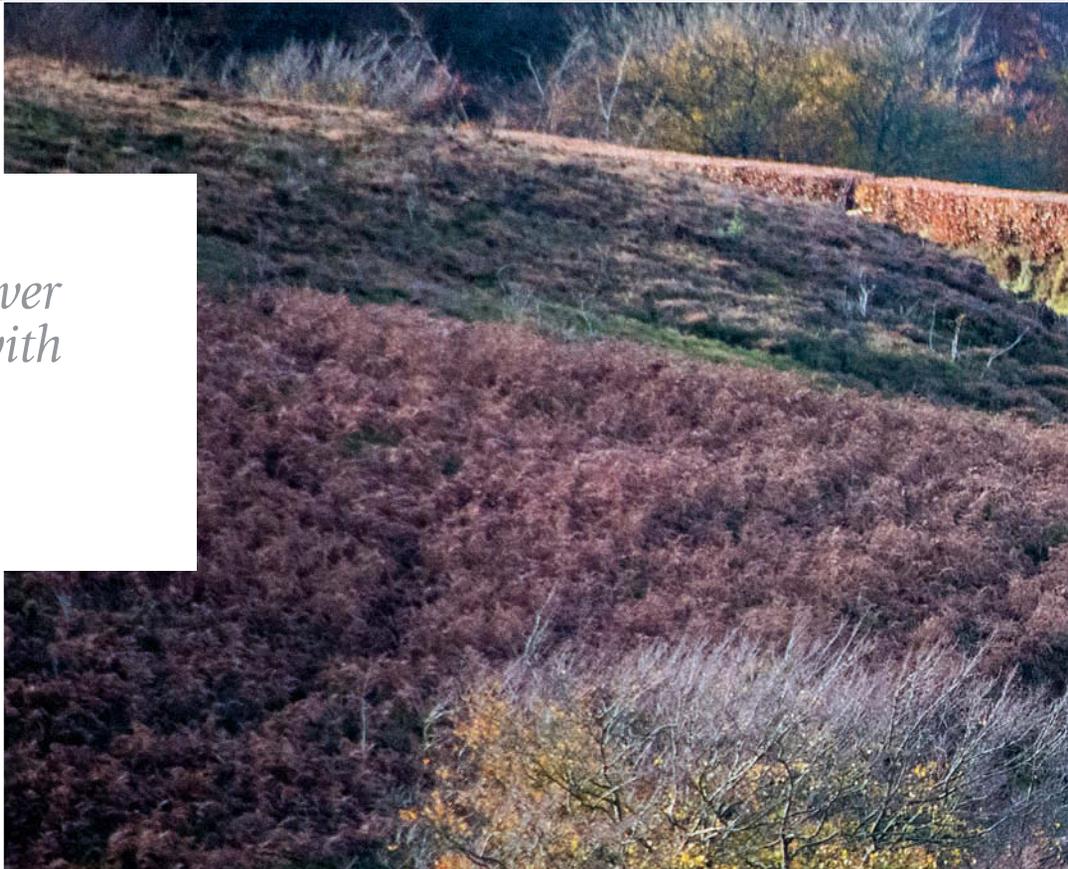
In the middle of nowhere you turn onto a tiny

*I am a pot of  
emotion, bubbling  
over with terror  
and exhilaration*





*I'm not sure I've ever  
started an event with  
less of an idea of  
what I'm doing...*





road and find the first check point. At this stage all you know is that you must drive according to a preset list of average speeds until the test ends. You have no idea where that is, nor where any of the intermediate secret check points that pepper the route might be. But every second you arrive either early or late to any one of them is a penalty.

So you set off, say, aiming to average 24mph. Your navigator has a pin accurate distance recorder and stop watch, but you only have the uncorrected speed of a half-century old 911 with numbers spaced 30mph apart. Of course you don't go from nothing to 24mph instantly so you must try to guess how fast you must travel and for how long before dropping back to what you hope is a true 24mph. You and your navigator are looking for the next place at which you must change your speed. The notes say it's a post box on the left. In a wall. They do not mention how far along the route it is. Miss it and you'll be hopelessly out at the next check point. But your navigator has speed tables and knows how long it should take you to travel how far at a certain speed, so can call out "five seconds down, three seconds up" and so on. So it is at least approximately possible to stick to the set averages. Until, of course, something unexpected happens, which it does all the time.

Something unexpected could be a junction with a main road requiring you to stop for half a minute or simply a car coming the other way. You might also have to reverse and I'll leave it to you to imagine what that does to the navigator's calculations and how fast you might find yourself driving to catch up the lost time. Really the only thing of which you can be sure is that the organisers will put their check points in the most fiendish places imaginable (like on the triangle of a tiny junction that requires you to overshoot the first turn and take the second so you can approach it from the opposite direction – the distance between these two turns being best measurable in feet rather than yards). Oh, and half the time, it'll be dark.

With a few notable exceptions – a vintage Bentley at one end of the age scale, a 1985 VW Golf GTI at the other – the entry list was as you'd





have expected on a real rally of the era. Lots of Triumphs, plenty of Minis, a good representation of suitably pumped-up Ford Escorts and, of course, 911s. Not for the first time organisers of a sporting event have had to accept that 911s are just better than everything else, so while all other cars compete in age and engine size categories, all 911s exist in their own class just for 911s. Pointedly, the rules almost mandate that the event can only be won by a car that was in production in 1962 or earlier. The 911, as we all know, was first seen in 1963...

But that didn't stop ten of them turning up to the start line, mainly '60s and '70s machines.



*I rejoiced in the fact that it was clearly legal, because it sure as hell didn't feel it*



'My' machine was the least racy of the lot, toting no more than the usual carb-fed 130hp motor it would have had when new. It had standard arches, brakes and body work. Roll-cage, fire extinguisher and armour plating aside, it was standard. Even so HERO did insist on bolting a set of skinny competition-specification gravel tyres to its wheels for reasons for which I would come to be eternally grateful.

I'm not sure I've ever started an event with less of an idea of what I'm doing. The first evening was a joke, the 911 lights proving so bad that I either had to crawl around the speed tests or crash. But even in daylight and simply doing

what Bob told me to do was almost impossible, so thick and fast did the instructions come. The secret is to understand and adapt to the way the bloke in the other seat works and it takes time. Even so, as time and tests flew by we got better and better at it, so that by the end of the first full day we were talking to each other in a patois only we could understand:

"Three under, 28 at 42, gate right."

"Three, 28, 42, gate. Got it."

The speed tests, by comparison, were a doddle. Fling the 911 at the scenery, and don't bend it being the salient goals. And once more I had cause to wonder what on earth all those

who called these cars treacherous when they were new thought they were saying. I hurled that car around 30 tests, many on loose surfaces, often with all the opposite lock I could apply, frequently penduluming the back around various obstacles and not once, not for the merest fraction of a second, did it even think about behaving badly. Truly I'd have not felt more secure in one of those Escorts.

And then came the Swynnerton army camp and the stage referred to at the start of this story. On reflection I should not have tried to describe it because, really, the sensation of plunging through that forest at those speeds for over 30





CONTACT  
[www.heroevents.eu](http://www.heroevents.eu)

minutes in a gravel-tyred short wheelbase 911 defies my powers of description. It didn't seem real, didn't seem that little old me could be doing something like this. I rejoiced in the fact that it was clearly legal, because it sure as hell didn't feel it. What I remember most is reaching the final check point, stopping the car and once I had recovered my breath, pulling the gear lever back into first, easing away, and feeling underneath me a car that was as good as it had been at the very start of the event.

Of course we messed it up. Missing a time check, got lost and in one disastrous morning on the last day, threw away a very respectable finish. And despite being followed by our best afternoon when we checked in with times that would have done justice to a fully professional crew, the damage had been done. We finished 40th out of around 94 cars to have made it to the end.

At the time it mattered, and I beat myself with the 'if only' curse for about a day after. Now things have assumed a more proper order in my brain, that all seems silly. I'd spent over three days in a short wheelbase 911, one of my favourites of the breed, and spent a sizeable proportion of them doing skids. What was not to like? And I'll tell you this: I'll never be sniffy about navigation rallies again. Indeed and at this level at least, so long as you have the right weapon at your disposal, it's about the most fun and the biggest challenge you can have on, and off, the public road o

## OLD MEETS NEW...

Is there anything at all, save mere time and a rear-mounted flat-six engine, to link an original 911 to one from today? Climbing from a new Carrera 2S into the old warrior at the start of the rally it appeared not. It had whisked me to Bournemouth with all the comfort and refinement the old car so singularly lacked. Nothing I could identify, from the feel of the steering to the response of the engine, felt in any way related. But then once the rally and celebration dinner in Chester were over, I climbed on board again and drove home, straight down the middle of Wales, right through the night. And while no one thing still felt the same, there was an attitude, an approach that has survived.

A flat-six still sounds like a flat-six, no matter if it's turbocharged and fuel injected. A rear-mounted engine will still command a slow in, fast out approach to corners. And while the new 911 has a vast wheelbase compared to the original, next to any rival it's still minute, so there's an agility they share too. Fundamentally and for all the years that set them apart, both are uncommonly engaging driver's cars. Long may it remain that way.



THE 2017 HERO CUP, IN ASSOCIATION WITH



&



Photo: F&P Hastrell



HERO supports



# THE 2017 HERO CUP



March 2017



April 2017



May 2017



July 2017



Sept. 2017



Nov. 2017



Dec. 2017





# The Grand Tour(er)

Son of Williams F1 giant Frank, Jonathan Williams owns this RSR which hails from the halcyon days when the 911 ruled...

Story: Martyn Morgan-Jones Photography: Gez Hughes

Between 1969 and 1973, and across two continents, various iterations of Porsche's indomitable 917, arguably the most significant car ever produced at Zuffenhausen, decimated its opposition. In the process, Porsche had rapidly ascended to the very pinnacle of endurance racing... and indelibly-etched its moniker into the annals of the sport.

Yet it was this dominance which, in 1971, saw the FIA levy rules that effectively eliminated the 917 from the World Sportscar Championship. Two years later, the Sports Car Club of America (SCCA) followed suit, imposing a raft of swiftly-implemented and swingeing Can-Am rule changes which would emasculate the 917 and lead to its premature demise.

However, it was a demise which would give rise to Porsche's return to its roots: to production-based racing. The 917, despite its enormous success, had haemorrhaged money from Porsche's coffers, but brought scant rewards in terms of associated road car sales. It duly bowed out. And with Porsche intent on beating its new GT competition (typically the Ferrari Daytona, De Tomaso Pantera and Chevrolet Corvette), as well as making a return to the European racing scene, the baton of racing responsibility was passed, very firmly, to the 911.

The 911, a consummate competition car, had always been at the fore, particularly in rallying. Indeed its career had actually begun on the international rallying stage. There were countless class wins, some outright wins, and

championship successes too: notably Vic Elford's European Rally Championship Group 3 title in 1967, and Pauli Toivonen's European Rally Championship title the following year.

Yet, and despite this factory commitment, Zuffenhausen had been largely content to leave the 911's sporting fate in the hands of its many private entrants. This was certainly the case when the focus of attention shifted to the Le Mans prototypes in 1971.

Not that Porsche had spent the intervening years resting on its customers' collective laurels. Quite the reverse in fact, as it had been continually honing the 911's strengths and abilities and, consequently, reinvigorating it. Much success had been garnered with the 911S. Then there was the deeply-talented, ultra-light, Carrera 6-engined 911 R, which arrived halfway through the 1967 season. As only 22 were made, the 911 R had to compete in the prototype class, but the important lessons learnt were passed on to later models such as the 911L and 911T. In fact, the 911T Rallye (homologated for Group 3 in 1968, and Group 4 in 1970) has a particular significance, as it was the first in a long line of factory-produced, limited-edition, homologation specials. Porsche has always been particularly astute when it comes to reading the rule books... and then producing the 'right' cars.

As alluded to, the later part of the 1960s proved to be a heady and hugely successful period for the 911, particularly in rallying. Along with its equally-talented rival, the rear-engined, Alpine-Renault, the 911 came to rule this sport at an international

level. As a result, development continued apace. Between 1970 and 1971, Porsche produced a small run of special 911s for GT racing and international rallying. Rooted in the 911 R, factory-designated as a 911 ST variant, and specced to individual customer requirements, they were lightweight, potent and oft-victorious.

Then there was the delectable, perfectly-formed Carrera 2.7 RS, thought by many to be the finest dual-purpose Porsche ever made. It's the model against which all subsequent high-performance models are judged... and which would foreshadow a legendary line of Porsche competition cars, beginning with the famed and fabled RSR, a 1973 introduction. Porsche had one aim for the RSR, and that was to make it the 'ultimate' weapon in GT racing... regardless of its competitors' engine displacements.

Albeit based on the 2.7 RS, the 2.8 RSR (Renn Sport Rennen) was an all-out, no-holds-barred racing machine, developed strictly for competition use, and aimed squarely at the FIA's Group 4 category for Special Grand Touring Cars.

Porsche plucked 2.7 RS bodyshells from the assembly line and transferred them to the Customer Service Department at Werke 1 (this unit having been vacated by the racing department following its move to Weissach), where they were hand-finished to RSR standard (order No: M491). Between October 1972 and May 1973, a total of 48 production RSR 2.8s were built.

But, even before the model had been

homologated into Group 4 (on 1 March 1973), a Brumos-entered RSR, driven by Peter Gregg and Hurley Haywood, won the 1973 Daytona 24-Hours. Apparently, the car was so far in front that the Classic Car Wax company offered to wash and wax the car when it pitted for the final time. A kind offer, but one which the drivers, wisely, declined!

Just a few weeks later, the same car and driver combination triumphed at the Sebring 12-Hours. And there was more. In May 1973, driving a factory-entered development RSR, and running in the Prototype Class, Herbert Muller and Gijs van Lennep were victorious on the gruelling Targa Florio. Leo Kinnunen and Claude Haldi, in another RSR, finished third, with the Lancia Stratos of Sandro Munari and Jean-Claude Andruet sandwiched in second place. The RSR was, unquestionably, living up to Porsche's expectations.

Although rooted in the earlier 911 racing engines, the RSR's Type 911/72 engine sported a number of significant improvements. The twin-plug cylinder heads were reworked, the inlet/exhaust port diameters enlarged to 43mm, and bigger 41.5mm inlet, and 49mm exhaust valves were fitted (although the valve timing and lift remained unchanged). To counter bending stresses, the camshafts (Carrera 6 profile) were now supported on four bearings. The mechanical fuel injection was retained, but featured a larger pump and a different space cam. Also, the inlet trumpets, as well as being bigger, had their throttle butterflies

mounted higher than previously.

The standard 2.7 RS crankshaft was used, but was lightened, crack-tested and polished, as were the connecting rods. To counter crankshaft breakages (the RSR's Achilles' heel), a damper was fitted at the rear. Even so, over extended periods, crankshafts occasionally broke and the (lightened) flywheel tended to work loose.

New 92mm bore, barrels and high-domed Mahle racing pistons were employed, bringing the displacement to 2808cc. On a compression ratio of 10.5:1, power was a healthy 308hp at 8000rpm, corresponding to 110hp per litre, as had been the case with all full-race engines of 911 derivation since the 2.0-litre Carrera 6. Peak torque was 217lb ft, arrived at 6200rpm.

The twin ignition system, at first supplied by Marelli then, later, Bosch, incorporated a rev limiter (set at 8200rpm), which was necessary, as this engine could easily be over-revved.

Part-way through 1973, to take the RSR to the cusp of the class limit, and render it more competitive, Porsche enlarged the engine to 2993cc, designating it the Type 911/74. For reliability, the magnesium engine casing, which had shown evidence of cracking due to the narrower spacing between the larger 95mm barrels, was changed to aluminium.

However, the larger bore resulted in a greater distance between the securing studs, necessitating a redesign of the cylinder heads. Plus, to ensure efficient combustion, the valves had to be angled differently. At the tail end of the season, and for the first time in the 911 racing



THE DRIVERS:

**Hurley Haywood**

*Hurley is a five-times winner at the Daytona 24-Hour, three times at Le Mans, and has countless more race wins to his credit. He's also chief driving instructor for the Porsche Sports Driving School and the Brumos Driving Experience (and coach and mentor to Patrick Dempsey)...*

"I loved racing in Mexico, and loved racing with Memo, Fred and Rebaque. The races were great and the atmosphere was fantastic. It was hard work though, as we had to cope with the intense heat and the altitude. There were few safety regulations back then, of course, and I remember racing at Guadalajara on a mountain circuit... and there were no barriers and long drops!

"Hector's father, who bought the RSRs, was a great guy and determined to give him a good platform to get into racing. The team was a bit 'ad hoc' but worked well, and the RSRs were always very well prepared thanks to Peter Gregg and Brumos. It was a great car to drive, with strong performance and superb traction. I remember there being a lot of RSRs in South America."

**Guillermo 'Memo' Rojas**

*Guillermo 'Memo' Rojas is a multiple South American Touring, National Touring, Grand Touring and National GT Champion, who also had*



*many successes in international GT racing and in single-seaters (winning in Formula Ford in 1976). In 1989, he won the La Carrera Panamericana...*

"The 1000km race was very special to me. We bought the RSR from Peter Gregg, which came to Mexico for that race. That was the first win of many, which made it possible for me to win

the National Championship which was very special for us and especially for me, since we won it in my country in front of all my friends, family, sponsors and of course in front of my countrymen. The race, as expected, was very competitive since there were several RSRs from several well-known drivers."

*"The RSR is one of the most significant and important GT racing cars of its era"*



Above: Rojas and Haywood in the 911 at the 1000km event in Mexico...



engine's history, the camshafts were modified to increase lift (12.2mm on inlet and 11.5mm for the exhaust). At the same time, the ignition was changed to a contactless Marelli system.

The net result of the many modifications was that peak power rose to 315hp (still at 8000rpm), as did the torque, which was now 231lb ft (at 6300rpm). When fitted with slide injection, power climbed to 330hp... and the customary 110hp per litre was achieved.

The gearbox was, in essence, the magnesium-cased 2.7 RS Type 915. It was light, fast and accessible... and there were numerous ratios to choose from. The front cover housed a shaft-driven pump, which was connected to a 'serpentine' oil cooler (located under the left front wheel arch), via pipes that travelled beneath the offside sill. The limited-slip differential, loaded at 80 percent, was supplied by either ZF or Getrag, and the clutch was similar to the 2.7 RS item, although with steel springs in place of rubber. Late in 1973, to handle the increased torque of the 3.0-litre engine, this was changed for a sintered version.

From the factory, the RSR sported nine-inch front and 11-inch rear Fuchs wheels (centre-lock hubs and magnesium wheels being homologated in May 1973). Tyres were 230/600-15 and 260/600-15 respectively. In order to keep these very wide, flat-treaded racing tyres on the Tarmac, and generate the widest possible contact area, the rear suspension mountings were moved 47.5mm further back and positioned 15mm outwards. A redesign that necessitated a shortening of the diagonal rear arms. Interestingly, the last 181 2.7 RS Carreras also had this rear suspension modification. The rear torsion bar was larger at 26mm, there were Delrin plastic bearings in the outer rear arms, and the anti-roll bar was adjustable. Bilstein provided the shock absorbers, which were set much stiffer than before.

On the front, to provide an even better steering response, the wishbone pivots were Delrin. The torsion bar was offered in two diameters (19mm and 22mm), the front anti-roll bar was adjustable, and the MacPherson struts were equipped with stiffer Bilstein inserts. Crucially, early in 1973, special front struts were offered, with the stub axles being positioned higher up. This enabled the front suspension to be lowered, yet still provide full travel... and without excessively lowering the roll centre. Needle roller bearings were also made available for the front wishbones, and rear arms. As were strengthening plates for the rear arms.

A particularly notable feature of the RSR was its braking system, which featured Type 917 radially-vented and drilled discs, four-piston multi-finned aluminium callipers, twin master cylinders and a balance bar. Designed to stop cars with around four times as much power, the brakes, which were astonishingly effective, never got close to approaching their operating limits.



Understandably, due to the width of the wheels, the front and rear wings were widened. They were steel initially, but were later changed for GRP. The front airdam was somewhat deeper than standard, mostly because it had to provide accommodation for the oil cooler. Wind tunnel testing revealed that at 152mph this airdam turned 37kg of front lift into 27kg of much-needed downforce. Unfortunately, due to the fulcrum effect over the front axle, and despite the rear plastic burzel ('ducktail') spoiler's best efforts, the rear lift increased from 42kg to 52kg, with detrimental effects on the handling. Depending on who was behind the wheel, the RSR was either undrivable, or unbeatable... there was no in-between.

As the RSR was intended purely for the race track, many 'normal' 911 fitments were deleted, including the ashtray, glovebox, passenger seat, rear seats and carpets. Porsche did, however, provide a racing seat, six-point harnesses, roll-over hoop, and a few metres of black felt that had been glued to the bare metal surfaces. The doorcards were flat, black, and equipped with a simple leather door-pull release. Ahead of the driver was a 10,000rpm tachometer and a 300kph speedometer. In the front compartment, were twin fuel pumps, a 12-volt battery (repositioned for safety reasons) and, typically, a 110-litre plastic fuel cell.

By comparison with today's sophisticated and very high-tech standards, the RSR is almost vintage. Nevertheless, the success that this variant achieved, and indeed its successors, is testament to the 911's innate abilities, and to the expertise and dedication displayed by Porsche's engineers. This was a car that had such a broad spectrum of talents, it was not only best in class, it was, quite honestly, in a class of its own.

Which helps explain why it's much sought-after and much-coveted. And, considering all it has endured, it's also something of a survivor.

Early in 1973, five 'M491' RSRs were supplied

to Peter Gregg's Brumos Porsche concern, based in Jacksonville, Florida. Chassis number 911.360.1113 is notable in that it was purchased by Hector Rebaque of Mexico, one of a number he purchased via Brumos and was delivered in May 1973.

To satisfy the different regulations, Rebaque had Brumos replace the plastic 110-litre, long-range fuel-cell with an ATL FT3 FIA safety fuel-tank, complete with mandatory through-the-bonnet fillers. This special fuel-cell arrangement, which can be identified in many early race photos, remains fitted in the car today. Also, following the factory homologation in mid-1973 of the 3.0 RSR engine, Rebaque had Brumos replace the original (Type 911/72) 2.8-litre RSR engine with an ex-Works 3.0-litre (Type 911/74) RSR engine on slide injection. Given the





Jonathan Williams purchased the RSR in 2013, but his connection with Porsche 911s can be traced back to his father, Frank

healthy increase in horsepower: from 308 to 330hp; this was a very desirable period upgrade.

Rebaque raced 1113 mainly in South America, where the car was sponsored by British American Tobacco, and the car usually appeared in the company's 'Viceroy' cigarette livery (in later years, it would sport Brumos livery). A regular co-driver was the well-known and very successful Mexican racer, Guillermo 'Memo' Rojas.

Significantly, this car, which raced extensively in South America until 1977, is thought to have won the 1973 1000km of Mexico where it was driven by Guillermo Rojas, Fred Van Beuren, Hector Rebaque and Hurley Haywood. According to some sources, it's also thought that 1113 was

later shared by Rojas and Gregg in the Daytona Finale 250-mile race in November 1973. They finished eighth overall.

When Rebaque sold the car in 1977, it passed through a succession of private owners. It last raced at the 2012 Le Mans Classic, where it was driven by its then owner and, fittingly, rally and race legend Gerard Larousse. It is now owned by Jonathan Williams: "Back in the late 1960s my father bought a few 911s through a contact in Stuttgart, but these were quickly sold to fund motor racing. Funnily enough, I recently asked my father which car he had enjoyed driving the most. He replied that it had been the 911! In the 1980s, my uncle had a number of 911s and my

sister and I were put in the back of these and taken for fun rides with him and my mum. Close family friends had 911s too. There were always 911s around, in fact.

"As I got older, I became increasingly aware of the 911, but my interest started to peak in the early 2000s, when a colleague bought a 993 Carrera S. I remember, on the return journey, he suddenly slapped the dashboard and said, with great excitement: 'I own a Porsche 911'. It was around this time, I mentioned to a very good friend of mine, Richard Grout, that I was developing an interest in the 911. I ended buying a 996 Carrera from him. At the time, he was a senior executive at Sytner BMW and the



## THANKS

Williams Heritage  
Jonathan Williams  
Lee Maxted-Page  
John Starkey



*"It's a special car, which gives me huge enjoyment and is such a delight to drive. I feel very privileged to own it"*

### Hector Rebaque

As well as racing a variety of 911 RSRs, Rebaque, perhaps one of the last 'gentleman' drivers, also raced in the UK in Formula Atlantic and Formula Two, before making the move (prematurely it must be said), into Formula One, in 1977, with Hesketh Racing. Disappointing results led Rebaque to purchase the ex-Andretti Lotus 78 and to setting up his own team. During the 1978 season he had limited success, but managed sixth place in Austria. In 1979 he purchased the

championship-winning Lotus 79 and along with racing it, he oversaw the construction of his own F1 car, the Rebaque-Cosworth 100 designed and built by Penske in Poole.

Sadly, after a lacklustre year, the team quit F1. However, mid-way through the 1980 season, Rebaque joined Brabham, replacing Ricardo Zunino. He remained with Brabham for 1981, partnering Nelson Piquet, but had to vacate his position when team sponsor, Parmalat,

employed Riccardo Patrese.

Having subsequently declined a seat at Arrows, Rebaque switched to the 1982 CART Indy Car Series. He finished 13th in the Indianapolis 500 and went on to win at Road America. However, a huge crash at the Michigan Speedway led Rebaque to call it a day. He was 29. Rebaque, formerly in real estate, went on to carve a hugely successful career as an architect.

996 had been taken in part-exchange.

"It was an amazing experience, owning a 996 when I was in my early 20s. From this, things gradually began to evolve, and because of my background in motor racing, the RS and GT variants began to get my attention. I still own a 993 GT2, which I bought six years ago. I also began to develop a strong interest in the older, competition-inspired 911s: the ones that had a proper provenance and a story to tell.

"In fact, a very good friend of mine bought an RSR in 2002, and this really marked the beginning of my association with, and passion for, the RSR. I began to recognise it as a very special car... perhaps the Porsche equivalent of the Ferrari 250 GTO. If this doesn't sound too pretentious, because of its range of talents, I feel that the RSR is one of the most significant and

important GT racing cars of its era. It was a car that excelled at club-level... and also in the top echelons of international endurance racing.

"I spotted this particular car on Maxted-Page's website in early 2013. Not surprisingly, it sold quickly but I wasn't in the market then. However, I later heard about plans for the 911's 50th at Silverstone, and I went along. The rarer cars had been placed towards the front of the line-up, and my attention was drawn to a Brumos-liveried RSR: chassis 1113. I must have spent the best part of twenty minutes looking at it. I was in awe. Then, in the autumn, it appeared for sale again. Early in December 2013, I went up to Maxted-Page, looked at the car, and bought it on the spot. Lee (Maxted-Page) was very helpful. He's so passionate and knowledgeable about these cars.

"There is no doubt that a car such as this looks

after you in terms of its investment potential. But it's not my reason for buying the RSR. I buy through passion. It's a significant and special car, which gives me huge enjoyment and is such a delight to drive. I feel very privileged to own it."

This wonderful RSR, a fabulous and historically significant car, has such a tangible link to its racing past. Plus, it has such period originality and is in astonishingly good condition. Furthermore, like all of its ilk, it hails from a halcyon era, an era when the 911 ruled and when Porsche had complete mastery of form and function. Indeed, few cars are possessed of such singular muscularity and yet have such an aesthetic appeal. This car hasn't only been engineered, it has been finessed. Which is why it elicits praise and positivity from all who see it. Wonderful! ○



# RSJ SPORTS CARS

Specialising in Porsche Cars

Porsche 911 (997) "2S" 3.8 "Gen 2" pdk 19,000 miles, (59 - 2009), Basalt black with black leather .....£46,000	Porsche 911 (997) "2S" 3.8 "Gen 2" pdk 35,000 miles, (09 - 2009), Meteor grey with black leather .....£46,000	Porsche 911 (997) "2S" 3.8 "Gen 2" pdk 52,000 miles, (60 - 2010), Meteor grey with black leather .....£44,000	Porsche 911 (997) "C2" 3.6 "Gen 2" pdk 34,000 miles, (09 - 2009), Silver with black leather .....£39,000	Porsche 911 (997) Turbo 3.6 tip 35,000 miles, (08 - 2008), Basalt black with black leather .....£55,000
Porsche 911 (997) Turbo 3.6 tip cab 45,000 miles, (08 - 2008), Basalt black with black leather .....£54,000	Porsche 911 (997) Turbo 3.6 tip 66,000 miles, (07 - 2007), GT Silver with black leather .....£48,000	Porsche 911 (997) "4S" 3.8 tip cab 52,000 miles, (08 - 2008), GT Silver with red leather .....£35,000	Porsche 911 (997) "2S" 3.8 tip 44,000 miles, (07 - 2007), Cobalt blue with black leather .....£33,000	Porsche 911 (997) "2S" 3.8 48,000 miles, (57 - 2008), Silver with black leather .....£33,000
Porsche 911 (997) "2S" 3.8 44,000 miles, (07 - 2007), Basalt black with grey leather .....£32,000	Porsche 911 (997) "4S" 3.8 tip 59,000 miles, (56 - 2006), Cobalt blue with grey leather .....£32,000	Porsche 911 (997) "2S" 3.8 34,000 miles, (06 - 2006), Seal grey with black leather .....£31,000	Porsche 911 (997) "2S" 3.8 55,000 miles, (56 - 2007), Silver with black leather .....£30,000	Porsche 911 (997) "2S" 3.8 tip cab 50,000 miles, (06 - 2006), Basalt black with black leather .....£30,000
Porsche 911 (997) "2S" 3.8 tip 54,000 miles, (56 - 2006), GT Silver with Ocean blue leather .....£29,000	Porsche 911 (997) "2S" 3.8 57,000 miles, (55 - 2005), Atlas grey with black leather .....£28,000	Porsche 911 (996) Turbo 3.6 29,000 miles, (54 - 2004), Basalt black with black leather .....£50,000	Porsche 911 (996) "4S" 3.6 76,000 miles, (04 - 2004), Basalt black with black leather .....£23,000	Porsche Cayman GT4 1,900 miles, (65 - 2015), Agate grey with black leather .....£90,000
Porsche Cayman "S" 3.4 pdk 25,000 miles, (13 - 2013), Yellow with black leather .....£44,000	Porsche Cayman "S" 3.4 pdk 31,000 miles, (63 - 2013), Agate grey with black leather .....£44,000	Porsche Cayman "S" 3.4 pdk 27,000 miles, (13 - 2013), Amaranth Red with black leather .....£43,000	Porsche Cayman 2.7 pdk 13,000 miles, (64 - 2014), Red with black leather / alcantara .....£41,000	Porsche Cayman 2.7 pdk 22,000 miles, (14 - 2014), White with black leather .....£39,000
Porsche Cayman 2.7 pdk 16,000 miles, (14 - 2011), Red with black leather .....£39,000	Porsche Cayman "S" 3.4 "Gen 2" pdk 38,000 miles, (11 - 2011), Meteor grey with black leather .....£31,000	Porsche Cayman 2.9 "Gen 2" pdk 24,000 miles, (61 - 2011), Platinum silver with black leather .....£29,000	Porsche Cayman 2.9 "Gen 2" pdk 39,000 miles, (12 - 2012), Basalt black with black leather .....£29,000	Porsche Cayman 2.9 "Gen 2" pdk 41,000 miles, (61 - 2012), Platinum silver with black leather .....£28,000
Porsche Boxster "S" 3.4 pdk 24,000 miles, (63 - 2013), White with black leather .....£40,000	Porsche Boxster "S" 3.4 pdk 24,000 miles, (12 - 2012), Red with black leather .....£37,000	Porsche Boxster "S" 3.4 pdk 18,000 miles, (12 - 2012), Basalt black with black leather .....£36,000	Porsche Boxster "S" 3.4 "Gen 2" 49,000 miles, (10 - 2010), Silver with black leather .....£23,000	Porsche Cayenne 3.0 diesel tip 34,000 miles, (63 - 2013), White with black leather .....£40,000
Porsche Cayenne "GTS" 4.8 tip 45,000 miles, (09 - 2009), Meteor grey with black leather .....£26,000	Porsche Cayenne "GTS" 4.8 tip 45,000 miles, (09 - 2009), Basalt black with black leather .....£26,000	Porsche Cayenne "GTS" 4.8 tip 53,000 miles, (09 - 2009), Basalt black with black leather .....£26,000	Porsche Cayenne "GTS" 4.8 tip 55,000 miles, (09 - 2009), Silver with black leather .....£26,000	Porsche Cayenne "GTS" 4.8 tip 62,000 miles, (59 - 2009), White with black leather .....£25,000

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | [www.rsjsportscars.com](http://www.rsjsportscars.com)

**PORSCHE WANTED (2003 TO 2014)**



# Twentieth Century Toys

Common sense would dictate that if you were to choose between a 3.3-litre and 3.6-litre 964 Turbo that the 3.6 would be the one to go for, but is there really that much of a difference? Before we get into these beasts one really needs to appreciate the legend of the 964 Turbo, and in order to do so you need to grasp the significance of the 964 model as a whole. Porsche sales boomed in the

mid-Eighties, halfway through the decade of decadence and excess, with sales of 50,000 cars a year. I have flashbacks of stockbrokers with red suspenders and bricks for cell phones. By 1987 the party was over, and Porsche could only manage sales of 17,000. By the end of the decade the situation was dire with sales of only 7000.

The 964 was introduced late in 1988 (as an '89 model), the 25th anniversary year of the 911.

Yet Porsche did not capitalise on it as it should have, as it is the most significant 911 after the launch of the first. Instead, the marketers launched a last ditch ploy to get a final squeeze out of the out-going Carrera 3.2, dressing it up as a Silver Anniversary limited edition model. The 964 was thus the successor to the 911 G-series model (impact/big bumper), built over 15 years between '73 and '88. Although the new



The 964 is the car that ushered Porsche into the 20th century, helping pave its road to financial recovery. Just how do the ranging-topping Turbo models stand up today?

Story: Johann Venter Photography: Taariq Waja, Mahesh Kalain

911 visually maintained many of the classic 911 design cues the biggest consternation was, however, caused by the new bumpers – especially the front which tends to look quite cumbersome on the narrow-bodied cars. The overall exterior is more cohesive – the rear tail-lights forming a single unit in solid red with an angled profile towards the bumper. On the front, the indicators and fog-lights integrated

into the bumpers which seamlessly fitted into the body to improve aerodynamics.

The undertray was also redesigned to make the car as aerodynamically efficient as possible. The changes significantly improved the aerodynamics package, reducing the drag coefficient of 0.395 from the previous model to 0.32.

The 964 was 87 percent new over its predecessor, although one would be hard-

pressed to make that observation by merely admiring it as most of the changes happened underneath the skin. The third incarnation of the 911 model was, however, a trailblazer, a pioneer, an innovator, a model that followed firmly in the path of the 959, and which set the benchmark for technological innovation.

For the very first time Porsche offered a 911 with power steering, ABS, and all-wheel drive as an



*If you don't give it the respect it deserves it will fishtail, even though it has a whale-tail*

option (a first for a mainstream Porsche model), which had been derived from the 959 supercar and simplified for the 964 to make it more cost-effective. The Carrera 4, 'the working man's 959', under normal driving conditions transferred 31 percent of the drive to the front axle and 69 percent to the rear axle. Under more audacious circumstances, in the snow or in the wet, the axles could be locked to give a 50/50 split.

The antiquated torsion bar suspension setup,

was replaced by a more advanced suspension geometry comprising MacPherson struts in the front and semi-trailing arms at the rear with coil springs at each corner rounding off the transformation. To maintain the drag coefficient gains achieved, with the more aerodynamic outer shell, a new rear spoiler was designed that automatically extended at a speed of 50mph.

The 964 inherited the G50 gearbox that had been introduced on the Carrera 3.2 in '87. The

ratios, however, were tweaked to achieve quicker, more accurate gearshifts. From 1990 a dual-mass flywheel with hydraulic clutch was used to better transfer power to the wheels. The same year Porsche celebrated another significant milestone with the introduction of the first fully-automatic transmission known as Tiptronic. It gave drivers the freedom to either choose between fully automatic mode or manual shifts.

In the engine department capacity was



increased by 200cc, giving rise to a normally aspirated 3.6-litre flat-six engine (M64/01). Twin-spark technology was employed, resulting in two spark plugs per cylinder with a dual distributor. Cylinder heads were treated to ceramic port liners to ensure better cooling, and a new 12-blade cooling fan was utilised, which was driven at the same speed as the one found in the 959. The compression ratio was increased to 11.3:1, maximum power of 250hp was reached at 6100rpm, and torque output of 228lb was achieved at 4800rpm.

The interior retained most of the previous generation's looks, with slightly upgraded finishes. Switches were clustered together in a more orderly fashion. The gearshift was shortened, which complemented the improved ratios on the gearbox, resulting in quicker shifts. The signature five-dial dash came with slightly revised white numerals on black gauges. Further upgrades included an array of electronically-controlled warning lights. Modern electronics definitely took a foothold on the 964, with 100m of cabling leading to 1433 plugs and 43 electric motors. However, the most indicative improvement in the cockpit had to be the new electronically controlled air-conditioning system that actually worked and was no longer an aftermarket item bolted on as an afterthought. The 911 had eventually matured from teenager to responsible adult. The 964 was offered as: Carrera 2; Carrera 4; and Speedster. The more exotic halo models comprised of: Carrera RS; Carrera RS 3.8; Turbo 3.3; Turbo S; and 3.6-litre Turbo.

The 964 Turbo was launched at the Geneva

Motor Show in March 1990; production started in February '91. Development of the Turbo had already started in '84. Internally code-named 965, it was closely modelled after the fastest and most technically-advanced road car Porsche had ever produced, the 959. It was equipped with twin-turbos and all-wheel drive and designated as the 969... which would have made for an interesting badge on the rump of a Porsche had the project not been scrapped in December '88 due to budget and time constraints. It also became abundantly clear, that the 969 would be far too expensive a proposition as a more mainstream 911 model.

As the 969 project was abandoned, Porsche did not have the luxury of time, nor did it have the bank balance to develop a new motor for the Turbo. It therefore turned to the tried and tested 3.3-litre Sportkit engine, as found in the 930. With a new inlet and exhaust system comprising dual outlets the flat-six was more efficient. Further enhancements included a revised Bosch Motronic engine management system. The Turbo was also equipped with a larger KKK K27 blower, an intercooler that was a third larger in size, and a catalytic converter on both the exhaust and wastegate. All of this, however, only increased power output from 300hp to 320hp, which left many Porsche aficionados wanting.

Visually the 3.3 Turbo was a real treat, with the front bumper more at home on the wide-bodied car, sporting curvier rear arches and the now signature Turbo 'whale-tail' or 'tea tray', as some prefer. The visual allure extended to the new sexier aerodynamic wing-mirrors,

The 3.6-litre 964 Turbo might be the rarer car here but does that make it the best?





commonly known as 'teardrops'. This became one of the Turbo's signature trademarks, that was carried over to the 993 and various other models. The 17-inch wheels were based on those found on the Carrera Cup car but were made from more durable aluminium instead of porous magnesium.

The 3.6 Turbo arrived in 1992 and borrowed from the rest of the 964 range, starting with the 3.6 M64 engine but reverting back to single-spark ignition coupled to a large single KKK turbo. It produced 0.92bar of boost pressure. The motor

was, however, uprated with new cylinder heads and a redesigned exhaust and wastegate. The engine management system was tweaked to maximise the effect of the uprated components. The camshaft came from the Turbo S parts bin, and the rear axle was from the Carrera RS. The 3.6 also sported revised clutch geometry, a limited-slip differential fitted with carbon fibre plates allowing 20 percent lock. Enhanced springs and dampers with a stiffer setup were fitted, resulting in the suspension being lower by 20mm. The suspension upgrade was rounded off with a

front-strut brace. The ABS system employed was taken from the Carrera 2 with larger discs, 322mm at the front and 299mm at the rear. The discs were ventilated and cross-drilled, with four-pot aluminium alloy callipers dressed in fire engine red.

In the flesh, the 3.6 Turbo was visual overload with teardrop mirrors on the wings, a whale-tail mounted at the rear (with the bumper from the RS), and the signature 18-inch Speedline three-piece split-rims filling the flared arches. It was starting to look like a real bad boy.





The 3.3's accessibility might just be its trump card here

*At standstill, when the engine is revved the haunches flex up and down like only a rear-engined Porsche can*

Now that we can appreciate the 964 for what it is, let's take a closer look at the impeccable examples we have here. Logic dictates that we start with the stellar white 3.3, which is owned by Johan Brand. Johan acquired the 3.3 early in 2013 from the Porsche Centre in Johannesburg with 90,720 miles (146,000km) on the clock. Not bad going for a 1992 model. Johan admits that he has always had a soft spot for a 964 Turbo and could not resist when this pristine example came up for sale.

Johan's pristine 3.3 sits on iconic 18-inch three-piece Speedline rims. Start it up and you get that distinctive Porsche sound, produced from the ubiquitous flat-six, air-cooled engine. It's raw, as if short of a silencer and somewhat erratic, like a Tommy Gun being fired. At standstill, when the engine is revved the haunches flex up and down like only a rear-engined Porsche can. Step inside and you are greeted by that Germanic design philosophy, that started in the '60s and stretched all the way to the end of '80s – minimalistic, rather rudimentary, cockpits that are shatterproof. The floor-mounted pedals, some of the switchgear, and the fact that it is rear-engined, plus the fact that the doors need to be banged before they shut, are reminiscent of the Beetle, but that is where the similarities end. In reality the two are constellations apart.

Part of the Germanic design philosophy

means, that Johan's 3.3 interior is decked-out in grey leather. Porsche was, however, not the only German marque obsessed at the time in splashing out grey interiors. As with the G-model, the thin A-pillars are virtually in the upright position and the pedals are offset so far left that you might as well be sitting in the passenger seat. The three-spoke Porsche steering wheel both looks and feels better than the steering that was originally fitted. Pull away is smooth, the gear changes are quick and precise, and the clutch feels well weighted. Picking up speed is therefore easy and the power band actually feels quite linear until, of course, one inches towards 3000rpm when the turbo kicks-in and it feels like the rear starts to bob and weave.

The power steering does not detract from the driving experience. Feedback from the steering is good and the car turns-in well, even when pushing on. The 3.3 bites firmly into smooth Tarmac, the ride is quite firm and road imperfections are definitely transferred back into the cabin but it's by no means harsh when on the freeway. Back roads with more undulations and tighter turns are unfortunately not on the cards today but I suspect they would rattle dentures loose and command more concentration, quicker driver turn-in, and rather precise throttle input. This car feels extremely

well put together, it is therefore hard to believe that it is over 20 years old but it is a real testament to German engineering of yesteryear.

The 3.6 belongs to Cas Jassat, a Porsche connoisseur who has owned: a red '60 356; a '84 Carrera left-hand drive in metallic blue; and a '84 gold (Hellbronze) 930 3.3 Turbo. The 3.6 Turbo is one of only three in South Africa, only produced in 1993 (model year). The total number made varies depending on whom you talk to but I think it is safe to say that no more than 1500 were made. The UK received 42 right-hand drive cars out of approximately 80. Cas bought his in 2009 with just 39,000 miles on the clock. Today it merely has 41,000 miles to its name and I believe him when he says he drives it once a month to keep it in good running order. The car is absolutely exquisite, with a black-on-black colour combination. It has been slightly lowered and the cat removed; other than that it is completely standard.

The 3.6 is definitely turned-up a notch. It is more responsive, picks up revs far easier and quicker, and pulls further in virtually every gear. The driving experience is definitely more hardcore. The pilot needs to be totally dialled-in. Driving quickly is an all or nothing experience. If you don't give it the respect it deserves it will fishtail, even though it has a whale-tail. It is a car that allows you to exploit its limits and yet it is a driver's car that allows for plenty of feedback. Handling is superb and direction changes are ultra sharp. Unlike newer 911s, it does not leave you feeling numb through the overuse of modern

gismos. There is none of that detached feeling you get from a desensitised driving experience. The ride is extremely firm and you are definitely put in touch with what is going on beneath you.

The turbo only kicks-in towards the northern stratosphere of 3000rpm, with no electronic nannies to regulate pressure, so when the turbo comes on song it does so in all its glory. Plant the accelerator in the horizontal position and then lift off the throttle the fire-crackle sound produced is pure aural arousal. It's like a whip, once you crack it you just can't stop.

So how do they stack up against each other? The vital signs indicate that the 3.3 produces 324hp at 5750rpm and 331lb ft of torque at 4400rpm with a compression ratio of 7.0:1. Whereas the 3.6 puts out 365hp at 5500rpm and 383lb ft of torque at 4200rpm with a compression ratio of 7.5:1. The 3.3 did the 0-62mph sprint in five seconds and reached a top speed of 169mph, whereas the 3.6 did the sprint in 4.8 seconds and achieved a top speed of 174mph. But that is only half the story. Both of these 911s will only become more sought-after with age. They are the last of a generation of 911 Turbos that rely on a single large blower (mixed in with some good old fashion turbo lag), while power is put down only through the rear wheels. These cars still represent a true driver's Porsche, the driving experience being so much more involved, giving you that driving by the seat of your pants experience. Yes, they are not perfect, but it is those very idiosyncrasies that make them so special. So can I pick a winner already? Yes, the

3.6 is a rarer beast and therefore more sought-after, and will also reflect that in its asking price... but I'd take the 3.3 any day. It's slightly less of a hooligan, and could even be a daily car proposition. Personally I would not reach beyond a 993, not that I could afford one. Thereafter Porsche became too corporate and lost some of its allure and charm.

Porsche no longer just makes cars solely for enthusiasts. It is a mainstream car manufacturer that at one stage almost took over VW. Today it is developing cars for every conceivable niche, cars that go against everything many enthusiasts believe a Porsche should be. But without these we would not have the truly great trailblazers, such as the 959, GT1, Carrera GT or the 918 ○



*These cars still represent a true driver's Porsche, the driving experience being so much more involved*

THANKS  
Ron Silke



# 911virgin.com

01895 255 222



#### Buying a car

Our stock of around 40 used cars including high quality photos of each vehicle. Updated several times daily. There are also tips on buying a Porsche which could save you money.



#### Selling a car

Things to consider if you are selling a car, in particular, scams and potential pitfalls to avoid. Five minutes spent reading this could save you from disaster.



#### Porsche contacts

Useful contacts - if you are looking for somewhere to get your car serviced, repaired or insured. There is even a section where you can read about our racing antics and general news.

**Cars wanted for immediate outright purchase**

## CCTV42

01895 233 311

Professional quality CCTV for self installation

[www.cctv42.co.uk](http://www.cctv42.co.uk)

# PRECISION

PORSCHE SPECIALISTS

01825 721205



Your South East Independent **Porsche** Specialist for all Porsche servicing and maintenance using genuine Porsche parts to maintain manufacturer's warranty.



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ  
email: [info@precisionporsche.co.uk](mailto:info@precisionporsche.co.uk) [www.precisionporsche.co.uk](http://www.precisionporsche.co.uk) t: 01825 721205

# EVERY PART FOR every PORSCHE

Call our Sales Team on  
**+44 (0) 20 8500 8811**

Visit our Online Catalogue at  
**www.design911.com**

E-mail us on  
**sales@design911.com**

## DESIGN 911 Centre for Porsche

- SERVICE PARTS
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE
- DAMAGE REPAIR PARTS
- RESTORATION PARTS
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PERFORMANCE UPGRADES
- WORLDWIDE DELIVERIES



### WAYS TO BUY



IN PERSON



PHONE



MOBILE  
SHOP



WWW



E-MAIL



We are stockists of major brands including: Akrapovic, Bilstein, BMC Air Filter, Boge, Brembo, Continental, Contitech, Dansk, DesignTek, Eibach, EBC Brakes, Fabspeed, GiroDisc, H&R, IPD, K&N, Milltek, Ohlins, Pagid, PFC Brakes, Powerflex, Recaro, Remus, Rennline, RSS, Sachs, SmartTop, Spax and more ...



**PARTS FOR:** 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan

**CAN'T FIND GT PORSCHE?**

*Find your nearest stockist now*

<http://seymour.magzene.com>



# 944 Cabriolet

Is this largely unloved Porsche due a renaissance?

**MARCH 2017 ISSUE ON SALE 9 FEBRUARY 2017**

Available to download from [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) from 6 February 2017



If you can't always find a copy of this magazine, help is at hand! Complete this form, hand it in at your local store, and they will arrange for a copy of each issue to be reserved for you. Some stores may even be able to arrange for it to be delivered to your home. Just ask!

**\*Subject to availability**

Please reserve/deliver my copy of *GT Porsche* magazine on a regular basis, starting with issue: .....

Title..... First name .....

Surname .....

Address .....

Postcode .....

Tel .....

**If you don't want to miss an issue of GT Purely Porsche**







# NOW FOR SOMETHING COMPLETELY DIFFERENT

Porsche specialist Lufteknic's 'Project Stuka', a modified 911 SC inspired by a wartime bomber, divides opinion and attracts attention in equal measure...

Story: Louise Woodhams

Photography: Josh Brown

In 1978 Porsche introduced a new version of the 911 called the SC. It was the first time the car maker had used the designation since the 356 SC of the '60s. It stood for 'Super Carrera', featured the wider body of the 911 Carrera and, in 1979, one such example would've been powered by a 180hp 3.0-litre engine mated to a five-speed 915 gearbox. Over its five year production run Porsche sold more than 58,000 911 SCs, so while the model is not vanishingly rare today due to the number produced, there is an argument that the keepers of these air-cooled Porsches should be conscious of their obligation to future generations. Owners should keep their cars completely original, so the purist way of thinking goes.

But what if that car happens to be a complete basket case? Surely it's better to rescue it than let it go to scrap? Besides, proven, quality, properly engineered modifications fitted by mechanics with experience and skill improve a car, especially when you are upgrading technology that's almost 40 years old. However, even with this line of thinking, an SC with a bigger engine, wider wheels and flared arches might still be lost on the Porsche purists, who will simply see another throwback to a bygone era lost. If that sounds like you then we urge you to continue reading about how the car came to be before you make up your mind...

First of all, it's worth bearing in mind that this car's originality was lost long before it arrived as a customer's car at American Porsche specialist, Lufteknic, in Richmond, Virginia, USA back in 2006. At this point it was painted Guards red (it was originally Copper bronze



*"I originally wanted to replicate the Stuka, a German dive bomber, which is how the car's nickname came about"*

metallic), fitted with a 964 Turbo engine and G50/52 gearbox, lacked an interior, and boasted a few track modifications. A rolling project and an occasional circuit racer, the new owner wanted this SC to be an all-out competitor for land speed racing. He already had a highly modified 930 road car capable of reaching over 180mph, he wanted to do the same with this new car to take part in events such as the Texas Mile and Bonneville's famous Salt Flat races. Sadly during the 2008 financial crisis the customer lost everything, and had to abandon the project. Lufteknic owner, Robert Overholser, explains: "By this point the car had been stripped, the chassis was on the bench in the process of being straightened, the suspension pick-up points were being checked, and repairs were being made to the rust." Not wanting the car to be sold off in vain, Robert and the owner agreed on a purchase price and the car sat in the shop while he

collected other missing parts.

Other than possibly transform it into a short-hood hot rod, the team were not entirely sure what route it might take until they picked up the build again some six years later. "The ultimate goal was to make others question what they are doing with their own cars. While we didn't know where we were going to finally end up until it was ultimately finished, and we allowed ourselves to go with the flow somewhat, there was a vision of the end result. Everyone in the shop had input and brought ideas to the table and as the build progressed we pushed ourselves with new concepts. We worked like artists – conducting our own critique sessions, it was a fun process," recalls Robert.

Once they got the ball rolling, the team knew that the car was going to have a distressed look. "I have always been fascinated by military aircraft of the First and Second World War and their

liveries which were, of course, repaired and repainted in the field. It was that rawness which made the journeys of those planes and mechanics more organic to me and I wanted to create that feel with this car.

"Looking through old photographs, I came across a couple that showed WWI planes with highly polished lacquered wood and Lozenge Camouflage, some of which were designed to provide night-time protection, others daytime," Robert says. "Using this as our inspiration, we used a four-colour variety very similar to the plane that German fighter pilot the Red Baron flew at one time. Many areas were left intentionally rough while the bonnet, bumpers, rocker panels were painted with flattening agents in the paint to provide further contrast, and where the sunroof panel had been replaced with a non-sunroof panel we adopted the method of dazzle painting."

Used as a means of camouflaging a ship from

## 911 SC 'Project Stuka'

**ENGINE:** 3.3-litre 964 Turbo engine with K29 turbocharger, 934-style exhaust pipe

**TRANSMISSION:** G50/52 gearbox, Mode Design single-mass flywheel with 993 RSR pressure plate and 996 GT3 RS clutch disc, 993 RSR front gearbox mount, factory limited-slip differential, steel synchros

**BRAKES:** Wrightwood Racing 993TT Big Red front brake kit with Pagid Yellow pads and 930 rear brakes (callipers and discs) with Pagid Orange rear pads

**CHASSIS:** 10.5x18" Kinesis K27 wheels (front) and 11x18" Fikse FM5 wheels (rear) with 265/35 R18 and 285/35 R18 Continental SportContact3 tyres respectively

**SUSPENSION:** KW Competition three-way coilovers with raised front spindles, Elephant Racing adjustable front top mounts, ERP 935 front suspension arms and links, 930 tie rods with Tarret bump steer correction, through-body Tarret adjustable front anti-roll bar, 935-style rear suspension with modified rear torsion beam box and camber adjustment with raised pick-up points, 930 trailing arms, Rennline mono ball upper mounts, ERP 935 spring plates, Weltmeister adjustable rear anti-roll bar, solid mounts and spherical bearings all-round

**EXTERIOR:** 934/RSR-style front bumper, custom aluminium canards, Porsche 930 S rocker skirts, 930 arches front and rear, Crawford Composites 996 GT3 RSR rear wing on custom mounts, Lexan rear window, hand-painted in WWI Lozenge camouflage pattern, H4 headlights, European rear light clusters

**INTERIOR:** Custom six-point DOM 1 3/4" roll-cage, 935-style felt dash covering, vents, Recaro Profi seats with Willans five-point safety harnesses, vintage Lecarra steering wheel, 935 boost gauge

**THANKS:** Tire Rack (tyres), Tarret (suspension), Wightwood Racing (brakes), One-Shot (paint), Jim Fiske (wheels), eBay (original ad), Marshall (wiring), Turbo Don (original owner), Ethan (8380 Laboratories) Josh (photography)

the enemy in WW1, the idea was not to hide the ships but to paint them in such a way that their appearance was optically distorted, so that it was difficult for a submarine to calculate what angle to attack from. The dazzling effect was achieved by painting the ship in contrasting stripes and curves – often in bold colours – that broke up its shape and outline. "I originally wanted to replicate the Stuka, a German dive bomber, which is how the car's nickname came about, but obviously the aforementioned photos changed all that, and with encouragement from the others to keep the original paint on the non-sunroof panel, this caused another turn in the paint scheme. We did it by blending Signal yellow over the welding areas using dazzle camouflage tape lines," Robert continues.

You have to really see it in the flesh to appreciate the paint scheme. Depending on the light the colours can blend into the environment



or pop out, and wherever it goes it attracts the attention of everyone it passes. In fact, Robert tells us other cars have been wrapped using similar techniques since. Of course, it's not just the paint that turns heads – the exterior styling is also very unique. Inside the felt-covered dash, vintage steering wheel and analogue gauges hark back to the days of the 935/934 racers. Outside this is further accentuated by the wider rear Fikse-style black five-spoke wheels, mirrors, front bumper and exhaust.

As well as styling cues that hark back to the former Porsche Motorsport era of the 1970s and 1980s they didn't want to depart from the roots of the car itself, which is where the 930 Slantnose rocker panels and arches come into play. They also wanted a car that looked like it was built in the 21st century, and that's where some of today's modern touches can be seen, such as the 996 GT3 RSR rear wing, Euro rear tail-lights and that mean stance.

Mixing the contemporary with other styles certainly adds up to an eclectic look and it has certainly divided opinion. "As we have found out, you cannot not have an opinion about this car. Some love it, some hate it but everyone is curious. When it's at the shop it certainly generates conversation, as well as ideas for customers' own projects. In fact, it's been really interesting to see the influence it's had on other people's cars – we've even seen video game interfaces and paintings of the car and, due to customer demand, we've produced T-shirts, mugs and posters," Robert remarks.

The custom six-point roll-cage and Recaro Profi seats with Willans five-point safety

harnesses mean it's legally ready to race, although additional door bars would be required for full competition use. As it stands, though, the car is perfect for street use. It's also been used in the various high performance driving events and shows that Lufteknik attend. With an additional 200hp compared to its factory offering (these conversions typically make between 375-400hp) this SC is pretty competitive, thanks in part to the extensive chassis overhaul.

We won't list every individual part – for that refer to the spec list (left) – but highlights include a KW Competition coilover suspension that was purpose-built for this car, an array of 930 and 935 parts, adjustable anti-roll bars and solid mounts, together with substantially upgraded brakes. "I think people would be surprised at how this car drives – it's stable even in the rain. When a car like this is set up so well it can be a real joy to drive: planted yet smooth, taught but not jarring. Also, as it is

*"The ultimate goal was to make others question what they are doing with their own cars"*

an early car mostly in race trim, it's a raw experience of noise, smell and feedback. The sensation of speed in this car is extreme compared to its modern contemporaries, although one has to be mindful on the street because it is so capable, especially in the braking zone. "It's a car that can stop as fast as it accelerates," reveals Robert.

With much of what they needed already on site – Robert confesses to having collected parts for most of his life so just a few items had to be custom-made, such as the mount for the rear wing, which meant the team could complete the project in a just a few months. Robert explains: "The big deadline for this car was the VW show,

H2O International at Ocean City, Maryland in 2014. We finished it the morning we left for the show. We had problems to overcome, but you do with any project like this. Fortunately, though, nothing was a real roadblock. As soon as we arrived people were taking photos of it. Despite the fact it's an event where anything goes, much of the styling had never been seen before. It was certainly unusual in the Porsche community, and still is."

Robert admits that Project Stuka is far from what a typical customer wants and that if it was a limited edition model it would have been handled differently. It wasn't though and, as such, this was an exercise to push the team and try new things. Unlike its normal restoration efforts which are done to a high level of fit and finish, this car is rough round the edges. It utilises used parts and blends different styles from retro motorsport to the Japanese Bōsōzoku movement and the modern drift scene. Lufteknic has made something that's taken on a new life and character well beyond its original form. And for that reason alone, whatever your opinion, that is commendable.

We'll leave the last words to Robert: "We wanted people to question the current Porsche culture. Much of it is very predictable, with people either going for a sympathetic body renovation, complete nut and bolt restoration, or backdate. Car modifications come in unlimited forms and cater for different tastes, and everyone has an opinion of what is right. It's the diversity of these interpretations that means a hobby like this is always interesting. Ultimately, it's personal preference." ○



Project Stuka certainly divides opinion but does it promote a broader message that the Porsche world should actively debate?



**Lufteknik**

Restoration - Parts - Service for Porsche  
[www.lufteknik.com](http://www.lufteknik.com)

# gt porsche retrospective

ONE  
YEAR  
AGO  
FEB  
2016



We examined a pair of backdated 964s a year ago, one reimagined in the style of an RSR evocation, the other built by specialist Pro-9 wearing cherry-picked parts. Further into the issue we brought together two former unloved 911s; the SC and 964, we said: "Today neither of these 911s could be labelled as undesirable."

We also looked at Stuttgart's forgotten Grand Prix, Solitude, which was once Porsche's home circuit: "It was the most beautiful of circuits, and could be described as a miniature Nürburgring."

A stunning 356B also played a part in this issue, we got our first taste of the Macan GTS, visited TwinSpark Racing and looked at Porsche's involvement in single-seater series, Formula Vee.

FIVE  
YEARS  
AGO  
FEB  
2012



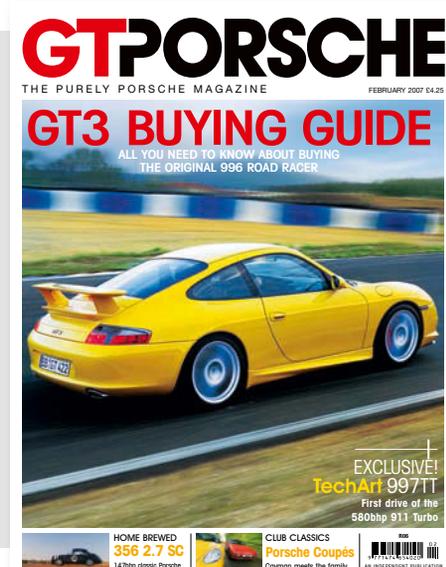
We got a taste of a couple of new hybrid Porsches in this issue; the Panamera S Hybrid and GT3 R Hybrid, but as the front cover details, we also put the 968

Clubsport up against the 987 Cayman R to see if the two cars shared any DNA: "They get better and more challenging the harder you drive them."

Three open-top 911s were compared in this issue too; a 911 Targa, a Cabriolet and a Speedster: "Of the trio the Speedster is the one you want to drive more often, further and harder."

The classic Sebring 12-Hours of 1968 also garnered our attention this time five years ago, while we also took a look at what your OPC can offer by way of servicing for a classic Porsche.

TEN  
YEARS  
AGO  
FEB  
2007



Given the content of this issue, it's fitting that a decade ago we visited tuner TechArt to drive its 997 Turbo, we took it for a 170mph autobahn blast!

Further into the issue we introduced the Cayman to its Porsche coupé stablemates; the 914, 924 and 944, and the 968. Colin Goodwin interviewed Hans Mezger, he said: "His work is so vast it would be impossible to mention by type every engine that he parented in one story."

Also in this spotlight a decade ago was the 911 SC RS, a track-prepared 356, and we covered in detail what you should be looking for when purchasing a 996 GT3. Back then you could pick up a Mk1 for £35,000-£45,000, and a Mk2 for £45,000-£65,000.

# UTILITY ROOM

The Macan SUV has joined the GTS range, meaning you can now buy a GTS version of every new Porsche. Could this be the one to have? Andrew Frankel finds out...



Porsche didn't need another version of their crossover SUV, the Macan, but it provided one anyway. With all the inevitability of a new model, Porsche has added a GTS model to the Macan range, meaning that the GTS version is now available on every Porsche in the portfolio. Despite the car's status as Porsche's smallest, it's the only one in the line to have a turbocharged engine. In fact, it's the only one in the line to have a turbocharged engine. In fact, it's the only one in the line to have a turbocharged engine.

# Time in SOLITITUDE



The Solitude Grand Prix took place at Porsche's home race circuit, an entirely forgotten venue in Stuttgart that has fallen into the mists of time.

Story: Andrew Frankel Photography: Porsche Archive

Imagine there was a place that had Porsche's DNA. It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved. It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved.

It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved. It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved.

It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved. It would be a place where the cars were built, the cars were driven, the cars were raced, the cars were loved.



# The Open Market

Three very different 911s, three different experiences; we enjoy the 911 Targa, Cabriolet and Speedster.

Story: Stuart Gallagher Photography: Gus Gregory



# The Classic Service

Porsche's OPC network isn't perhaps the most obvious choice when your older Porsche requires some TLC, but there is much to offer behind the smoked glass and piping hot coffee.

Story: Richard Madden Photography: Gus Gregory

# THE INTERVIEW: HANS MEZGER

The man behind every significant engine in Porsche's illustrious history talks to Colin Goodwin.

Photography: Dominic Pagan

There is a water pump that runs horizontally across the block on Porsche's latest engine. It's not to be confused with the water pump on a car's engine, which sits vertically. It's a clever and simple engineering solution.

The engine was built with the idea of being a 'plug and play' unit. It was designed to be used in a variety of different cars, from the classic 911 to the modern Macan.

Mezger was responsible for virtually all of Porsche's racing engines, the 1172 flat-four, the F1 engine from the mid-1950s to the mid-1960s and the 1600cc boxer from the mid-1960s to the mid-1970s.



# WHITE LIGHTNING

It was only a matter of time before the 997 Turbo went under the tuner's knife, and with its 3000hp conversion Tech Art are the first to demonstrate the results.

Words: Chris Knappier Photography: James L. Jones





# CHARLES IVEY

## SPECIALIST CARS LTD

*In London for over 45 years  
and now also in Surbiton*



160 Hurlingham Road  
Fulham, London SW6 3NG



Ivey House, Hollyfield Road  
Surbiton, Surrey KT5 9AL

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



**T: 01282 697171**

**Porsche Specialist  
SERVICE & MOT CENTRE**  
Repairs Parts Wheels Engine Gearbox  
Restoration Classic Parts Race & Track Prep  
**ALL MODELS ALL PARTS  
NEW & USED**



**SERVICING | PARTS | REPAIR | RACE & TRACK**

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



**Next Day Mail Order Service**  
Company Registration No.: 3997925 (Cardiff)  
VAT Registration No. 712436363

**AUTO 2000  
PORSCHE SPECIALISTS**



Some of our services include:

- Servicing
- MOTs
- General repairs
- Wheel alignment

Visit our website for more details  
[www.porsche-repairs.co.uk](http://www.porsche-repairs.co.uk)

Also if you like to save money, then don't forget to follow us on Facebook for our very latest offers



**CALL US ON: 01234 210 012**

24 College Street  
Kempston, Bedford MK4 2BLU  
info@porsche-repairs.co.uk  
www.porsche-repairs.co.uk




**PORSCHE SPECIALIST  
Service - Repairs - Sales**

T: 01491 642911  
hillcrestspecialistcars.com



# long-term fleet



Long Term Fleet in association with  
**MANNINGUK**  
insurers of the World's finest Porsche cars  
01491 578759 [www.manninguk.com](http://www.manninguk.com)

Our Long-Term team explain the trials and tribulations of running a Porsche in the real world ...

*Jack Wood*  
**2015 981 Cayman GT4 and 2004 996 GT3**

[@Jackkwood](https://twitter.com/Jackkwood)



*Rob Richardson*  
**1978 911 SC, 1986 944**

[@Racereightysix](https://twitter.com/Racereightysix)



*Matt Biggs*  
**1986 924 S, 1981 911 SC, 2005 987 Boxster S**

[@PawnSacrifice](https://twitter.com/PawnSacrifice)



*Andrew Frankel*  
**1994 968 Sport**

[@Andrew\\_Frankel](https://twitter.com/Andrew_Frankel)



*Ryan Stewart*  
**2007 987 Cayman S**

[@RyanStewart](https://twitter.com/RyanStewart)



*Martin Spain*  
**2002 996 Turbo**

[@MartinSpain](https://twitter.com/MartinSpain)



*Rich Duisberg*  
**1994 968 Sport**

[@TheDuisbergKid](https://twitter.com/TheDuisbergKid)



*Martyn Morgan-Jones*  
**1986 924 S**

[@MartynMJones1](https://twitter.com/MartynMJones1)



*Philip Raby*  
**2009 Cayenne Diesel**

[@RabyPorsche](https://twitter.com/RabyPorsche)



# long-term fleet

---





## 2007 987 CAYMAN S

Before the Cayman goes under the knife for a real power hike I wanted to make sure all the foundations were laid to deal with the increase and ensure I could make the most of it. So far the modifications have mostly been centred on suspension or drivetrain, but there's one aspect I've wanted to tackle for some time, the cooling.

When you take your car on circuit you're taking the car far outside of its original design parameters and in reality I've really been asking a little Cayman to do the job of a GT3, without any consideration for cooling. A standard Cayman radiator has pressed plastic end tanks and a mass-produced core. Over time this core

gets clogged with bugs and dirt and often the fins can become pushed in. On the inside corrosion and residue from the coolant can block the radiator, or at least reduce flow. None of these things really help the radiator to shed heat and with nine years of service under its belt my Cayman fell foul of all these things.

A great way to improve on a standard radiator is to fit a more efficient or larger version. Sometimes space can be tight, especially with modern cars like the 987 Cayman, so like me you'll be looking at radiators with a core that is better at exchanging heat. This allows you to use the same size core but lose more of that nasty heat with the same space taken. Welded end tanks help

too and allow for a higher system pressure to prevent the coolant boiling if things get hairy, plus metal end tanks add extra heat dissipation over plastic ones.

CSF radiators check all of these points. A highly efficient core is at the heart of the CSF product and something called a 'B-tube' is uniquely incorporated to create an ultra thin, lightweight yet strong tube for coolant to pass through. These thin-walled tubes enable greater heat transfer to the radiator fins that are multi-louvered to encourage heat rejection. There's a lot of tech packed into a small space here and at first glance you might miss it. When researching which radiators to use in upgrading my Cayman cooling system



# long-term fleet



I was initially drawn to CSF because of the CNC-machined mounting points and pinpoint OEM direct fit. The core technology sealed the deal. Because CSFs produce a radiator upgrade for both the 987 Cayman and the 997 GT3 it meant I could use all OE parts to convert the front of my car to use a proper GT3 centre radiator cowl. After all, asking the car to do a GT3's job with better-than-GT3 parts seemed like a fair deal.

Cue four hours trawling online Porsche part lists and a few too many Google image searches. Eventually I managed to get every piece of the GT3 centre cowl ordered. This was important to me, most people use a 997 Carrera centre radiator that vents

below the car, being that I have spent considerable effort in reducing aerodynamic lift I knew that my car had to vent the centre radiator out of the top of the bumper just like a real GT3. They say that you only get out what you put in but there's two days there I'm not going to get back... thankfully the CSF order was simpler and before I knew it the triple pack of alloy goodness showed up at Regal Autosport.

The Cayman cooling system now has two stock sizes, higher efficiency radiators in each wheel arch, plus a high efficiency third radiator in the nose just like a 997 GT3. The central radiator acts as a central heat sink while the outer coolers allow coolant

in and out of the side radiators. All original GT3 cowlings house the third, centre CSF radiator and allow it to vent through the top GT3 smile vent.

It's a pleasure to excitedly tell people the GT3 vent is fully functional and will help reduce lift, although it's usually met with a blank expression from non-car people. Porsche call this 'zero lift' and it's said to be one of the reasons why the 997 GT3 is so stable at high speed. With such a large wing on the rear it's welcome comfort although I'm yet to try this principal out on circuit for real.

It seems a shame to hide such a pretty cooling package behind a front bumper. It's one of those things that I like to think of when I'm driving – I

can't see it, I can't hear it, I can't even feel it but I know it's there. There's a lot of technology keeping this Cayman cool and it should really pay dividends next track day season. Plus, every so often I catch a glimpse of the centre radiator through the front grill and smile at what lies beneath.

*Ryan Stewart*  
**Cayman S**

 @RyanStewart



# PORSCHE QUALITY THAT YOU EXPECT



**PIE**PERFORMANCE.

T: 01787 249924

E: [info@pieperformance.co.uk](mailto:info@pieperformance.co.uk)

[www.pieperformance.co.uk](http://www.pieperformance.co.uk)

Unit 9 Hill Farm, Lavenham Road, Brent Eleigh CO10 9PB

# long-term fleet

## 2002 996

It's been nearly six months since I collected the Turbo from Nine Excellence and had my perception of 996 Turbo performance thoroughly overhauled. I thought this final report of 2016 would be a good chance to reflect on how it's transformed both the car and the way in which I drive it.

Back in 1999 at the launch of the 996 Turbo, 420hp was a very high figure for a performance car, as was 0-40 in 4.2 seconds. These days, those figures are matched if not bested by any super-saloon worthy of the name, and the hottest of hot hatches are getting close. When I first drove my car, it felt rocketship-quick with seemingly endless power and yet if I drove a standard example now after six months of experience with my tuned car, I'm sure it would feel slow. I appreciate that sounds ridiculous, but it goes to show the effect of the changes made with the 9e38 tuning package.

Overtakes are never a problem in a 911 Turbo, but the almost shocking levels of in-gear acceleration that are now available mean that if you get stuck in a long queue of traffic behind a tractor, as I did on the A5 in North Wales recently, if there's even a sniff of a clear bit of straight road you can be confident of passing all of the cars in the queue safely where previously I may not have been able to complete the overtake in the space available.

Sustained acceleration at full boost is a time-warping experience akin to the Millennium Falcon jumping to lightspeed. I can only imagine that GT2 owners must feel like this all the time. It's wonderfully, horribly addictive, which is why I tend to do it ever more rarely on the road these days. The time it takes to reach 'proceed directly to jail' territory is

vanishingly small, so often I'll lean on the beefed-up torque at part-boost in higher gears instead and make unobtrusive progress that way, rather than buzzing past every car in sight with the exhaust roaring.

Speaking of the exhaust, it too has made a significant change to the car. The old Milltek stainless unit was well past its best, but it gave the car an NA-like howl at high revs and a lovely deep rumble at startup. It droned badly on long journeys, but I always saw that as the price to be paid for a more distinctively Porsche exhaust note than the standard unit.

The Kline Innovation exhaust has a very different timbre; it sounds much quieter at startup and low revs, but at high revs and full boost it gives a combination of the flat-six tone overlaid with the classic Turbo exhaust noise; a sort of roiling suction sound as if the car is trying to inhale all the world's air. It's a lot louder at full chat, too – loud enough to trip the drive-by noise meters at Bedford whereas the old Milltek exhaust never troubled them. However, at motorway speeds it's a good deal quieter and makes long journeys a lot more relaxing, so it's a worthwhile trade-off. It's also a beautiful piece of fabrication, and I almost wish it weren't tucked away out of sight behind the rear bumper.

Despite my love for the increased performance, not everything on the car has been perfect since getting it back from 9e. Every now and then the PSM/ABS would fail, throwing up a worrying error message on the dash instructing me to drive directly to a workshop. Restarting the car usually cleared the fault, but more recently it became a constant problem with the error appearing as soon as I touched the brake pedal for the first time after

starting the car. Unbeknownst to me, it would also cause the brake lights to fail, leading to a near-accident on the M6 where I was almost rear-ended by an unsuspecting Volvo driver after I had to slow suddenly.

I phoned Ken at 9e and described the symptoms and he diagnosed it as a failed brake light switch, so the car was booked in for that to be replaced. While the car was in the garage, I also took the opportunity to get the ageing Michelin Pilot Sport 2 tyres replaced. The rears were near the wear indicators and while the fronts had plenty of tread left, they were long past their best after many track days. I did a little research on alternative tyres to the Michelins, but ended up replacing like for like; the PS2 seems to be the best tyre for the 996 Turbo.

With yet another large bill for the new tyres plus the fitting of the brake light switch and the upgrades in the summer, it's been an expensive year for the Turbo. While the car has appreciated significantly in value since I bought it thanks to a rising market for Porsches, I've probably spent all that theoretical profit and more in servicing and upgrades this year alone. It's had two major services, one in January and another before the tuning upgrades, plus the 9e38 package, brake upgrade and four new tyres. That's the thick end of £17k in one year. Let's hope 2017 is cheaper!

*Martin Spain*  
2002 996

 @MartinSpain





INTRODUCING

# BALANCE POINT<sup>®</sup>

by **NINEMEISTER**

## DELIVERING PINPOINT HANDLING TO YOUR CAR

Sublime feel and poise comes as standard with a **BALANCEPOINT** set up by Ninemeister.

THE ULTIMATE IN CHASSIS, WHEEL AND TYRE SERVICES START FROM

# £99

including VAT

## CALL TO BOOK YOUR SESSION **01925 242342**

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE [www.ninemeister.com](http://www.ninemeister.com) | [ask@ninemeister.com](mailto:ask@ninemeister.com) | [www.cloud9m.com](http://www.cloud9m.com)



### WE ARE GANTSPEED

We service Porsches new and old.

We are a small, highly productive team with great enthusiasm for the Marque, and are totally committed to all things Porsche.

- RESTORATION
- PROJECT WORK
- MOTORSPORT
- TRANSMISSION AND ENGINE REBUILD
- ENGINEERING
- SERVICING
- SALES



### PORSCHE SPECIALISTS SINCE 1975.

Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire PE22 7PZ England

+44 (0)1507 568474 +44 (0)1507 568664 [info@gantspeed.co.uk](mailto:info@gantspeed.co.uk)

[www.gantspeed.co.uk](http://www.gantspeed.co.uk)

## OCTANE GARAGE

### Independent Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, fourwheel alignment, performance upgrades. Special projects undertaken

Tel: 01892 652994 Email: [info@octanegarage.co.uk](mailto:info@octanegarage.co.uk)

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

[www: octanegarage.co.uk](http://www.octanegarage.co.uk)



## Carrera

ENGINEERING & MOTORSPORT

Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ



- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification

Work fully guaranteed very competitive rates

Over 35 years experience with manufacturer training

t: 01992 892333  
w: [carreraengineering.co.uk](http://carreraengineering.co.uk)  
e: [Tony@carreraengineering.co.uk](mailto:Tony@carreraengineering.co.uk)



## 1986 944

The 944 has been with me for a few weeks now and I'm making the most of it not yet being my daily driver; taking the time to work through it top to bottom and address any niggles. As I mentioned last month, immediate issues include a bonnet that won't stay up, worn out alloy wheel nuts and a grumbling rear wheel bearing.

First job was the bonnet struts. A cheap fix and parts were easily and quickly sourced through Design 911. The tricky bit was fitting them solo. There was an element of bravery required holding the bonnet up with a jack handle wrapped in an old towel, but needs must. With the old struts simply removed by releasing clips and pushing them off their mounts, I took the opportunity to clean all the hardware and add a little grease whilst reassembling.

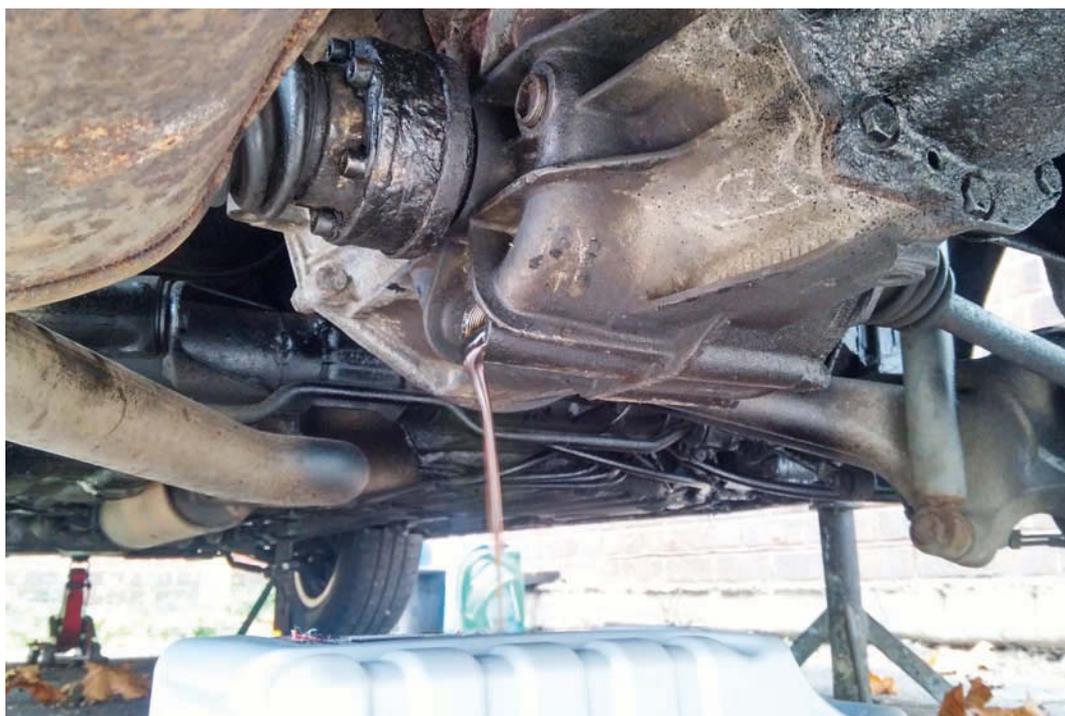
Refitting the struts required them to be slightly compressed and the bonnet to be opened to the maximum the hinges would allow... and then a little bit more. Top tip: get a (glamorous) assistant for this job. I managed, just, and now have a self-supporting bonnet.

Like my 911, the 944 has alloy wheel nuts, however a few of these had had a hard time. No doubt at some point they'd been at the mercy of a non-specialist and an air gun rattling them on and off. I was able to remove them by hammering over a slightly smaller socket, crossing my fingers and slowly cracking them off. I sourced the five replacements used from eBay for £10; I've gone down this route as rather than commit to a full new set these will keep me going until I decide if I want to go further with the car and convert to longer studs and open nuts. With all the ►



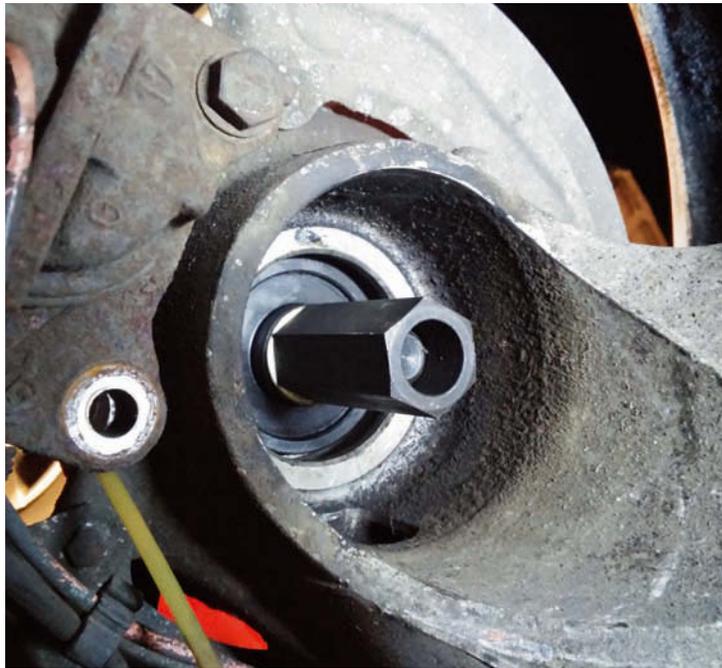
# long-term fleet

---



wheels off I cleaned and added a little anti-seize compound to the studs. With all the nuts installed I torqued them to the correct 130Nm (about 95lb ft).

The one thing I was dreading was the rear wheel bearing. From reading online guides it was clear it wasn't something I was going to do without investing in some tools. I could have paid to have it done at a garage with the investment required, but there's no fun in that and I'd much rather do things myself. Again I sourced the right part from Design 911 and, on arrival, placed it in my freezer to shrink it down. I purchased myself an 8mm, 12-point star bit for the driveshaft bolt removal, a bearing press/puller kit and a new slide-hammer (more on that later).



There are some great write-ups online so I won't try and recreate them here, but will give you a flavour for the job. The first challenge is cracking the hub nut: 32mm and 368lb ft. With the car on the ground, the wheels chocked and the handbrake brake on you'll be ready to apply some grunt. Use a big bar, you'll need one. I used a big bar with another bigger bar slid over to extend it and still nearly put my back out. It's a monster. Now, with the car in the air and securely on axle stands the calliper and disc can be removed followed by the driveshaft. Top-tip with the driveshaft removal is making sure you thoroughly clean the securing bolt heads and ensure the 12-point star bit is correctly located before trying to undo them. It's even

worth giving them a tap with a hammer to make sure the tool is all the way in as they are easy to round and a nightmare to remove (a lesson I learned the hard way with my 924). With the driveshaft out the hub can be removed. It's pressed into the centre of the bearing and it is tight; I broke my 8lb slide hammer trying to remove it. By this point it was dark and cold and my spirit was as broken as that hammer. I ordered a new, bigger hammer and when it arrived I carried on; it came out in three slides. Money well spent. Now the bearing could be pushed out with my new bearing tool and what an absolute joy this was. I come from a background of make-do and mend; keeping old cars on the road as a student and using (read: struggling with) what I

had around me, so still years later get immense pleasure from having the right tool for the job. The bearing came out easily and with the upright cleaned and a light mist of WD40 applied the new, frozen bearing was pushed in with similar ease. Now it was just a case of reversing the removal process, ensuring everything was cleaned, greased as appropriate and correctly torqued.

While I had the car in the air and was working at the back, I changed the transaxle oil for good measure. What came out was reassuringly clean, but for the time it takes it was good peace of mind to know now all of the fluids on the car had been replaced at, more-or-less, the same time.

A quick road test proved my wheel

bearing was the right diagnosis and now with it replaced the car was as quiet and smooth as you'd have expected it to be the day it rolled out of Monarch Porsche in Warwick in 1986. There is still plenty to be getting on with, but I'm really enjoying working on the 944; it's proving to be a lovely winter project and all these little jobs are incredibly satisfying.

*Rob Richardson*  
**1986 944**

[@Racereightysix](#)





# Your Porsche.

Whatever model Porsche you own, modern or classic, we have the expertise, knowledge and experience to make sure you spend more time enjoying what your car was built for. Driving.

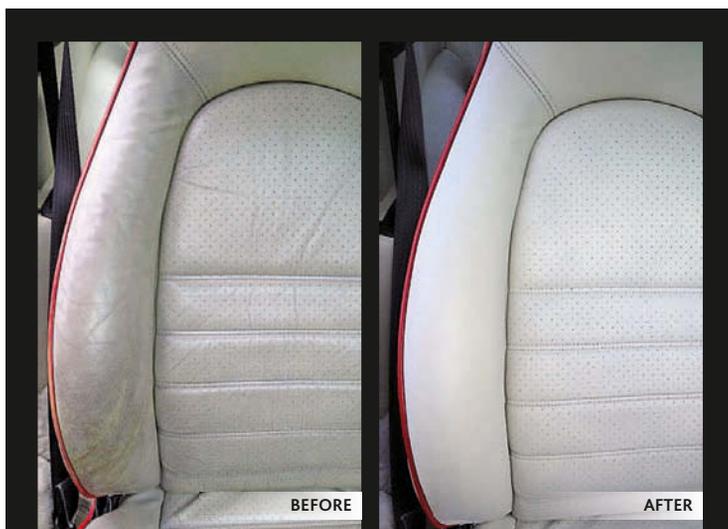
- Four wheel alignment and corner weights gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, conrolling and trim work
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Air conditioning repairs and regassing
- MOT tests
- Vehicle inspections and valuations



Independent servicing and repair specialists for classic and modern Porsche.

**Call 020 8903 1118 or 01727 866 075 or visit [www.jazweb.co.uk](http://www.jazweb.co.uk)**

**WE'VE MOVED** – Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB



## B E N C H M A R K L E A T H E R R E N O V A T I O N

- Professional repair and renovation to old and new leather
  - Specialists in leather upholstery
- Fully mobile with on-site customer service available
  - Connolly Trained with 25 years experience
  - Providing expertise and services to London and the South West of England

Mill Lane, Petersfield, Hampshire GU32 2AJ  
Contact Mark Slade on 07720 287944 | [www.benchmarkleather.co.uk](http://www.benchmarkleather.co.uk)



**Yorkshire Classic Porsche**  
*Yorkshire's No. 1 choice for classic to modern Porsche*

Please call us on 08434 996 911



**[www.yorkshireclassicporsche.co.uk](http://www.yorkshireclassicporsche.co.uk)**  
Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA

**REPLACEMENT TANDEM PUMP COVER**

0800 999 4911

**AlternativeCarParts**

**Made for**  
997 C2 C4 Turbo GT2rs  
987 Boxster 987C Cayman



**Other Parts Available:**  
997 Spark Plug Splash Guards  
996 & 997 Auto Gearbox Gaskets

**[www.alternativecarparts.co.uk](http://www.alternativecarparts.co.uk)**



## 2005 987 BOXSTER

I do not know exactly what happened, where or when, but some months ago something big drove into the back of the Boxster, creasing the rear bumper. It was quite subtle, so I didn't notice the damage right away. It wasn't about to polish out; the paint had cracked, and there was a small dent. Although I was only needing a spot repair for this, I knew that I would not get away with anything less than a full bumper spray.

I bided my time, kept an eye on the used market, and pounced when I saw a rear bumper for a 987.1 with parking sensors. I've been quite lazy sorting this so I don't recall now what I paid for it, but it wasn't much over £120, including delivery. Even though my cars haven't been damaged like this in a long time, I had an odd feeling that it would be clonked again and was therefore reluctant to fit my new-found trim.

One thing after another and the next thing I know the nights are drawing in and I still need to fit the bumper. I've not taken the bumper off

the Boxster before so I checked the internet but couldn't find anything for the 987. Thankfully my brain kicked into gear; I had the replacement bumper and simply needed to check for the screw holes and work out how to get to them on the car. All the fasteners were T30.

As commonly seems to be the case for me, one part of the so-called 'easy' job ended up being an absolute pain! To remove the bumper you have to unscrew the three Torx screws behind the spoiler, accessed once the spoiler is up. There is very little room between the spoiler and the screws, and I didn't have anything that would fit so ended using a Torx bit and using long nose pliers to turn it. A painfully slow process, but I got there. The only other slightly confusing part were the two screws on each side behind the light clusters, but they were easy enough to remove.

When the bumper was off I saw the mess that was concealed beneath. There was no way I was going to be able to continue before I got that tidied in there. It was also the



perfect opportunity to clean up the exhaust tips. A little Autosol and hard work and the tips were shiny again, it was almost worth the entire job just to get those done.

I am pleased to report that everything went back on okay. Yes, the screws behind the spoiler were painful again, but a little easier the

second time around as I had my technique down by that point.

When the rest of the car was cleaned the colour match was great, there is always the risk that sun bleaching will have taken the tone down too much. Next up, now it's cold and wet, is polishing and protecting the car for winter... ►

# long-term fleet

---



Apologies to our international readers, but something close to our hearts in the UK, the weather. It's reached that time of year where it is either cold and the roads are being salted, or wet and muddy. I know some are wintering their Porsches and stowing them away but such niceties are not afforded the Boxster. The SC is unlikely to see action any time soon due to mechanical issues – regular reader, Ian, thank you for your pointers on the hot running problem but it will have to keep. Given the months ahead for the silver car I thought it best to

give it a clean. A proper one, polisher out and everything; a winter shield.

First I should explain my logic in this; there has been a view in certain quarters that cleaning a car now is an exercise in futility as it will be filthy again soon. There is that. However, the car needs a deep clean and with everything that is being thrown at it, I'd like to give it a coat of something to help keep the bad times out.

I actually started when I fitted the new rear bumper skin, going around the car removing each of the wheels in turn giving them a thorough clean

inside and out. Auto Finesse Iron Out works wonders removing contaminants from the wheels, is easy to use, and turns the wheels purple! When each wheel was off I also cleaned around the arches, shined up the callipers and used some Race Glaze AluBright on the metal work, which will get a coating of GT85.

The car was snow foamed, washed, de-tarred and clayed. I then broke out my Meguiar's G220 DA polisher. The paint seemed to be okay so I used a medium compound with only a few scratches needing anything more than

a passover. I had planned to give the car a glaze in Poorboys White Diamond, but there was mostly mould in the bottle. It is an optional stage, so not all was lost. I finished with Auto Finesse Tough Coat, a synthetic sealant that was recommended by Clark from Polished Bliss (when I bought most of the supplies, and the DA), I was worried that I was applying it incorrectly but it went on easily! The following day I masked off the car and cleaned the roof, using the Autoglym kit. Finally I cleaned and hoovered the interior.

I have my shiny car that, being silver, doesn't look especially clean in photos, but does look great in the low orange early evening light. I am impressed with Tough Coat, a quick spray with water and the sheeting is excellent, so hopefully future cleans will be easier, and the car now has some protection. I've not spent too much time driving around puddles and as much as I love the super clean interior, unlike my friend Scott (public shaming time) I do not and will not tap my heels when getting in the car.



*Matt Biggs*  
**2005 987 Boxster S**  
@PawnSacrifice

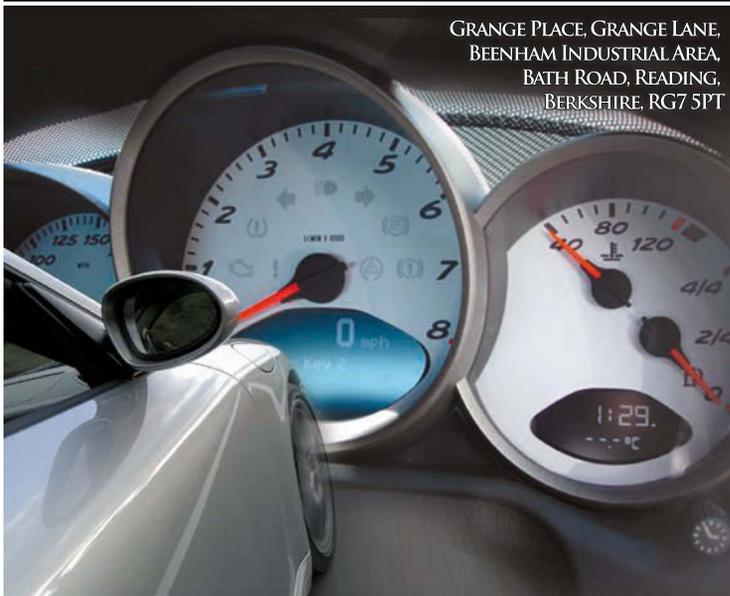




[www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)

**NORTHWAY PORSCHE LIMITED**  
INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,  
BEENHAM INDUSTRIAL AREA,  
BATH ROAD, READING,  
BERKSHIRE, RG7 5PT



*Repairing and servicing of Porsches  
for over 20 years*

USED PORSCHE IN STOCK AND WANTED FOR  
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911  
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

**DSD MOTORWERKS**  
old school porsche mechanics for the 21st century

**Old School Porsche  
Mechanics for the  
21st Century.**

Servicing, restoration,  
engine builds and race prep.



Chelmsford, Essex

Tel: 01376 583075 or 07774 854 418  
[www.dsdmotorwerks.co.uk](http://www.dsdmotorwerks.co.uk)



**Lakewell.com**  
CLASSIC PORSCHE INTERIORS

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

LAKEWELL PORSCHE INTERIORS  
KLEIN HEIDESTRAAT 71  
B - 3370 BOUTERSEM

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

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

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



Design911 are proud partners with Dansk & SSi Exhausts.

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

**5% OFF**

use online code  
**GTDANSK9**  
at checkout

Retail & Trade enquiries welcome

**DESIGN 911**  
Centre for Porsche

+44 (0) 20 8500 8811

WWW.DESIGN911.COM

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG

# the market place

place

by Philip Raby



*A specialist Porsche dealer and consultant, Philip has been driving and writing about Porsches for over 20 years...  
@RabyPorsche*

## 356 Speedster

A rare and very original 356 Speedster has just sold in the USA for almost half a million pounds – and it hadn't even been cleaned...

The headline was that a 356 Speedster 'Barn Find' had sold in the USA for \$605,000 – that's about £480,000. The truth, though, was that the rare Porsche hadn't been in a barn at all but had rather been carefully stored in an air- and water-tight unit for the last 40 years. What's more,

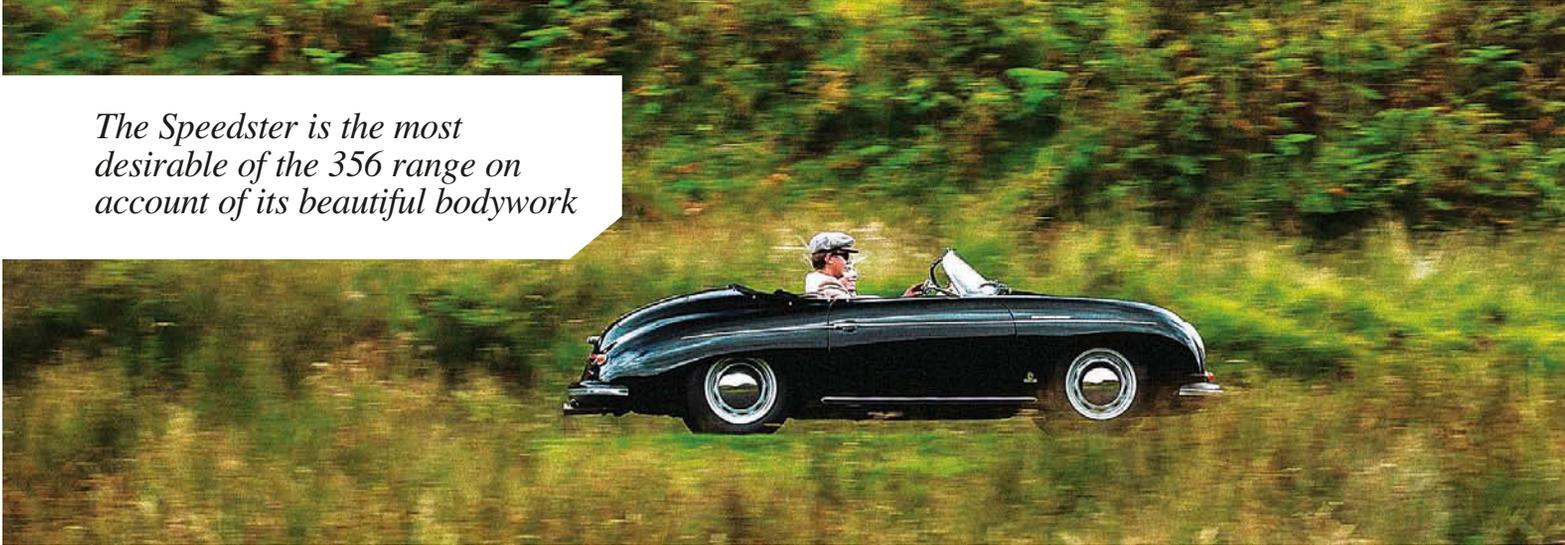
it had been with the same owner for 57 years of its life and was in remarkably original condition with just 25,000 miles on the clock. It came complete with the bill of sale from 1957 which showed that the first and only owner paid \$3502 for the then-new Porsche.

The sale was handled by Auctions America and it's interesting to note that the car was offered in exactly the condition as when it came out of storage, complete with a layer of dust. Despite being carefully stored, there was evidence of surface rust on the chromed hubcaps, around the engine

cowling and, apparently, the battery box was corroded. Nothing like the terminal rot you see on a lot of 356s, though, and we're sure some metal polish and elbow grease would go a long way to sorting it out. The beautiful Aquamarine blue Metallic paintwork would most likely also



*The Speedster is the most desirable of the 356 range on account of its beautiful bodywork*



benefit from a good wax, too.

It was smart marketing to display the Porsche in its 'as-found' condition, as it reinforced its originality and generated a tremendous amount of excitement and interest at the South Carolina auction. The car was expected to fetch around \$250,000 – an impressive figure in itself – so everyone in the hall was shocked when it finally sold for \$605,000. The big question now is, what will the new owner do with the car – clean and restore it, or leave it exactly as it is, with its gentle patina of age?

There's no doubt that this particular Speedster had a unique history and was remarkably original, which is why

it created so much interest at auction. Other Speedsters are selling for big money, too. For instance, at the recent NEC Classic Car Show here in the UK, another 1957 example fetched £306,563. Originally a US car, this had been fully restored in England to a very high standard, inside and out.

In fact, this is the norm for these Speedsters – and, indeed, 356s in general. They're all around 60 years old and, as cars tended to back then, most have suffered from severe rust during their lives, so a full restoration is the only way to bring them back to life. And to do that properly is an expensive and skilled job, so it's perhaps not surprising that the handful

for sale at any one time have high price tags.

In addition to the two cars already mentioned, at the time of writing, we tracked down a very rare right-hand drive Speedster (most cars built were left-hand drive examples for the USA), again beautifully restored for £375,000, and another left-hooker for a quarter of a million pounds.

Big numbers, undoubtedly, but not surprising ones. The Speedster is the most desirable of the 356 range, on account of its beautiful bodywork, chopped windscreen and hood, light weight and rarity. The model was only made from 1955 to 1958 and, being very much a fair weather machine

(the hood was rudimentary, to put it mildly), the majority of sales were to the West Coast of the USA. Ironically, considering today's values, one of the reasons for Porsche creating a lightweight 356 with a reduced specification was so it could be sold at a lower price than the standard car.

There's no doubt that you do pay a premium for the privilege of owning a Speedster. Less exotic 356 coupés start at around £70,000 for a half-decent example, with Cabriolets coming in higher at about £100,000 and upwards.

The Speedster is a rare car, with only around 4000 examples built during its production run (and of



# the market place



those, a large number must have succumbed to rust and accident damage over the years). However, the car that replaced it is even rarer.

In a strange marketing move, the Speedster was superseded by the rather less evocatively named 356A Convertible D. This was an altogether more practical car, with a taller windscreen, more weatherproof hood, wind-up windows (rather than side screens) and a more comfortable interior. The Convertible D lacks the sleek lines of the Speedster – and its sexy name – but it does have one thing in its favour – rarity. It was built for just one year, and only around 1300 were sold. Again, it's likely that

only a small number of those have survived to this day.

If a 'barn find' Convertible D, with a similar provenance to the Speedster that we started off with, came on the market, would it create as much interest? Despite it being rarer, we suspect not – simply because its name and appearance just don't have the romance of the Speedster. Which is why Porsche went on to resurrect the badge for limited edition runs of the 3.2 Carrera, 964, 993 and 997.

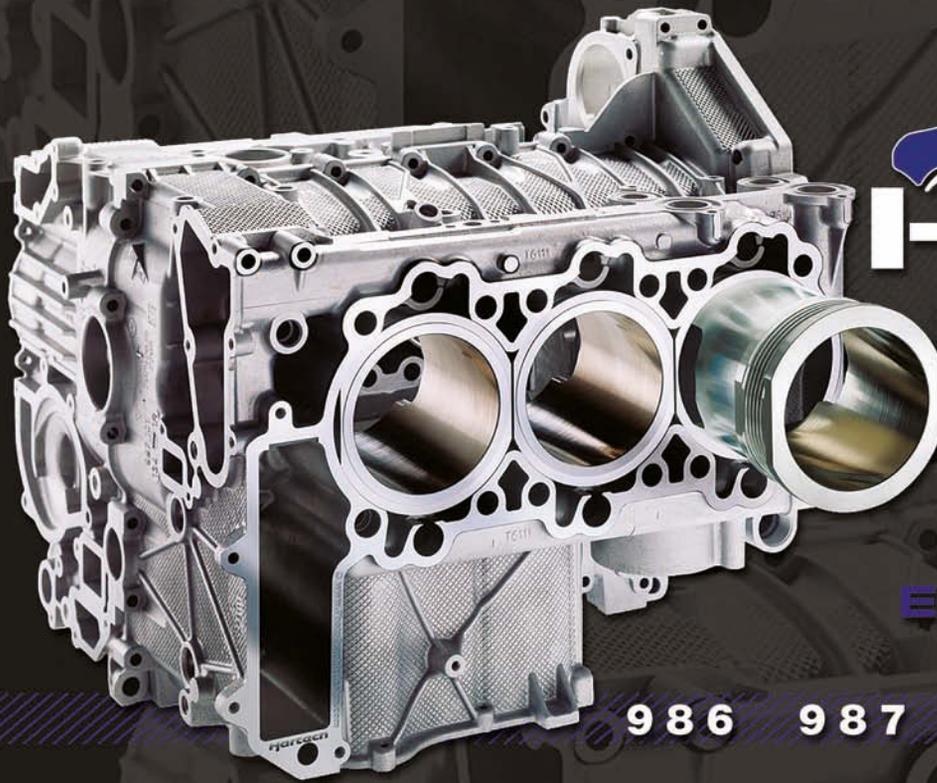
It has to be said, though, that the original 356 Speedster is particularly special, especially if you are lucky enough to find one squirreled away in a barn... ○

Above: The \$605,000 356 sold by Auctions America...

*There's no doubt that you do pay a premium for the privilege of owning a Speedster*



# ENGINE REPAIR SPECIALISTS



**Hartech**  
INDEPENDENT PORSCHE SPECIALIST

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

986 987 996 997 CAYMAN

w w w . h a r t e c h . o r g

## Extreme Detailing Ltd

'Spa for your car'



Restoring that 'new car shine' back, protecting and keeping them looking at their best.

0800 840 2058 [www.extremedetailing.co.uk](http://www.extremedetailing.co.uk)



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



[www.brauntonengineering.co.uk](http://www.brauntonengineering.co.uk)

01271 814144



**DEVON**  
**PORSCHE**



## Adaptive Cylinder Control

Jesse Crosse looks at the technicalities of Porsche's adaptive cylinder control.

It's probably fair to say that the response to the new flat-four 718 Porsches hasn't been that great with many testers liking neither the sound nor the fuel consumption of the new, supposedly more frugal, sports cars. The switch to a four-cylinder engine could go down in history as one of Porsche's blunders but only time will tell. It's hard to believe that the Porsche board of management, concerned at the challenge the Cayman in particular has always posed to the 911, should deliberately choose to widen the gap with what is effectively a downgrade.

We looked at the reasons for Porsche's move to a four-cylinder engine earlier this year. We said then that the 'rule of four' was nothing new to Porsche and could be traced back to the 1950s with the four-cylinder 550, the 1957 718 RSK and later, the W-RS. There have, of course, been many great inline front-engined four-cylinder applications too, but probably the beef people have had with the new 718, is not just that they are four-cylinder, but that four-cylinders have replaced six.

The point was to increase efficiency and reduce fuel consumption and CO<sub>2</sub> by downsizing. A reduction in capacity to 2.0-litres and 2.5-litres from 2.9-litres and 3.4-litres is a classic method for increasing efficiency by reducing pumping losses – the main reason for downsizing. A combustion engine is essentially a large air pump. In naturally aspirated form, pumping all that air into its cylinders at very high speed consumes a lot of energy. This

is particularly true when the engine isn't working very hard and trying to pump against a partly closed throttle. Imagine going for a five kilometre park run with your hand partly covering your mouth... well that's what it's like for the engine.

The solution is to reduce the size of the pump and therefore the work it has to do. If naturally aspirated, that would mean a reduction in power because the amount of power produced is directly related to the amount of oxygen available to burn fuel. So the answer is to put the power back in by forcing more air into the cylinders with a turbocharger or supercharger. The charger also consumes energy but can be used only when the driver is asking for more power, so on balance 'parasitic' energy losses are reduced.

So that's one way of reducing pumping losses associated with larger capacities. Another way is to design a variable capacity engine and that's exactly what Porsche has done with the new Panamera engine equipped with cylinder deactivation, or 'adaptive cylinder control'. Porsche's press material describes the technology as 'innovative', but in fact it's anything but. General Motors tried cylinder deactivation unsuccessfully in 1981 but later cracked it in 2003 with the 5.3-litre Vortec V8 calling the technology 'DoD' (Displacement on Demand). Sophisticated, high speed electronic control units, complete valve actuation and electronic throttle systems are needed for these systems to work effectively and the technology

hadn't evolved enough by 1981. There are also other problems to overcome, like the cooling down of the cylinders when deactivated and the effect that has on combustion and emissions when they are reactivated. In the last few years, Audi and Bentley introduced 'Cylinder on Demand' technology on V8s in 2011 and a year later VW introduced the same technology on the group's four-cylinder 1.4 TFSI.

On Porsche's adaptive cylinder control, a version of Variocam Plus with a two-stage sliding cam system can deactivate cylinders two, three, five and eight simply by not opening the valves. When deactivated, the pistons are still compressing air but recover most of the energy used to do that on the downward stroke, the air acting like a spring. In this way, the four-cylinders are not doing any pumping work and those considerable losses are removed.

Cylinders are deactivated at part load. The theory is that if you have a big engine to give lots of power and don't use the power, then for that period of driving, you no longer need the big engine. Because of the pumping losses, any engine running at less than maximum power is effectively running less efficiently. So the smaller the engine (through downsizing capacity or cylinder deactivation, or both), the less there is to lose.

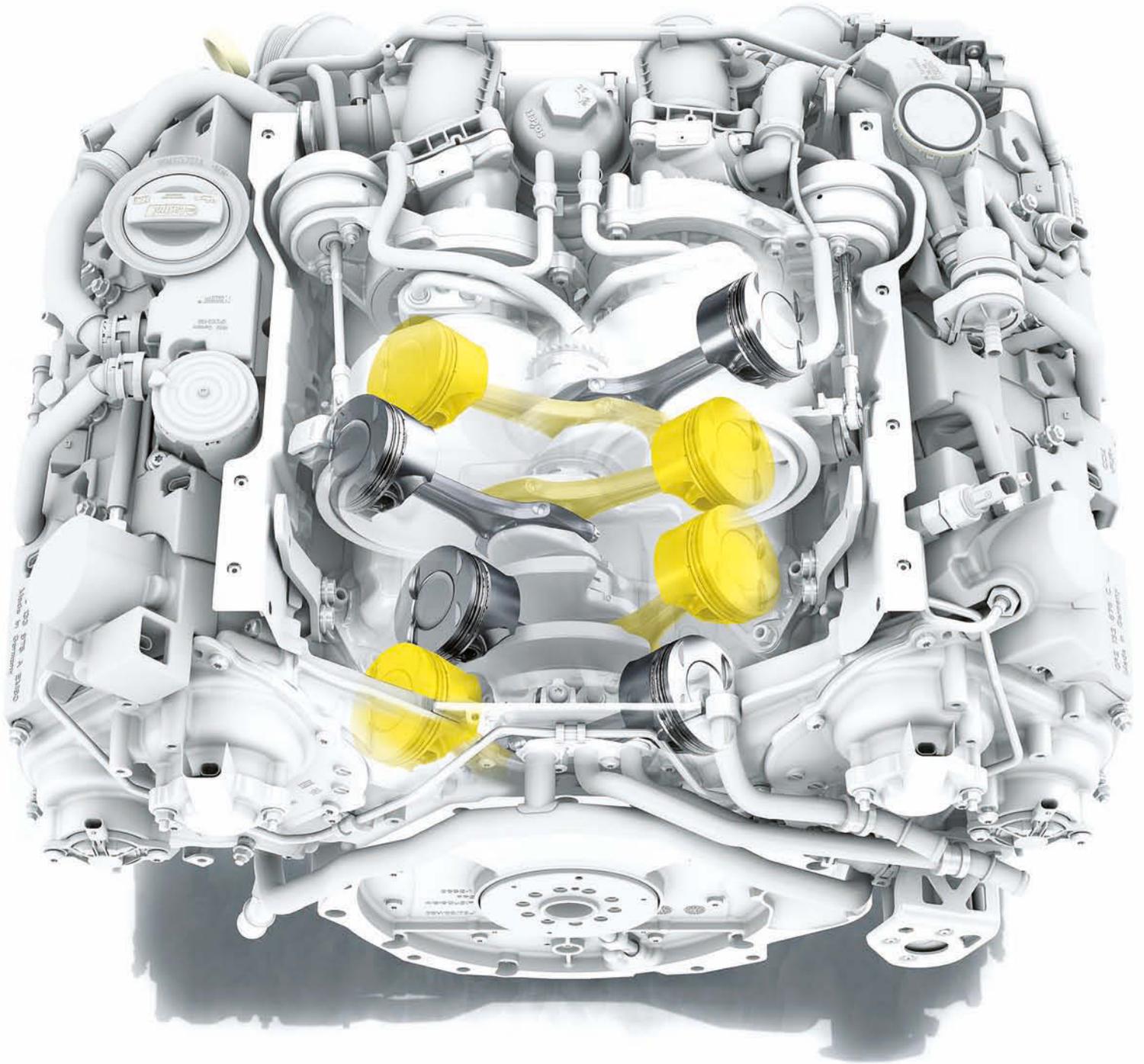
In truth, Porsche is late to the party with the technology and you may now be thinking 'why not use cylinder deactivation on the six-cylinder rather

than chop it to four?'. That's a good question but there are other parasitic losses in the engine as well. There are frictional losses between the cylinder walls and the pistons and piston rings. More power is eaten up by the energy needed to pump oil around the engine under high pressure, so the fewer main and big-end bearings, the better.

One of the worst culprits when it comes to friction is the valvetrain as the forces involved in compressing powerful springs are fast and immense. Modern engines have roller finger followers whose rollers run over the surface of a cam lobe rather than slide, but the forces involved are still brutal and the fewer of them, the better.

But yes, given the importance of the flat-six to the Porsche breed, the very reason most enthusiasts buy a Porsche sports car in the first place, it's surprising Porsche didn't try harder to keep it. One alternative scenario to the four-cylinder route is this... The first Boxster in 1996 was equipped with a 2.5-litre engine. That 2.5-litre six with cylinder deactivation would produce a more frugal engine than a 3.2 or 3.4-litre naturally aspirated engine.

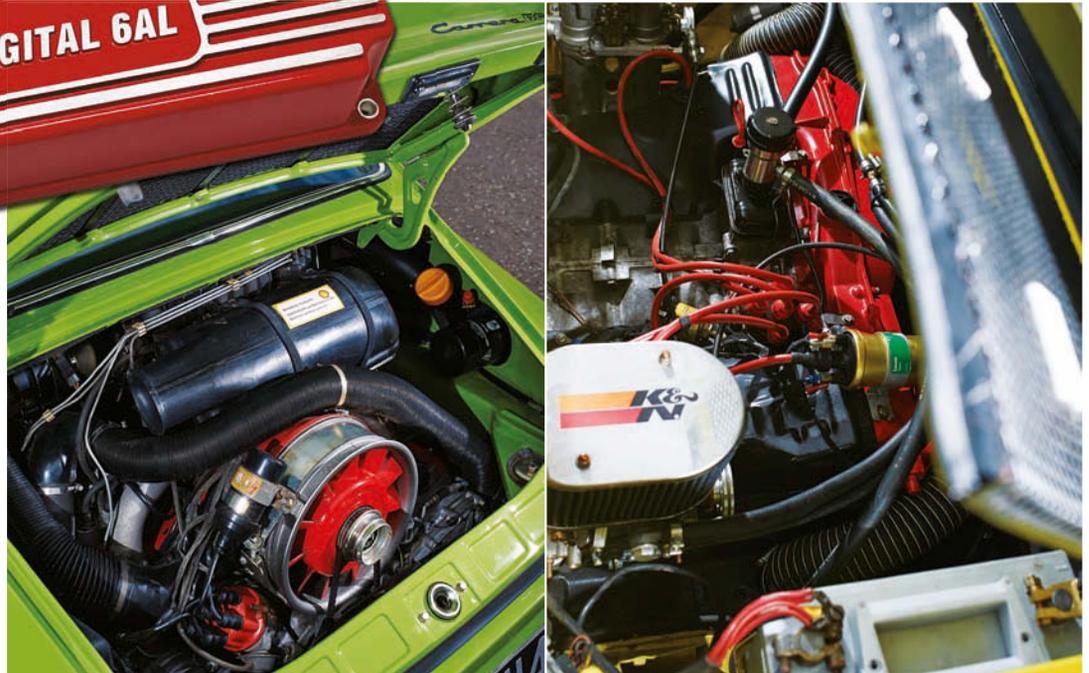
Rather than a second smaller capacity engine, different turbocharging strategies would deliver the high and low power outputs to differentiate the core and 'S' models. No doubt there were plenty of discussions around the boardroom table on the subject a few years ago when the 718 development strategy started and it would be fascinating to know why Porsche bosses chose to make the decision they eventually did ○





## Ignition Systems

Jesse Crosse gets stuck into the subject of Porsche ignition systems...



If you own an older Porsche from the 1960s or 1970s, the engine will have been fitted with a Bosch distributor and old-fashioned contact breaker points. The 356, 912 and 914 had the most basic ignition system of all – the inductive discharge system. The spark is produced by an ignition coil containing two sets of windings, primary and secondary. When connected to the car's electrical supply (12 volts in this case) current flowing through the primary coil generates a magnetic field.

If the current is turned off (by opening the points) then the field collapses inducing a high tension (very high voltage, low amperage) current in the secondary coil. This high tension current is directed to whichever spark plug the rotor arm in the distributor is pointing at and arcs across the gap of the spark plug attached to the end of the high tension lead.

Also included in this system is a condenser connected across the live side of the contact breaker and earth. When the contact breakers open to switch off the current in the primary windings of the coil, a voltage spike would cause a vicious spark across the

points to earth and erode them quickly. The condenser absorbs this spike and reduces the spark to a minimum.

There are several drawbacks to this system. The points gap is critical and needs regular checking. Typically, the heel of the contact breakers wear with use and the points close up. This affects the ignition timing and the points opening duration and will quickly have the engine performing badly and eventually failing to start. Another drawback is that in older distributors, there's usually some play in the distributor bearings so the shaft wobbles around when the engine is running, causing erratic opening and closing of the points. Further deterioration in performance and smooth running is caused by the contacts themselves eroding and producing a poor contact for re-energising the coil between sparks.

A good move is to replace an old distributor with a new one and replace the contact breakers with a breaker-less Hall-effect system like Pertronix. A rotor embedded with magnets and a sensor replacing the points act as an electronic switch rather than a mechanical one and never needs adjusting once fitted.

Optical systems like the Crane Fireball do the same thing using a wiper blade in place of a rotor to break a beam of light. Optical systems qualify under historic rallying regulations in the UK under the RAC Motorsport regulations. Both can be fitted to an existing distributor but it is worth checking its condition first. In both cases you'll need to fit the appropriate high-energy coil and replace the high-tension leads and caps, the distributor cap and rotor arm. There's little point in investing in one part of the system if there's a worn-out weak link somewhere else.

Beyond that you can fit the MSD (Multiple Spark Discharge) system. This can be fitted to one of the cars just mentioned, or a 911 with contact breakers and Capacitive Discharge Ignition (CDI). Essentially the MSD system is a CDI system but produces multiple sparks as well.

Because of the time it takes for the coil to become fully energised between sparks, the spark gets weaker the faster the engine revs. Capacitive discharge systems work by storing electrical energy and energising the primary side of the coil more quickly when the

contact breakers are closed, producing a more powerful spark. The MSD system goes one step further and produces multiple sparks, compensating for the fact that the spark duration of a CDI ignition system is shorter. MSD systems can be fitted in conjunction with a breaker-less system and require an appropriate coil.

The MSD system can fire sparks over 20 degrees of crankshaft rotation as an aid to complete combustion. It can be fitted to a plain inductive discharge system or used to replace a CDI system. The VDO rev counter fitted to the earlier cars is confused by the multiple spark signal, so you also need an adapter (supplied by MSD) to convert that signal back to one the tachometer can recognise.

Because of the relative crudity of early ignition systems, their state of health both in terms of the mechanical condition of distributor and points and electrical condition of the high tension leads, condenser and coil, are crucial to the operation of the engine. If looking for ways of upgrading your car, fitting a state-of-the-art ignition system is an excellent first step for better starting, idling and driveability ○

# WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

**15** years  
ONLINE

**30** DAYS  
MONEY  
BACK  
GUARANTEE

**95%**  
POSITIVE  
FEEDBACK

**multi**  
AWARD  
WINNING

**Auto**  
**EXPRESS**  
RECOMMENDED

If your **PORSCHE** goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

**An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang!** All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

**Prices start from just £30 per month.** Best of all its been designed by me, Quentin Willson.

*Quentin Willson*  
Designed by **Quentin Willson**



## QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide  
[www.warrantywise.co.uk/guide](http://www.warrantywise.co.uk/guide)

Terms and conditions apply. Accurate at the time of printing. Average price based on a Porsche Boxter 12 month warranty.



Get a Quote Online  
[warrantywise.co.uk](http://warrantywise.co.uk)

Call us on Freephone  
0800 678 3701

**Warrantywise**  
Simply the Best in the Business

**We don't restore Fuchs® rims...  
We save them!**

30 years of expertise : Straightening, soldering, polishing, anodizing, dip painting... we do it all, so your rims will look like they did when they came out of the factory... 50 years ago

**ART WHEELS - info@art-wheels.eu**  
**www.art-wheels.eu - Tel +33 981 961 992**

**ART wheels**

## Car Cover Shop

To protect and preserve

**NEW!**

**Satin soft stretch covers  
in 4 colours from £99**

Indoor, outdoor, waterproof, breathable,  
custom made and standard fit also available

Online database for the perfect cover at  
[www.carcovershop.co.uk](http://www.carcovershop.co.uk) Tel 01780 749449

## 1:18 MINICHAMPS 908

**How much?** £205

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This limited edition Minichamps model will only be produced in a batch of 500 pieces, hence its sticker price. Replicating the 908 that won the 1969 Targa Florio driven by Udo Schutz and Gerhard Mitter, this 1:18 scale resin model would make a fine centrepiece in any model cabinet. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## CLASSIC COLLECTION WEEKENDER BAG

**How much?** £450

**Where from?**

[www.porsche.com/drivers\\_selection](http://www.porsche.com/drivers_selection)

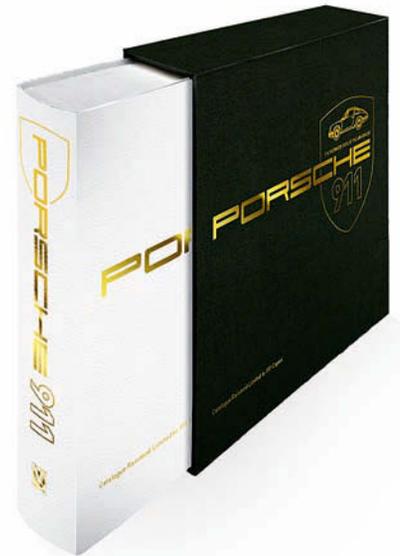
The most recent addition to the Porsche Drivers Selection travel accessory range is the Classic Collection weekender bag. This limited edition bag comes in a tasteful shade of dark blue with fawn-brown leather details. It combines practicality with style and is made from 100 percent cotton.



## ULTIMATE AIR-COOLED 911 BOOK

**How much?** £175 (cloth bound), £295 (leather bound)

**Where from?** [www.ultimate911.veloce.co.uk](http://www.ultimate911.veloce.co.uk)  
Every model and iteration of air-cooled 911 is covered in this beautiful new book, *The Ultimate Book Of The Air-Cooled Porsche 911*. Measuring a whopping 248x248cm, its 592 pages contain more than 1250 pictures illustrating extensively researched history compiled with the cooperation of Porsche itself. Full year-by-year coverage of production models, listings of colour and trim options, descriptions of limited edition cars, Porsche's racing efforts in the arena of motorsports, plus three highly-detailed appendices are just some of the highlights in this comprehensive reference work. Exquisitely designed and packaged in a slip case, the book is available in two editions; cloth bound (£175) and leather bound (£295).



## PORSCHE CREST KEYRING

**How much?** £15

**Where from?** [www.porsche.com/drivers\\_selection](http://www.porsche.com/drivers_selection)

Sometimes the simplest little things make the nicest finishing touches, and as such the key to your Porsche really should be hanging off one of these timeless Porsche Crest Keyrings. Available in eight classic colours, they feature a metal Porsche crest on a high quality leather fob. Grab one from your local OPC or by visiting the official Driver's Selection website.





## **Traction. Gaining.**

### **Porsche winter wheels and tyres.**

Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and an increase in braking distances by up to 12%\*. Porsche Approved N-rated winter tyres are specifically designed for your Porsche and provide greater safety and increased performance in cold, wet and snowy conditions. Whilst your summer wheels and tyres are off the road, they can be securely stored for you by one of our 37 Porsche Centres\*\*. For more details visit your local Porsche Centre.



Scan to see winter tyre performance in action



**PORSCHE**

\*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C.

\*\*Participating Centres only.



## CODECLEAN LUXURY CLAY MITT

**How much?** £30

**Where from?** [www.codeclean.co.uk](http://www.codeclean.co.uk)

CodeClean has released its new Luxury Clay Mitt, a prep mitten that replaces the traditional clay bar and 'claying' process. Capable of removing ingrained dirt, bugs, tar spots and dulling pollutants from paintwork, windscreens and even headlights, the Mitt offers a genuine alternative to clay bars. Reuseable and lasting, the Mitt is capable of working over more than 30 cars, it features a deep-pile micro fibre coating on one side and an advanced polymer rubber layer bonded to the other. To remove contaminants, simply wash it under a tap. Using this with CodeClean's associated Clay Mitt Lubricant (£6.94) fosters the easy removal of all surface embedded contamination faster and more effectively than a clay bar.

## 2.7 RS BABY SET

**How much?** £40

**Where from?** [www.porsche.com/drivers\\_selection](http://www.porsche.com/drivers_selection)

It's never too soon to get the small person in your life inducted into the Porsche lifestyle. A bestseller amongst the Porsche Driver's Selection is this 2.7 RS baby set, perfect for the youngest generation of Porsche fan. It includes a bodysuit, bib and matching hat all made from high-quality cotton. It's available for little ladies and gents between the ages of three-to-six months.



## 1:43 CMR 917K

**How much?** £20

**Where from?**

[www.racingmodels.com](http://www.racingmodels.com)

The Martini International Racing Team 917K won the 1971 Le Mans race in the hands of Dr Helmut Marko and Gijs van Lennep. Manufactured by CMR, this 1:43 model of the car is a thoroughly detailed offering. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## THE PERFECT DATELESS PLATE TO SET YOUR 718 BOXSTER OR CAYMAN APART...

Held on a V750 'Certificate of Entitlement' document, assignment fee paid, ready to be applied to your vehicle with no hidden costs...

Call 07989 953062 or email [simonjackson23@yahoo.com](mailto:simonjackson23@yahoo.com)

**AXZ 718**

£600 - open to sensible offers...

**NEW**

ExactFit Magnetic Phone Mounts

**Only \$45.00**



Custom tailored for your specific year and model **PORSCHE**.

Available for LH and RH drive cars.

**RENNLINE**  
www.rennline.com (802) 893-7366

**PARAGON**

The Natural Choice for Porsche Service



- Fixed Price Porsche Servicing
- On Site Tyre Fitting & MOT Testing
- The Latest Diagnostic Tools
- Laser Wheel Alignment
- Engine & Gearbox Rebuilds
- Free Courtesy Car Service
- Complete Bodywork Repair Service
- Wheel Refurbishment
- Part & Full Porsche Restoration
- Performance Enhancements

**01825 830424**

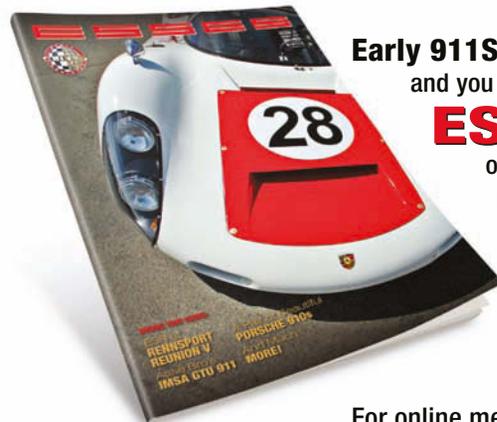
service@paragon.gb.com

www.paragongb.com



# Early 911S Registry

The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the model years 1967 through 1973.



Join the **Early 911S Registry** and you will receive

**ESSES**  
our quarterly publication.

For online membership:

**www.early911sregistry.org**



### 1:43 SPARK 718 RSK

**How much?** £50.50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The 718 RSK depicted here in miniature was raced to fourth place (and first in class) at the 1958 Le Mans 24-Hours by Edgar Barth and Paul Frere. Spark has done a fine job of creating a 1:43 model version of the car. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



### SPEEDART SP18-R

**How much?** £POA

**Where from?** [www.speedart.de](http://www.speedart.de)

German tuner speedART has unveiled the SP18-R, which is based on the latest 718 Boxster. This full conversion kit alters the car's mechanicals and styling, incorporating speedART's CS-rear spoiler, 21-inch SP9-SPORT alloy wheels and sports suspension. In addition an exhaust system and 'active-sound system' pipes a sporty tune into the cabin from the divisive four-cylinder turbo engine. A 'plug and play' power-boost box gives the 2.0-litre Boxster 345hp and the 2.5-litre S version 395hp. Individual interior designs with carbon, leather and Alcantara mixes can also be ordered. For further details visit the speedART website.



Since 1987 Cridfords has been established as an independent Porsche specialist. Talk directly to our service manager who has been servicing and preparing Porsche road and race cars for 40 years, he will be happy to discuss your requirements from a simple MOT to a full engine rebuild.

Please telephone, email or call in to Cridfords to see our current stock and to see how we can be of service to you and your car.

**Cridfords Porsche**

The Street, Ewhurst, Surrey.  
GU6 7QY.  
Tel. 01483 273 302  
[porsche@cridfords.co.uk](mailto:porsche@cridfords.co.uk)  
[www.cridfords.co.uk](http://www.cridfords.co.uk)

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

THE IMS SOLUTION IS NOW PROTECTED BY TWO US PATENTS!



# WHAT DO YOU KNOW ABOUT IMS BEARINGS?

- FACT 1**  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.
- FACT 2**  Ceramic hybrid bearings only need 1cc of oil per minute.
- FACT 3**  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.
- FACT 4**  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.
- FACT 5**  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.



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



PRECISION PERFORMANCE SINCE 2002

EXCLUSIVE DISTRIBUTOR:



Burscheider Str. 75, D-51381 Leverkusen, Germany  
Phone: + 49 2171 3416980 | info@fastforward-automotive.com



**SERVICING ★ RESTORATION ★ SALES**

Experienced and trusted with classic air-cooled including 356 and 914

Oxfordshire's specialists in 914 engines & transmissions

**01295 8122002**

*Your Lifestyle, Our Profession*

PORSCHE SERVICE ★ RESTORATION ★ SALES



[www.greatworthclassics.com](http://www.greatworthclassics.com)



## SEE THROUGH THE RAIN!

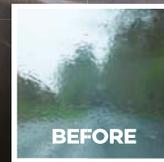
WITH THE **AQUAPHOBIC SCREENWASH®**  
THE LATEST IN WINDSCREEN CLEANING TECHNOLOGY



Our super-concentrated screenwash will stop you dreading rainy days. It will clean your windscreen superbly, stop rainwater building up, and keep it free from markings and bad visibility. It will reduce glare, stop your wipers squeaking and acts as an anti-freeze to -5C - it covers all bases!

Using biodegradable water repelling technologies, our Aquaphobic Screenwash acts fast to bead together water droplets that then fly straight off your screen - you'll see what we mean when you see it! It also conditions your windscreen and wiper blades and prevents any debris from sticking, which keeps your windscreen free from distractions, meaning you can drive safely, whatever the weather!

- ✓ Actively repels rain from the screen
- ✓ Delivers clear vision in any weather, day or night
- ✓ Anti-freeze to -5C
- ✓ Removes smears and other markings
- ✓ Conditions wiper blades to prevent squeaking
- ✓ Removes bugs, bird mess, road grime and tree sap
- ✓ Make up to 8 fills with a five litre screen wash bottle



+44 (0) 1295 258 308  
[www.chipex.co.uk](http://www.chipex.co.uk)

## RSR ENGINE BRACKET

**How much?** £120

**Where from?** [www.karmannkonnektion.com](http://www.karmannkonnektion.com)

Karmann Konnektion is offering this OE quality 911 RSR engine mounting bracket. The Essex-based Porsche specialist tells us it will fit all 911s built between 1965 and 1989 with the exception of cabriolet models. Priced at £120 inclusive of VAT, you can order by calling 01702 340 613 or through the Karmann Konnektion website listed above.



## CLASSIC COLLECTION ESPRESSO CUPS

**How much?** £45

**Where from?** [www.porsche.com/drivers\\_selection](http://www.porsche.com/drivers_selection)

The Porsche Drivers Selection is constantly evolving and consistently offers some really high quality products. Its espresso cup sets continue that theme and feature as a best seller, the latest set, part of Porsche's Classic Collection range, depicts motorsport-themed artwork from 1963. Coffee-loving Porsche fans should order a set immediately.



## 1:18 NOREV 962

**How much?** £58

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The iconic Rothmans Porsche 962 C won the 1987 Le Mans 24-Hour race in the hands of Hans-Joachim Stuck, Derek Bell and Al Holbert. This Norev 1:18-scale model comes supplied by Racing Models in the correct Rothmans livery. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



**INDEPENDENT PORSCHE SPECIALIST**  
SERVICING | PARTS | MOT | REPAIR | RACE & TRACK



**T: +44 (0) 1282 69 71 71**

**E: [jasmine.motorsport@virgin.net](mailto:jasmine.motorsport@virgin.net)**

**W: [www.jasmine-porschalink.co.uk](http://www.jasmine-porschalink.co.uk)**



Engine Rebuilds, all models & general repairs and servicing



Gear Box Rebuilds all models



Air Conditioning



Disc Re-facing



Tyre Supply & Fitting  
Wheel Alignment

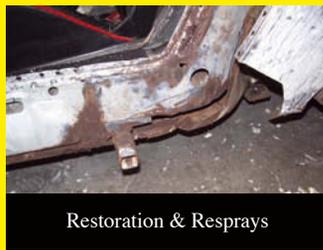
**RGAINDEPENDENT**  
**LONDON'S MAJOR PORSCHE SPECIALIST**  
 Units 32-34, Miles Street, Vauxhall, London SW8 1RY  
[www.rgaindependentporsche.co.uk](http://www.rgaindependentporsche.co.uk)  
 Tel: 0207 793 1447 Email: bob@rgaporsche.co.uk  
**ALL WORK TO THE HIGHEST STANDARD  
 AND CARRIED OUT IN HOUSE.**  
 Mon-Fri: 7am-7pm Sat: 9am-6pm Sun: please call. Ask Bob for booking & advice.



Wheel Balancing, Wheel  
Straightening & Re-Furbishment



Jig Repairs



Restoration & Resprays



Damage Repair  
including for all insurance companies



Torque Tube Overhaul  
924, 944, 968, 928

**BatteryBrain** **BB**

## No More Flat Batteries

With **Battery Brain**

**The ingenious Battery Brain unit:**

- Gives you confidence that you can always start your vehicle
- No need to connect your battery to the mains supply
- Prevents the loss of your valuable travel or work time
- Helps avoid unnecessary towing and repair costs
- Extends the life of your battery and electronic devices
- Doubles as an Anti-Theft device with remote disconnection of the battery to prevent your vehicle being "hotwired" - the new problem with keyless go on premium cars
- Prevents theft of Land Rovers or Off Road Vehicles through the use of their own winch!

Prices start from **£69.99**



PATENT NO: 6,424,511 B1  
**BATT**  
**12V+**

For more information on battery brain contact us on  
[www.batterybrain.co.uk](http://www.batterybrain.co.uk)

01675 465 191 Mon - Fri  
 sales@dextera.uk.com

Dextera UK Ltd, 6 Station Road, Coleshill, Birmingham, B46 1HT

# GPS TRACKERS WITHOUT THE FEES

- No contracts
- No wires
- No subscriptions
- No installation costs
- Works worldwide
- Simple to use

## CALL: 0800 009 6366

Our GPS trackers offer peace of mind and protection for your vehicle without the monthly subscription fees normally associated with GPS Tracking.

Easy to use, you can control your tracker directly from your phone. Get an instant alert if your vehicle moves and view on Google Maps.

We give a full **12 MONTHS GUARANTEE** and **FREE** technical help with all our trackers.

Used and trusted by **UK Police Forces**.

We are a UK based company who have been in the tracking business for over 10 years.

Call this number for a **FREE** demo: **07955 536822**

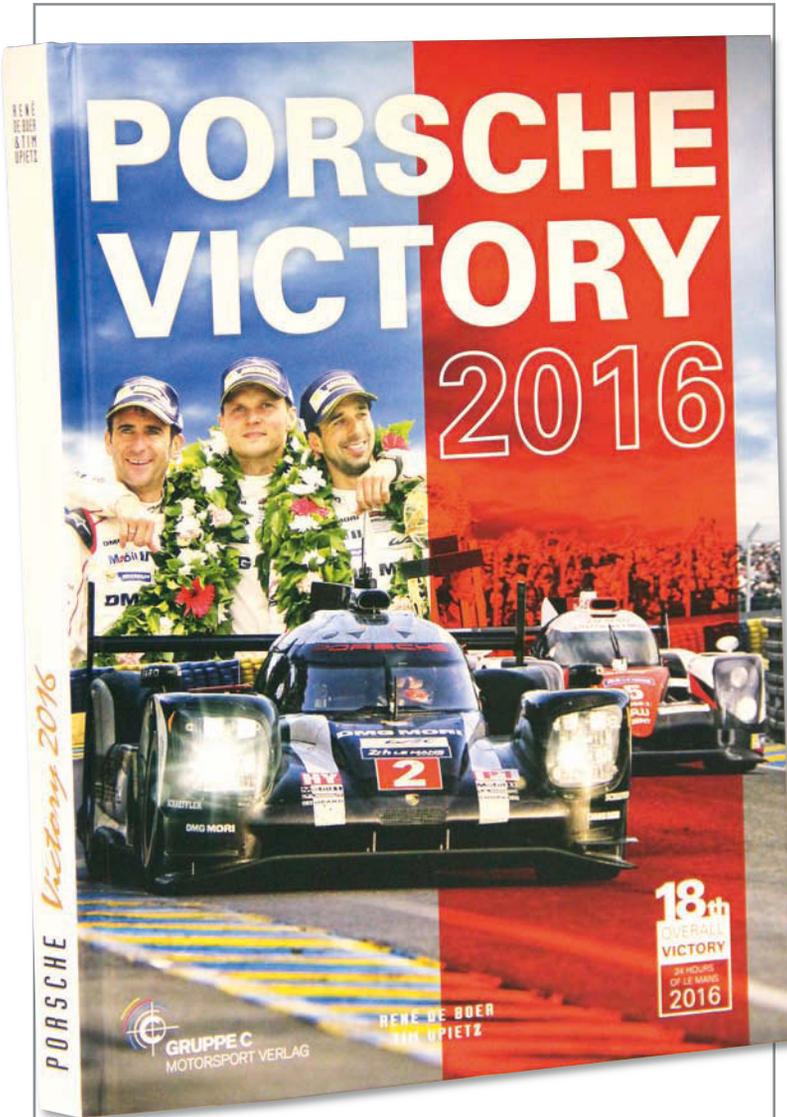


**CONTROL YOUR TRACKER**  
 iPhone & Android Apps

Use code **PG33** at the checkout for a **10% discount**.

**BACK2YOU**  
[www.Back2you.com](http://www.Back2you.com)

As seen in: **Top Gear**, **WHATCAR?**, **POST**, **AUTOCAR**, **AMM**, **MOG**



## PORSCHE VICTORY 2016 BOOK

**How much?** €40

**Where from?** [www.gruppec-verlag.de](http://www.gruppec-verlag.de)

Detailing Porsche's dramatic 18th Le Mans victory at the legendary 24-Hour race, René De Boer's latest yearbook, *Porsche Victory 2016*, is a 192-page hardback. Introducing the cars and drivers that made the 2016 campaign, the book doesn't just highlight the efforts of race winners Neel Jani, Romain Dumas, and Marc Lieb, it also covers the entire campaign of all Porsche teams; from the LMP1 factory team to LM GTE classes. Containing 440 colour photographs, it's a big one, measuring 235x315mm so make sure your coffee table is up to the job. ISBN 978-3- 928540-85.

## 1:43 SPARK 911 RSR

**How much?** £50.50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Wynns International 911 Carrera RSR was raced to 20th place in the 1977 Le Mans 24-Hour by John Hotchkis, Dennis Aase and Robert (Bob) Kirby. This Spark 1:43 scale model faithfully replicates the car. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.





New from KK exclusives!  
Our own early 911 / 912  
Puck style horn push.  
Perfect fit. £250+ vat.

65-73 911 Tool kits & Jacks.  
Tool Kits from £450+ Vat.  
Jacks from £200+ Vat.  
All 356 models available.



We stock 'Simonsen 356 repair panels. They are regarded as the best you can buy, anywhere!  
We are the sole UK distributor.  
Please call or mail for prices!



Exclusive to KK.  
Stainless steel  
Sebring Exhaust.  
Fits 356 & 912.  
Standard £595+ Vat  
Polished £695+ Vat



Excellent quality  
lightweight  
aluminium engine  
lid. Correct for 911S.  
Will fit all models.  
£795+ Vat.

Aluminium 911 / 912 rear bumper guards. Another KK exclusive product!  
Lightweight Aluminium, up to 50% weight saving! For up to 73 cars. Sold as a pair, £250+ Vat.



**Absolutely Stunning 68 912**  
Fully restored, matching numbers car. £65,000



**1968 SWB 911L**  
Great example, California car. £79,500.



**1972 Porsche 914**  
Fantastic Italian import. Awaiting paint. £18,950.



**1974 Porsche 914**  
Super solid, rare colour Ravenna green. £19950.

**See Website for more products, special offers & Cars for sale!**

[www.karmannkonnnection.com](http://www.karmannkonnnection.com) [info@karmannkonnnection.com](mailto:info@karmannkonnnection.com)

**TEL - 01702 340613** The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE



**cmsporsche.co.uk**  
Telford, Shropshire  
*We repair and service (diagnostics) Porsche.*  
We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.  
*An independent business, est. 1997, that provides a personalised service with labour rates from only £54.99/hr.*  
CMS stock 1000s of used parts for all Porsche, from 1984 onwards.  
These change on a daily basis.  
Collection or Delivery can be arranged if required.  
**CMSPORSCHE**  
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com  
Hortonwood 66, Telford TF1 7GB



**SOFT TOP RESTORATION KITS**  
GREAT VALUE CAR CARE PRODUCTS

- Deep cleans canvas, preventing the growth of green mildew and mould.
- Colour restores canvas, presenting a strong even finish.
- Seals and protects canvas, providing protection against moisture and other environmental damage.
- Easily applied in one day.

**0800 458 4235**  
[www.protexworld.co.uk](http://www.protexworld.co.uk)



**3 Stage Kit**  
**£29.98**  
Ex. p&p



[www.thewheelrestorer.co.uk](http://www.thewheelrestorer.co.uk)



[www.924srr27L.co.uk](http://www.924srr27L.co.uk)



THE INDEPENDENT  
PORSCHE ENTHUSIASTS CLUB

THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche Membership one year £40, two years £60 / 01787 249 245 / [www.TIPEC.net](http://www.TIPEC.net)

Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly

**permaTUNE**  [WWW.PERMATUNE.COM](http://WWW.PERMATUNE.COM) [LONNIE@PERMATUNE.COM](mailto:LONNIE@PERMATUNE.COM) **631.909.1011**



USB/BLUETOOTH  
CAPABILITY



WIRING  
HUBS



IGNITION  
COILS



VINTAGE  
SUPERCAR

**Imagine yourself in the driver's seat, pinned there by a rush of acceleration.**

Performance upgrades for your air cooled engine. Perma-Tune introduces Advanced Ignition Technology. Old school appearance hides high tech electronics that rivals the newest cars. Pair your smart phone to your vintage car and fine tune the engine for more performance.



**CABRIO SHIELD®**  
A Tailored Solution To Soft Top Protection™

Protect & Preserve Your Soft Top & Windows

From  
**£94.95**  
Call Today or  
Buy Online

**Protects From:**

- Leaking or worn soft tops
- Opportunist theft of contents
- Tree sap, sun damage etc



World Wide Mail Order  
[www.CabrioShield.com](http://www.CabrioShield.com)  
Tel: +44 (0)151 643 9555  
[sales@cabrioshield.com](mailto:sales@cabrioshield.com)



Concealed Attachment - No Need For Straps      Secure From Wind & Theft

Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England

**IGS** INDEPENDENT GARAGE SERVICES SPECIALISTS IN: VW AUDI GROUP PORSCHE

**Independent Garage Services**

**Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.**

**Porsche Servicing** – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.  
[www.independentgarageservices.co.uk](http://www.independentgarageservices.co.uk)

**Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ**  
**Tel: 02380 629606 Fax: 02380 629329**



# COYS

FOUNDED 1919

europa

# GRANDES MARQUES

AT

An Important Auction of Continental,  
Sports and Touring Cars

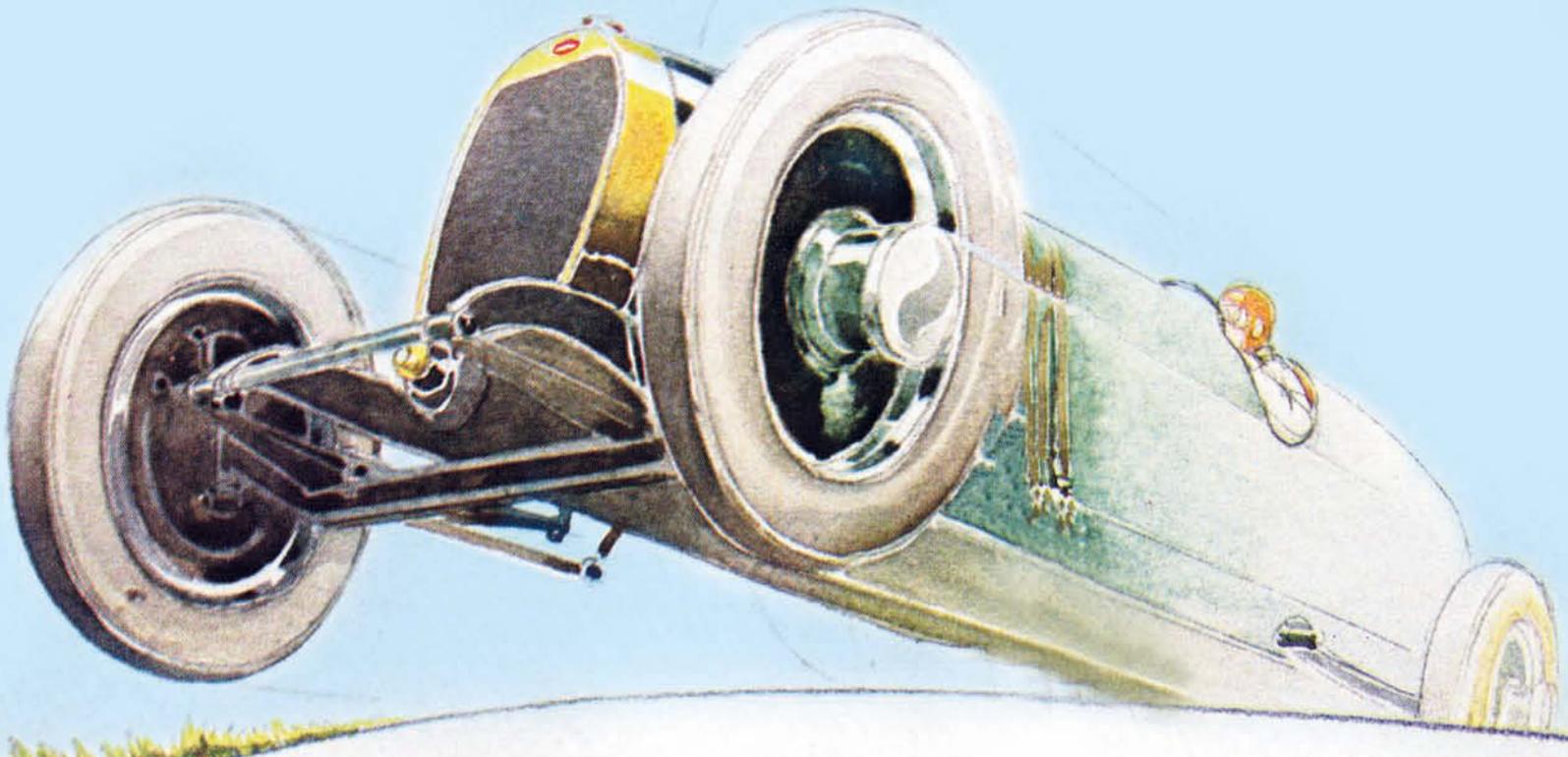
January 14th, 2017



FEATURED IN 2016



ENTRIES ARE INVITED



**COYS LONDON**

Manor Court, Lower  
Mortlake Road, Richmond,  
TW9 2LL, United Kingdom  
Tel. +44 (0) 208 614 7888  
Fax +44 (0) 208 614 7889  
auctions@coys.co.uk  
www.coys.co.uk

**COYS EUROPE**

Michael Haag  
Elisabethstr. 4,  
D-68165 Mannheim,  
Germany  
Tel: +49 (0) 621 412004  
Fax: +49 (0) 621 415551  
coyseurope@web.de

**COYS ITALIA**

Giuliano Fazi  
+39 335 148 8303  
giuliano.fazi@coys.co.uk

**COYS FRANCE**

Jacques Morabito  
34, avenue des Champs-  
Élysées  
75008 Paris  
+33 (0)1 4076 5798  
+33 (0)6 0203 6792  
jacques.morabito@coys.co.uk

# COYS

FOUNDED 1919

# SUBSCRIPTION FORM

- Yes, I would like to subscribe to *GT Purely Porsche* for 3 months for £10.08  
 Yes, I would like to subscribe to *GT Purely Porsche* for 6 months for £20.16  
 Yes, I would like to subscribe to *GT Purely Porsche* for 12 months for £40.32

## PAYING BY CHEQUE OR CREDIT CARD?

- Yes, I would like to subscribe to *GT Purely Porsche* for 12 months for £46.08

I enclose a cheque made payable to Unity Media Plc for: £ \_\_\_\_\_

Please debit my credit card: £ \_\_\_\_\_

Card number \_\_\_\_\_

Name on Card \_\_\_\_\_

Security number \_\_\_\_\_ Expiry date \_\_\_\_\_

## YOUR DETAILS

Title \_\_\_\_\_ First name \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_

County \_\_\_\_\_ Postcode \_\_\_\_\_

Email \_\_\_\_\_

Contact telephone number \_\_\_\_\_ Date of birth \_\_\_\_\_

- Is this a gift subscription?

## RECIPIENT'S DETAILS (FOR GIFT SUBSCRIBERS ONLY)

Title \_\_\_\_\_ First name \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_

County \_\_\_\_\_ Postcode \_\_\_\_\_

Your details will be processed by Unity Media Plc (publishers of *GT Purely Porsche*) and our suppliers in full accordance with the UK data protection legislation. Unity Media Plc and *GT Purely Porsche* may contact you with information about our other products and services. Please tick if you prefer NOT to receive such information by post, email, phone, mobile phone messaging.  
 Unity Media Plc and *GT Purely Porsche* occasionally share data, on a secure basis, with other reputable companies who wish to contact you with information about their products and services. Please tick if you prefer NOT to receive such information by post or phone.  Please tick if you DO wish to receive such information by email and mobile phone messaging.  Please tick here if the recipient of this subscription is under 18.  Unity Media Plc reserves the right to limit offers of this kind to one per household and withdraw the offer at any time.

## PAY BY DIRECT DEBIT

### Instruction to your bank or building society to pay by direct debit

Please complete and send to: *GT Purely Porsche* Subscriptions, Freepost RTGU-UETS-EERS, Unity Media Plc The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS

To the manager: Bank name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Account in the name(s) of \_\_\_\_\_

Branch sort code \_\_\_\_\_

Bank/building society account number \_\_\_\_\_

Signature(s) \_\_\_\_\_

Date \_\_\_\_\_

Banks and building societies may not accept direct debit instructions for some types of account.

Originator's Identification Number

8 0 9 1 4 3

Reference

Instructions to your bank or building society

Please pay Unity Media Plc direct debits from the account detailed in this instruction subject to safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Unity Media Plc and, if so, details will be passed electronically to my bank/building society

## The Direct Debit Guarantee

This Guarantee is offered by all banks and building societies that accept instructions to pay direct debits. If there are any changes to the amount, date or frequency of your direct debit to Unity Media Plc we will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Unity Media Plc to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If an error is made in the payment of your direct debit by Unity Media Plc or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when instructed to do so by Unity Media Plc. You can cancel a direct debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



\* Saving applicable for UK subscribers when paying by direct debit

## ACT NOW!

RETURN YOUR COMPLETED FORM TO:  
*GT PORSCHE*, FREEPOST RTGU-UETS-EERS,  
UNITY MEDIA PLC, THE MANOR, NEPICAR HOUSE,  
LONDON ROAD, WROTHAM HEATH,  
SEVENOAKS, KENT, TN15 7RS

## FREE FIRST CLASS DELIVERY

*UK readers subscribe to*

# GT PORSCHE AND SAVE 30%\*

## PAY JUST £3.36 PER ISSUE WHEN YOU SUBSCRIBE BY DIRECT DEBIT

- 3 month subscription  
£10.08 – SAVE £4.32
- 6 month subscription  
£20.16 – SAVE £8.64
- 12 month subscription  
£40.32 – SAVE £17.28

## THREE EASY WAYS TO SUBSCRIBE

1. Online @ [www.gtpurelyporsche.com/subscriptions](http://www.gtpurelyporsche.com/subscriptions)
2. Telephone 01732 748084
3. Post: *GT Porsche*, Freepost RTGU-UETS-EERS, Unity Media plc, The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS

# SUBSCRIBE TODAY

CALL: 01732 748084

VISIT: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)

NEVER MISS AN ISSUE • SUBSCRIBE TODAY AND SAVE 30%\*

# SUBSCRIBE AND SAVE ALL OVER THE WORLD!

SELECT THE BEST  
SUBSCRIPTION FOR YOU....

EUROPEAN UNION

- 12 month subscription - £67.68

REST OF THE WORLD

- 12 month subscription - £80.88

NORTH AMERICA

- 12 month subscription - \$115

To order your subscription today visit:  
[www.gtpurelyporsche.com/subscriptions](http://www.gtpurelyporsche.com/subscriptions)



# GTPORSCHE

is also available to buy in digital format,  
visit [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) to find out more

	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
<b>Addspeed Performance Cars</b> Tel: 01403 255616 <a href="http://www.addspeed.co.uk">www.addspeed.co.uk</a>													✓			
<b>Adrian Flux</b> Tel: 0800 081 8989 <a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>									✓							
<b>Analogue Automotive</b> Tel: 01730 892220 <a href="http://www.analogueautomotive.co.uk">www.analogueautomotive.co.uk</a>	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
<b>Ashley Insurance</b> Tel: 01785 214444 <a href="http://www.ashleyinsurance.co.uk">www.ashleyinsurance.co.uk</a>									✓							
<b>Autofarm</b> Tel: 01865 331234 <a href="http://www.autofarm.co.uk">www.autofarm.co.uk</a>	✓	✓				✓		✓			✓		✓			
<b>Autostrasse</b> Tel: 01376 562922													✓			
<b>Berlyn Services</b> Tel: 01271 866818 <a href="http://www.berlyn-services.co.uk">www.berlyn-services.co.uk</a>	✓												✓			
<b>Belgravia Garage</b> Tel: 0207 2359900 <a href="http://www.belgraviagarage.com">www.belgraviagarage.com</a>													✓			
<b>Bilstein</b> <a href="http://www.bilstein.com">www.bilstein.com</a>														✓		
<b>Bodytechnics</b> Tel: 01753 505911 <a href="http://www.bodytechnics.co.uk">www.bodytechnics.co.uk</a> The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓														
<b>Britemax</b> Tel: 01342 893006 <a href="http://www.britemax-direct.co.uk">www.britemax-direct.co.uk</a>					✓											
<b>Cameron Sportscars</b> Tel: 01220 892244													✓			
<b>Carrera Engineering</b> Tel: 01992 892333 <a href="http://www.carreraengineering.co.uk">www.carreraengineering.co.uk</a>			✓			✓	✓	✓						✓		
<b>Cargraphic</b> Tel: 0049 634 188 088 (D) 01293 537911 (UK) <a href="http://www.cargraphic.com">www.cargraphic.com</a>	✓		✓			✓	✓	✓		✓	✓		✓	✓		✓
<b>Charles Ivey Specialist Cars</b> Tel: 020 77313612 <a href="http://www.charlesivey.com">www.charlesivey.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Chesterfield Diagnostics/Repairs</b> Tel: 01246 234046 <a href="http://www.chesterfielddiagnostics.com">www.chesterfielddiagnostics.com</a>	✓		✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Classic Additions</b> Tel: 01938 561717 <a href="http://www.classicadditions.com">www.classicadditions.com</a>	✓															
<b>Club Auto Sport</b> Tel: 01384 410879 <a href="http://www.clubautosport.co.uk">www.clubautosport.co.uk</a>	✓					✓								✓		
<b>CMS Porsche</b> Tel: 01952 608911	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Dansk</b> Tel: 07000 911993							✓	✓								
<b>Design 911</b> Tel: 0208 500 881 <a href="http://www.design911.com">www.design911.com</a>	✓	✓	✓				✓	✓		✓			✓	✓		✓
<b>Direct Line</b> Tel: 0845 246 8386 <a href="http://www.directline.com">www.directline.com</a>									✓							
<b>DMS Automotive</b> Tel: 01264 729016 <a href="http://www.dmsautomotive.com">www.dmsautomotive.com</a>											✓					
<b>Dodo Juice</b> Tel: 07990 518430 <a href="http://www.dodojuice.com">www.dodojuice.com</a>					✓											
<b>DS Motorwerks</b> Tel: 07002 911356 <a href="http://www.dsdmotorwerks.co.uk">www.dsdmotorwerks.co.uk</a>		✓				✓							✓			
<b>EBC Brakes</b> Tel: 01604 583344 <a href="http://www.ebcbrakes.com">www.ebcbrakes.com</a>			✓													
<b>EBS Racing</b> Tel: 001 800 462 3774 <a href="http://www.ebsracing.com">www.ebsracing.com</a>	✓		✓	✓		✓	✓			✓	✓			✓		
<b>Eibach Suspension Tech</b> Tel: 01455 286524														✓	✓	
<b>Elephant Racing</b> Tel: +1 408 297 2789 <a href="http://www.elephantracing.com">www.elephantracing.com</a>														✓	✓	
<b>Essex Porsche Inspections</b> Tel: 07768 894324 Email: <a href="mailto:porscheinspections@gmail.com">porscheinspections@gmail.com</a>								✓								
<b>Elite Direct</b> Tel: 01708 525577 <a href="http://www.elitedirect.com">www.elitedirect.com</a>														✓		✓
<b>Engine Builders Supply Co.</b> Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓			✓		✓
<b>Gantspeed Engineering</b> Tel: 01507 568474 <a href="http://www.gantspeed.co.uk">www.gantspeed.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>GT One</b> Tel: 01932 569911/944 <a href="http://www.gt-one.co.uk">www.gt-one.co.uk</a>													✓			
<b>Hartech</b> Tel: 01204 302809 <a href="http://www.hartech.org">www.hartech.org</a> Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR	✓					✓					✓		✓			
<b>Historika Classica Porsche</b> 07836 384999 <a href="http://www.historika.com">www.historika.com</a>	✓							✓								
<b>HP Motorsports</b> Tel: 020 8500 2510 <a href="http://www.hpmotorsports.co.uk">www.hpmotorsports.co.uk</a>													✓	✓		
<b>Jasmine Porschalink UK</b> Tel: 01282 697171 <a href="http://www.jasmine-motorsport.co.uk">www.jasmine-motorsport.co.uk</a>	✓	✓	✓			✓	✓			✓	✓	✓	✓	✓		✓
<b>Jaz</b> Tel: 020 8903 1118 <a href="http://www.jazweb.co.uk">www.jazweb.co.uk</a>	✓	✓	✓			✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
<b>JZM</b> Tel: 01923 269788 <a href="http://www.jzmporsche.com">www.jzmporsche.com</a>	✓	✓	✓			✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
<b>Karmann Konnection</b> Tel: 01702 340613 <a href="http://www.karmannkonnection.com">www.karmannkonnection.com</a>	✓		✓				✓	✓		✓		✓	✓	✓		✓
<b>K&amp;N</b> Tel: 01925 636950 <a href="http://www.knfilters.com">www.knfilters.com</a>						✓										
<b>Lakewell Classic Car Interiors</b> Tel: +32 (0)475 53 5622 <a href="http://www.lakewell.com">www.lakewell.com</a>										✓	✓					



**GT PORSCHE**  
REACH THE PORSCHE ENTHUSIAST  
MARKETPLACE TODAY

Call John Swanton on +44 (0) 1732 748075  
or email [jswanton@unity-media.com](mailto:jswanton@unity-media.com) to discuss your needs.

*Solutions available in both print and online media*

# NOTHING STOPS FASTER

**NEW**  
STAINLESS BRAKE LINES



**Red**  
STUFF



**Yellow**  
STUFF



**Orange**  
STUFF



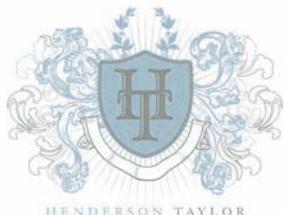
Buy direct from

**EBC** DIRECT  
BRAKES  
[www.ebcbrakesdirect.com](http://www.ebcbrakesdirect.com)

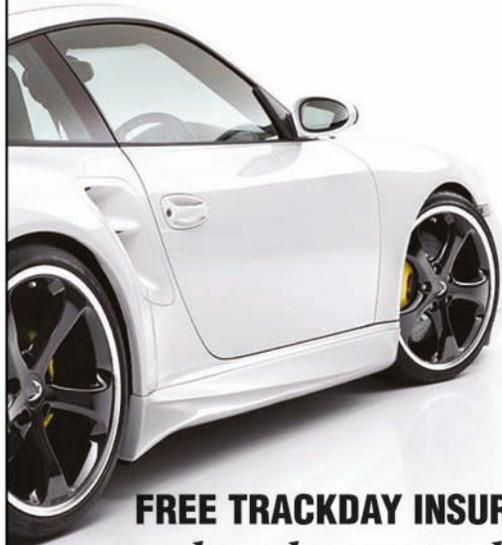
**Brake Lines**  
GD, USR, BSD  
**Redstuff™**  
**Yellowstuff™**  
**Orangestuff™**

All new stainless steel braided brake line kits for a firmer pedal and reduced stopping distances. Choose from 3 great designs of sport slotted discs made in G3000 cast iron alloy with new thermic black corrosion coating. Top selling super street low dust sports formula for spirited street driving (NOT FOR TRACK USE). EBC's flagship high friction pads for fastest street driving with performance vehicles. OK for light track use.. New full race compound for ultra-high cold and hot friction with zero brake fade. Excellent track day and race pad.

**EBC**  
BRAKES  
[www.ebcbrakes.com](http://www.ebcbrakes.com)



*Porsche Insurance Specialist*  
*For your indication*  
*please call*  
*0161 437 7442*  
*or visit us online*



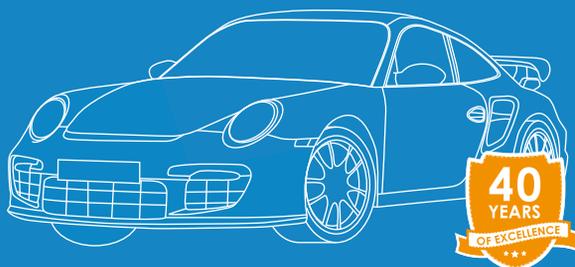
**15%**  
GTP  
DISCOUNT

**FREE TRACKDAY INSURANCE**  
[www.hendersontaylor.co.uk](http://www.hendersontaylor.co.uk)

*Authorised and regulated by the financial services authority*

**PORSCHE INSURANCE**

## Cheaper Car Insurance



Benefits available can include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts

Call us now on:  
**0800 085 5000**  
or visit our website:  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority



	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
<b>LN Engineering</b> Tel: +1 815 472 2939 <a href="http://www.lnengineering.com">www.lnengineering.com</a>						✓										
<b>Meguiar's</b> Tel: 0870 2416696 <a href="http://www.meguiars.co.uk">www.meguiars.co.uk</a>				✓												
<b>Milltek Sport</b> Tel: 0115 944 0044 <a href="http://www.milltekssport.co.uk">www.milltekssport.co.uk</a>							✓									
<b>Ninemeister</b> Tel: 01925 242342 <a href="http://www.ninemeister.com">www.ninemeister.com</a>	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
<b>No 5 Garage</b> Tel: 020 8993 7318 <a href="http://www.no5garage.com">www.no5garage.com</a>													✓	✓	✓	✓
<b>Northway Porsche Specialists</b> Tel: 0118 971 4333 <a href="http://www.northway.co.uk">www.northway.co.uk</a>													✓	✓	✓	✓
<b>Parr Motorsport</b> Tel: 01293 537911 <a href="http://www.parr-uk.co.uk">www.parr-uk.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Paragon</b> Tel: 01825 830424 <a href="http://www.paragon.gb.com">www.paragon.gb.com</a>	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
<b>Paul Stephens Specialist Cars</b> Tel: 01440 714884 <a href="http://www.paul-stephens.com">www.paul-stephens.com</a>	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
<b>PCT Cars</b> Tel: 02476 407770 <a href="http://www.pctcars.co.uk">www.pctcars.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Peart Insurance</b> Tel: 0800 954 0037 <a href="http://www.peart.co.uk">www.peart.co.uk</a>									✓	✓						
<b>Performance Direct</b> Tel: 0844 5733594 <a href="http://www.performancedirect.co.uk">www.performancedirect.co.uk</a>									✓	✓						
<b>Performance Marque</b> Tel: 0800 954 0037 <a href="http://www.performancemarque.com">www.performancemarque.com</a>									✓	✓						
<b>Peter Morgan Consulting</b> Tel: 01672 514038 <a href="http://www.porscheinspections.com">www.porscheinspections.com</a>								✓								
<b>Pie-Performance</b> Tel: 01473 760911 <a href="http://www.pieperformance.co.uk">www.pieperformance.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
<b>Porsche Cars GB</b> Tel: 0845 7 911 911 <a href="http://www.porsche.co.uk">www.porsche.co.uk</a>											✓		✓	✓	✓	✓
<b>Porsche Club GB</b> Tel: 01608 652911 <a href="http://www.porscheclubgb.com">www.porscheclubgb.com</a>					✓							✓				
<b>PortiaCraft</b> Tel: 020 8959 1604													✓	✓	✓	✓
<b>911 Virgin</b> Tel: 01895 255222 <a href="http://www.911virgin.com">www.911virgin.com</a>													✓	✓	✓	✓
<b>Pro 9</b> Tel: 01527 591992 <a href="http://www.pro-9.com.uk">www.pro-9.com.uk</a>			✓										✓	✓	✓	✓
<b>Promax Motorsport</b> Tel: 01296 714856 <a href="http://www.promaxmotorsport.com">www.promaxmotorsport.com</a>	✓										✓		✓	✓	✓	✓
<b>PR Services</b> Tel: 01277 630099 <a href="http://www.prs356.com">www.prs356.com</a>		✓											✓	✓	✓	✓
<b>Ramus Porscha</b> Tel: 0121 55 77 911 <a href="http://www.ramusporscha.com">www.ramusporscha.com</a>	✓	✓			✓	✓			✓		✓		✓	✓	✓	✓
<b>Regal Autosport</b> Tel: 02380 558636 <a href="http://www.regalautosport.com">www.regalautosport.com</a>	✓		✓			✓	✓	✓			✓		✓	✓	✓	✓
<b>Redline Racing</b> Tel: 01642 751911											✓		✓	✓	✓	✓
<b>Revolution Porsche</b> Tel: 01484 717342 <a href="http://www.revolution-porsche.co.uk">www.revolution-porsche.co.uk</a>	✓	✓	✓	✓		✓	✓	✓					✓	✓	✓	✓
<b>RGA Porsche</b> Tel: 0207 7931447	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
<b>RPM Technik</b> Tel: 01296 661881 <a href="http://www.rpmspecialistcars.co.uk">www.rpmspecialistcars.co.uk</a>	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
<b>RPM Specialist Cars</b> Tel: 01423 865602 <a href="http://www.rpmspecialistcars.co.uk">www.rpmspecialistcars.co.uk</a>													✓	✓	✓	✓
<b>RSJ Sports Cars</b> Tel: 01753 553969 <a href="http://www.rsjsportscars.co.uk">www.rsjsportscars.co.uk</a>													✓	✓	✓	✓
<b>Roger Bray Restoration</b> Tel: 01404 822005 <a href="http://www.rogerbrayrestoration.com">www.rogerbrayrestoration.com</a> <a href="mailto:parts@rogerbrayrestoration.com">parts@rogerbrayrestoration.com</a> ; Milestone Business Park, London Road, Whimble, Exeter		✓											✓			
<b>Specialised Car Covers</b> Tel: 01943 864646 <a href="http://www.carcoversuk.com">www.carcoversuk.com</a>	✓												✓	✓	✓	✓
<b>Specialist Cars of Malton</b> Tel: 07000 911993 <a href="http://www.specialistcarsltd.co.uk">www.specialistcarsltd.co.uk</a>	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓	✓	✓
<b>SpeedArt</b> Tel: 0870 757 5911 <a href="http://www.speedart.de">www.speedart.de</a>											✓		✓	✓	✓	✓
<b>Swissvax UK</b> Tel: 0423 860022 <a href="http://www.swissvax.co.uk">www.swissvax.co.uk</a>				✓												
<b>Team Parker Racing</b> Tel: 01455 822686 <a href="http://www.teamparkerracing.com">www.teamparkerracing.com</a>						✓							✓	✓	✓	✓
<b>TechArt</b> Tel: +49 7152 933939 <a href="http://www.techart.de">www.techart.de</a>											✓					
<b>The Independent Porsche Enthusiasts' Club</b> Tel: 0845 602 0052 <a href="http://www.tipec.net">www.tipec.net</a>					✓						✓					
<b>Tognola Engineering</b> Tel: 01753 545053						✓					✓					
<b>TWG Motorsport</b> Tel: 01733 332911													✓	✓	✓	✓
<b>The Wheel Restorer</b> Tel: 01978 352980 <a href="mailto:sales@thewheelrestorer.co.uk">sales@thewheelrestorer.co.uk</a> Unit F7, Bersham Enterprise Centre, Rhostyllen, Wrexham LL14 4EG																✓
<b>Yorkshire Classic Porsche</b> Tel: 08434 996 911 <a href="http://www.yorkshireclassicporsche.co.uk">www.yorkshireclassicporsche.co.uk</a>	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓

## 986 996 987 997 & Cayman engine repair specialists

- Sales • Service • Repairs
- Monthly paid maintenance package
- Re-con suspension parts



Tel: 01204 302809 Web: [www.hartech.org](http://www.hartech.org) Email: [auto@hartech.org](mailto:auto@hartech.org)



# The Premier Ferrari & Porsche Specialist for the North West



## UP TO 50% CHEAPER THAN THE DEALER

Fixed Price Servicing • Repairs • Engine & Gearbox Rebuilds • First Class Body Work  
Dealer Level Diagnostics • Factory Trained Technicians • Collection & Delivery Available  
Championship Winning Race Team • Track Day Support Team



/JMHAuto



@JMHAuto

**T: 01477 534499 F: 01477 544399 E: info@jmhauto.co.uk W: www.jmhauto.co.uk**

Unit 3B, Holmes Chapel Business Park, Manor Lane, Holmes Chapel, Cheshire CW4 8AF

( 5 minutes from Jct 18 M6, less than 30 mins from Manchester & Chester )

## www.clubautosport.co.uk

Porsche Specialists since 1971



### • WORKSHOP FACILITIES

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



### • LIGHTWEIGHT COMPOSITE PANELS

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



### • FULL BODYSHOP & REPAIR FACILITIES

### • NEW AND USED PARTS

Singer style conversions now available



Next day delivery or collection

# Tel: 01384 410879

email: richard@911porsche.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA



classicandcustomworks.co.uk



Specialists in all types of custom bodywork, paintwork, restoration, modification and repair

15 minutes from High Wycome, Bucks

Please call

# 01494 716416 / 07768 081494

# GT Porsche Back Issues

COMPLETE YOUR COLLECTION TODAY

FROM  
**£2.50**  
EACH  
including P&P\*



**FEBRUARY 2016**

**Cover Story:** 964 Backdates  
**Inside:** RSR evocation and Pro-9 built 964 C2, 964 vs 911 SC, Boxster 2.7-litre, Formula One in Stuttgart, 356B racer, Macan GTS first drive, TwinSpark Racing profile, Porsche history: Veas, Market Place: 944 Turbo



**MARCH 2016**

**Cover Story:** 996 vs Cayman  
**Inside:** Restored 917, 991.2 Turbo and Turbo S first drive, James Dean's 'Little Bastard', 993 X51, Porsche PDI process, 912 Coupé, Porsche Sport Driving School Precision course, Market Place: 996 Carrera 4S



**APRIL 2016**

**Cover Story:** New 911 meets 3.2 Carrera  
**Inside:** 991.2 first UK drive, 2.7 Carrera RS, 718 Boxster explored, 991.2 Targa and 991.2 4S driven, RUF 964 Carrera RS RCT versus 964 3.6 Turbo, 9ff 997 Turbo, Mezger engines (part one), London Classic Car Show, Dutchmann profile



**MAY 2016**

**Cover Story:** 911S at 50  
**Inside:** Andreas Preuninger on the 911 R, Elva Porsche, Monte Carlo Historique, KLASSIKER 911 SC, original 718s, PS Works 911 3.2 Carrera, Cayman GT4 Clubsport, 908 remembered, Mezger engines (part two)



**JUNE 2016**

**Cover Story:** 718s: new Cayman revealed, new Boxster driven.  
**Inside:** Restored 911 2.7 Carrera RS, Cayenne Turbo S vs 911S, 968 Clubsport, 993 backdate, 996 4S vs 996 50 Year Edition, Below Zero ice driving, forged Porsche IDs



**JULY 2016**

**Cover Story:** 911 R driven  
**Inside:** 924 Carrera GT vs Cayman GT4, 924 at 40 shootout, 924 prototype, 997 C2S Cabriolet vs 991.2 C2S Cabriolet, Ultimate Drives, 997 GT3 RS vs 930 Turbo, transaxle Porsches, Market Place: 996 GT3 RS, LED laser headlamps



**AUGUST 2016**

**Cover Story:** 918 Spyder vs 968  
**Inside:** 997 C2S vs 911S, Panamera Development (part one), 991 Turbo S First UK Drive, 911 Turbo No.1, 993 Targas, Steve McQueen, 2.7 RS Replica, 986 Boxster vs 718 Boxster, Players Classic, Porsche wins at Le Mans



**SEPTEMBER 2016**

**Cover Story:** 997 vs 991 GT3 RS  
**Inside:** 718 Cayman first drive, restored Le Mans 924 GTP, 911 Targa 4S first UK drive, Panamera Development (part two), GT Porsche track evening 2016, 911 vs 912, history: Porsche at Le Mans, Kremer Racing 3.0 Carrera RS



**OCTOBER 2016**

**Cover Story:** Bespoke Ninemeister 964  
**Inside:** 3.2 Carreras: Targa vs Coupé, track driving tuition in a 991, 901 tackles Le Mans Classic, 356 A 1600 Super, mildly uprated 944 S2, all-new Panamera first drive, 935 history, Long Term fleet, Market Place: Cayenne



**NOVEMBER 2016**

**Cover Story:** 944 vs Boxster  
**Inside:** 2.7 RS vs 964 RS vs 964 RS 3.8, Jean Behra, 1000km 997 racer, PS Works 911T, 914 2.0-litre, modified 991 Carrera, rebuilt 997 Turbo, Long Term fleet, Market Place: 912, All You Need To Know: heat, and free 20-page RS supplement



**DECEMBER 2016**

**Cover Story:** 981 Cayman vs 997 Carrera  
**Inside:** Ninemeister 911 SC, prototype Porsches (911 Speedster, 928 Cabriolet, 984), Gijs van Lennep, Sebring 911 RSR, restored 924 S, 919 Hybrid in London, 959 road trip, Market Place: Carrera 3.2 Supersport, All You Need To Know: sound



**JANUARY 2017**

**Cover Story:** Greatest Porsches of 2016  
**Inside:** 911 R, 718 Cayman vs Boxster, Cayman GT4 Clubsport, RUF 964, 911 2.7 RS, restored 356 vs 356 Outlaw, Ninemeister profile, GT Porsche track day, Market Place: Investment Porsches

To order your back issue call +44 (0)1732 748084 today!

Or visit [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) or email [subs@unity-media.com](mailto:subs@unity-media.com)

\* £5 per back issue includes free P&P to any UK Mainland postal address. For all other delivery options please enquire by calling +44 (0)1732 748084



In partnership with



# Spaces filling up fast! Le Mans 2017 17th/18th June

We offer more than just a campsite; more than the best food at the circuit; more than the best viewing on the circuit. The Village On The Curves is a must for anyone attending an event at Le Mans. Where trackside... means trackside!

[www.lycianevents.com](http://www.lycianevents.com) | 0845 409 6010 **LYCIAN EVENTS**

# the **LMP2** New for 2017 Experience!

Packages start from **£950pp**



Chevrolet 6.2 litre V8... 820kg...  
6 speed sequential paddle shift...

## Discover the ultimate Le Mans driving experience

Contact us today!



A fresh approach to insurance

**Agreed Value  
Monthly  
Payments  
Club Discounts  
Modifications  
Multi Vehicle**

previously known as *performance marque*

Call us on:  
**0330 024 9070\***

Find out more at [www.principalinsurance.co.uk](http://www.principalinsurance.co.uk)

Principal Insurance is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for training and monitoring purposes. \*Calls to this number cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

**Principal Insurance Limited, 2nd Floor,  
79 Stricklandgate, Kendal LA9 4LT**



**Nine Excellence**  
Porsche Independent Specialists



### Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

### Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,  
41 Balcombe Road, Horley,  
(Nr Gatwick) Surrey, RH6 7HF

[www.nineexcellence.com](http://www.nineexcellence.com)  
01293 226 911  
[service@nineexcellence.com](mailto:service@nineexcellence.com)



## Joma-Parts

Dirk Deschaumes of Joma-Parts talks us through what his family business can offer the Porsche enthusiast.

### How long have you been established and how did you get started?

My brother Johan started Joma-Parts about 25 years ago out of his passion for classic Porsches. As parts were rare in Belgium he had to go to Germany for them. One thing led to another. He created a small office in his house and kept a little warehouse. In the beginning he combined it with his normal job but as the years went by the company became better known and the workload increased. That is when he decided to give up his job and to continue the thing he liked most: Joma-Parts. His wife Marie-Claire always supported him and took care of the accountancy. After a few years Joma-Parts moved to a larger office in which we are still based. Also our warehouse was modernized a few years ago. We have a stock of about 90 percent of the most frequently ordered spare parts for the 356 and air-cooled 911.

### Who is in charge and what is their background?

Johan retired in 2013 and left the company to David (his son), Dirk (his brother), and Robert (his son-in-law). David had been helping his father since the beginning. After finishing his technical studies, and also sharing a passion for classic Porsches, he joined the company quickly. A few years later, as the company started to grow, Robert joined Joma-Parts. He had an education in the Netherlands at the IVA in Driebergen (NLD) and a decade of experience in the automotive branch. Dirk, who used to work in the banking sector and had a foundation in languages, joined

Joma-Parts in 2008. Meanwhile some other relatives joined in as well and also a couple of externals. Now about eight people have a full-time jobs at Joma-Parts.

### What products and services do you offer?

The products we sell are mainly parts for Porsche 356s and air-cooled 911s. We keep our stock as complete as possible in order to be able to ship orders the same day all over Europe and even to other continents. Customers can also pick up parts at our warehouse. In case of technical problems we try to help and advise as much as we can, either here at the counter or by telephone and email.

### What do you think your customers are looking for in an independent specialist such as yourselves?

We definitely share the opinion that a personalised service, quick action, and a good after-sales policy differentiate us from companies who just have a web-based shop. If spare parts we send out do not fit we are always willing to take them back and to credit the client for it or replace them, as long as the original packaging is intact.

### What facilities do you have on site?

We have a warehouse with an office attached. We also have a small workshop for own purposes.

### What is your USP?

We are a family business with short lines to all corners, such as our clients, suppliers and internally. We love to

provide the right parts needed and share our knowledge along with this so that our clients have plenty to go on to get their job done. And we are able to serve our clients in six languages.

### Which Porsches do you cater for?

We have spare parts for all 356s – from the early pre-A models up to the late SC models, and for all air-cooled 911 models, too.

### What is your background with the Porsche brand?

In the Eighties Johan started to restore a 1969 911 S. Being technically-minded and driven by passion he gathered lots of information. All the people who joined in later also brought interesting information because of their background. Sharing this pool of information with our clients gives us an advantage, of which we are very proud.

### How many staff do you employ?

We have six people working full time, two of which are non-family. Two other family members work part-time.

### What exciting new products or services should we expect from you soon?

We are looking all the time for new alternatives or reproductions for when original parts are no longer available.

### When are you open to the public?

From 8.30am until 12 noon, Monday to Friday. We then close for lunch and reopen from 1.30pm until 6pm. We can be reached by telephone or email for orders, questions, or to establish the availability of stock and prices.

Even on Saturday mornings from 9am to 12 noon we are open. Customers living in the area or interested in coming to see us are always welcome!

### Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

When people started restoring old Porsches in the Eighties standards were low. Through the years, though, as old Porsches started to become more valuable due to increasing demand, restoration standards also increase. And therefore the demand for quality parts, and a range of parts, also grew. It is a struggle to keep up with these demands and to keep a fair price compared to it. Prices really have raised a lot over the last six to eight years and the projects have become more and more refined. Actually, today a well-restored car quite often looks as good, or even better, as it looked at the time it was bought new!



### Contact information

Joma-Parts  
Telephone: +32 (0) 5521 3013  
Web: [www.jomaparts.be](http://www.jomaparts.be)

# A CLASSIC PORSCHE PARTS STORY

your partner for: Porsche 356, 911/912, 964, 993



**JOMAPARTS.COM**

porsche classic parts

Gefusilleerdenlaan 29 - 9600 Ronse, Belgium

T +32 55 21 30 13 - F +32 55 20 70 69

info@jomaparts.be - www.jomaparts.be

 Nederlands

 Français

 English

 Deutsch

 Italiano

 Português



A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

## Colin Goodwin recalls some of his most memorable Porsche driving experiences...



Some people keep records, note statistics and document everything. I know of a journalist colleague who has the fuel consumption figures of every long term test car that he's run over a career spanning almost 30 years. I am less anal by some degree, but I do regret not making a rough log of how many miles I've covered over a similar period. Well over half a million I'd imagine. How many of them in Porsches? That's actually not so difficult to compute. I did 65k miles in the one I owned and apart from general testing have done many road trips in them. Those I have never forgotten because almost all of them have been memorable.

Two were in the same 993 RS – Porsche's own press car. I've forgotten its registration number but I'll wager some of you know it. It was silver and both trips in it were memorable. One was to Le Mans for pre-qualifying with Porsche's then head of press relations in the UK. He'd never been over

120mph in a car and his eyes were out on stalks as we blasted past that number towards 175mph which was about what the RS would do before a corner required a lift. The other trip was to the south of France to the Paul Ricard circuit and the road that leads to it from Sanary. A photographer who specialised in F1 told me that the road (on which Frank Williams had his accident) was considered one of the best near any of the circuits visited in the season.

The road turned out to be as good as promised but it was the drive home that was most memorable. An early start from Sanary and a date that night in Guildford added a lot of pace to my driving. The photographer had gone back by aeroplane so there was no one to frighten except myself. It was wet most of the way back and for most of the journey I avoided autoroutes. It was certainly one of the best drives I've ever had. Certainly in the top three.

There was another solo drive in a

996 GT3 (a Mk1 I think) back from the Italian location of an *Evo* Car of the Year shoot. The magazine's staff drove home in their cars on motorways but I, as was by now established practice, took route nationals back home. Another epic drive in a great car.

But there have been some other great Porsche adventures in less exotic versions. Once I drove down to Monaco to interview Vic Elford for this magazine and to get him to drive the yellow Carrera S that photographer Anthony Fraser and I had driven down in. Quick Vic was there for the historic Monte Carlo rally which as much fun as spending time with the 911-mounted winner of the 1968 Monte Carlo rally. Fraser flew home from Nice and I continued from there to a skiing holiday near Chamonix. The drive from Nice to the Mont Blanc tunnel was memorable for – on autostradas this time – the indecently quick average speed I managed. The Italian traffic police were in bed

*The photographer had gone back by aeroplane so there was no one to frighten except myself...*

and the roads were deserted.

The days of ultra high speed Continental road trips are over unless you have a hankering to spend the night in a French police cell. But still, even with the volume turned down, the open roads and lack of traffic make for a brilliant road trip. It's time I put a few more memories in the bag. I'd like, for example, to take a 718 Cayman to the Alps. It may sound disappointing, but it would still deliver a memorable driving adventure ○

*The views of the author are not necessarily shared by the magazine.*

# RESTORATION

*Design* EUROPE



## QUALITY PORSCHE AUTOMOBILE PANELS

[www.restoration-design.eu](http://www.restoration-design.eu)

A. Plesmanlaan 24, 9615TH Kolham, Netherlands  
Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104  
Email: info@rescue-911.nl



## **Porsche Recommended Repairer**

We reinstate authenticity to your vehicle by working to exacting standards in conjunction with strict Porsche guidelines.



**'40 Years at the Front' Restoration Competition,  
Body and Paint Winners and Spectators choice 2016**

**Porsche Restoration Competition Overall Winners 2015**



If you would like an estimate please call us on  
01332 340 972 or visit [www.chartwells.net](http://www.chartwells.net)