

**PURELY
PORSCHE**

**944 TURBO
RESCUED**



**718 SPYDER &
GT4 DRIVEN**



GT PORSCHE

The world's premier Porsche magazine

Issue 217 October 2019 £4.99

40
PAGES OF
PROJECT
ADVICE

RESTORATIONS

STREET SURVIVOR

1972 911 S 2.4 TARGA



PLUS

**NEW 911 RSR
992 CARRERA
MAGNUS WALKER
SPEEDSTER HISTORY**

912 BUDGET BEATER

**Classic air-cooled charm
without the 911 price tag**



SIR CHRIS HOY

**GT2 RS CLUBSPORT
DEBUTS AT SPA**

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How to improve the condition
of shabby leather upholstery

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BIG PICTURE

718 SPYDER &
CAYMAN GT4
PAGE 80
GTPORSCHE



FEATURES

10 URBAN DECAY

Alan Drayson's 1972 2.4-litre Targa is a 911 unlike any we've seen before!

30 PICK A PROJECT

Honesty regarding your capabilities is key.

36 LOOK OF LOVE

Adore the early 911 style but lack the funds? Look no further than the 912.

48 BODY LANGUAGE

When restoring an older Porsche, expect the unexpected and ensure you have a contingency budget to play with.

56 ON THE RIGHT TRACK

Widespread and affordably priced, the 944 Turbo deserves to be the fast favourite of any home restorer.

62 A CUT ABOVE

When it comes to less, Porsches wearing the Speedster badge have been offering appreciably more for over six decades.

68 TRUE COLOURS

With Porsche, life is as colourful as it is fast.

70 BEARING IN MIND

On overview of the infamous IMS bearing failure relating to M96 and M97 engines.

74 TECH TALK: LEATHER

Improve the damaged hide in your ride.

80 PROGRESSIVELY OLD-SCHOOL

The new 718 Spyder and Cayman GT4 bring the past squarely into the present.

86 TALK ON CORNERS

Control your Porsche in fast-road and trackday environments through extra balance in bends.

98 GOING MOBILE

As this stunning 993 Carrera S proves, some Porsches are modified through necessity.

114 SERIOUS CHARGE

This Tesla-batteried 1979 911 SC brings new meaning to the term 'modern classic'.



THE FLEET

102 944 TURBO

Angle grinders at the ready as the turbocharged transaxle's bad bodywork is given the chop.

106 997 CARRERA 4S

Dan's first 911 joins the fast fleet.

110 911 FLACHBAU

Paul's drop-top gets a nose job.

REGULARS

18 NEWS & PRODUCTS

The latest bulletins from Porsche.

43 GUEST COLUMNS

Air & Sound boss, Gerry Conway, and Greatworth Classics founder, Angus Watt, have their say.

122 DROP THE HAMMER

Action from the auctions.



RESTORE YOUR
PORSCHE

SUBSCRIBE TO
GT PORSCHE
SEE PAGE 90
FOR DETAILS

CARS THIS ISSUE

63	356 AMERICA ROADSTER
48	356 B
63	356 SPEEDSTER
84	718 CAYMAN GT4
82	718 SPYDER
64	911 3.2 SPEEDSTER
110	911 FLACHBAU
10	911 S 2.4 TARGA
114	911 SC
36	912
74	928
56	944 TURBO
102	944 TURBO
86	964 CARRERA 2 TARGA
65	964 SPEEDSTER
88	968 CABRIOLET
72	986 BOXSTER
47	991 GT2 RS CLUBSPORT
22	991 RSR
62	991 SPEEDSTER
18	992 CARRERA
98	993 CARRERA S
70	996 CARRERA
106	997 CARRERA 4S
65	997 SPEEDSTER
113	PANAMERA S E-HYBRID

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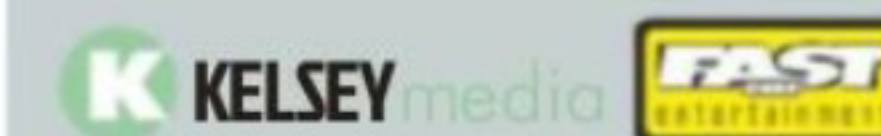
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NEXT ISSUE ON SALE
FRIDAY 20TH SEPTEMBER



LABOUR OF LOVE



Heavy rain might have made way for blazing sunshine outside my office window, but none of us are daft enough to think this year's summer sun will last much longer. Thoughts

immediately lead to the forthcoming cold snap, when many Porsche enthusiasts temporarily retire their cars from the road to carry out maintenance and modification work in readiness for a return to action in spring. Some of you will be engaging in altogether more challenging jobs during the winter season, with recommissioning and restoration tasks contributing to your pride and joy's impending new lease of life. Others will simply be taking time out to consider which model in the Porsche back catalogue they'd like to spend the dark nights tinkering with.

The scale and range of work you engage in will largely be dependent on your available time, budget, tools and skillset, but no matter how far gone or near complete your Porsche project is, we want to hear about it. Moreover,

we know through personal experience how seized bolts, rusty panels and troublesome oil leaks can demoralise even the most seasoned of spanner welders, which is why we've presented a selection of projects in various states of (dis)repair across the following pages to inspire you when the chips are down.

From lightly recommissioned to comprehensively reconstructed, we've uncovered a fantastic array of Porsches for you to enjoy. Additionally, expert advice regarding various aspects of restoration, including car selection, upholstery repairs, bodywork, electrics, and ensuring you're not biting off more than you can chew, is ready and waiting for you to get stuck into in this special edition of *GT Porsche*.

Away from workshops, we present a first drive of the amazing new 718 Spyder and Cayman GT4 duo. Plus, we further celebrate the recent 991 Speedster with a look back on the history and development of each special car to wear the iconic nameplate. Enjoy the mag!

 **Dan Furr** Editor
[@DanFurr](https://twitter.com/DanFurr)

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THIS ISSUE'S CONTRIBUTORS

DAN FURR
EDITOR

944 Turbo restoration work continues apace, while the newly acquired 997 Carrera 4S is quickly piling on miles.

LEE CAPLE
ART EDITOR

Spent most of the month clearing the house in preparation for moving, pain made easier by craft beers.

DAN SHERWOOD
PHOTOGRAPHY

Got up close and personal with the Rocket Wrench 356 before hitting the National Motor Museum at Beaulieu.

SHANE O'DONOGHUE
TEST DRIVES

Hammered the crap out of the new Cayman GT4 at Knockhill. Now excited about time with the Taycan.

EMMA WOODCOCK
WORDS

Deep down the wormhole of Japanese 911s and drooling over Rauh-Welt Begriff-styled Promodelts.

RICHARD GOODING
WORDS

Almost cajoled into buying a 914 at PCGB's 914/50 event, but there's still a Polo and not a Porsche on the drive...

PAUL COWLAND
WORDS

Investigating faults with the Flachbau in between restoring fast French fancies for your viewing pleasure.

NEIL FURBER
DRIVER COACHING

Engaged in a satisfying amount of Porsche piloting, as evidenced by the pics in this month's coaching guide.

BEHIND THE SCENES



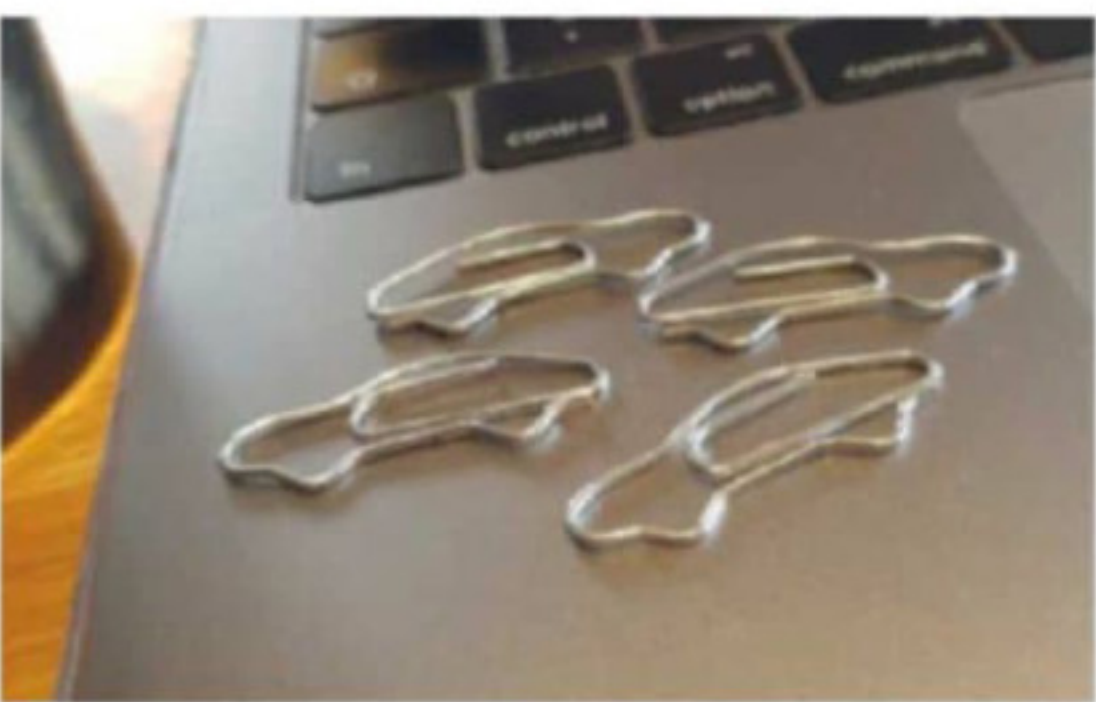
BATTLE ROYALE

The Porsche versus Ferrari debate rages on. Editor Dan drove away from this scene in the 992 C4S. Enough said!



SUMMER LOVING

Neil took time out from driver coaching to bomb around France's picturesque mountain passes.



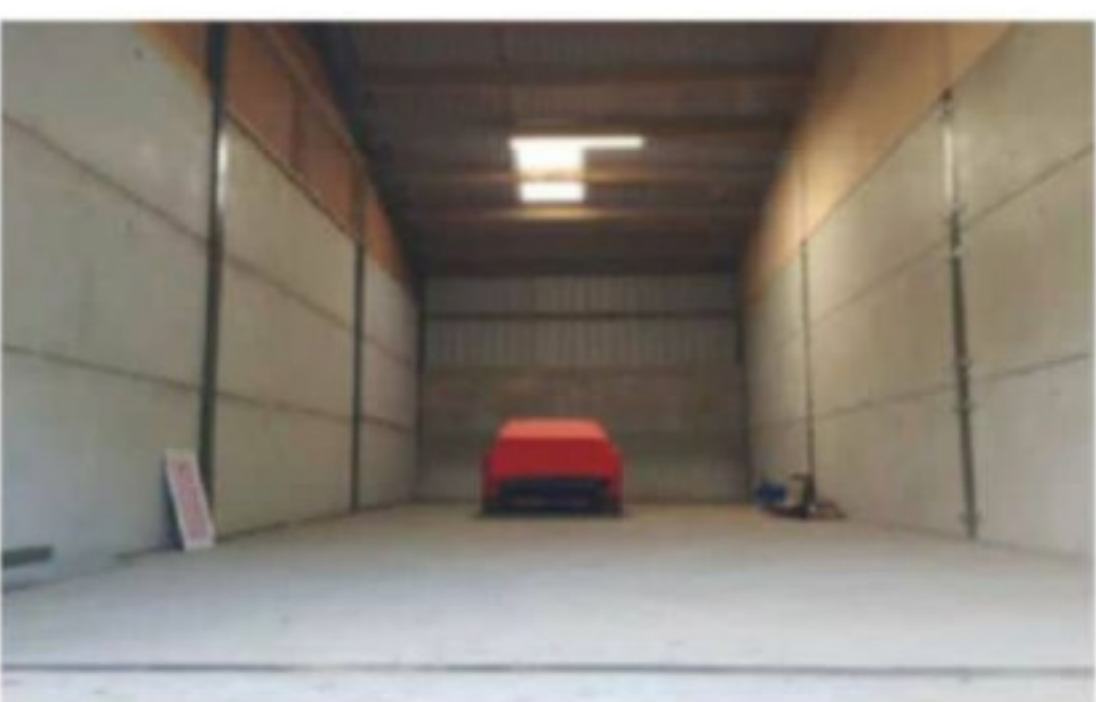
DOWN TO THE WIRE

Elan PR sent a bunch of 911-shaped paperclips to the office in readiness for our next round of paperclipping.



MODEL BEHAVIOUR

Period Porsche die-casts were an unlikely reward for Rich's visit to Bridport outdoor market.



MOVING HOME

Editor Dan's newly built workshop is finally ready to become the scene of many GT Porsche project updates.



DON'T KEEP ASKING ME WHY, REG

Office arguments over whether Truffle Brown is cool or a little bit 'Austin Ambassador'. The jury's out.



NIGHT AND DAY

Ever returned to your car to discover somebody has deposited a guitar amplifier in the passenger's seat?



CHASING RAINBOWS

An amazing variety of classic Porsche colours were on display at Porsche Club GB's 914/50 Brooklands bash.



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URBAN DECAY

One glance is all it takes to like or loathe Alan Drayson's 1972 2.4-litre Targa. It's a recommissioned 911 unlike any we've seen before!

Words **Emma Woodcock** Photography **Andy Saunders**



The deceased's estate comprises a scruffy two-bedroom home with a cluttered, open air lean-to on a quiet Japanese street. Of all the places on our planet, this isn't one where you'd expect to find a valuable rear-engined curio, yet here it is. Covered in grime, peppered with rust (largely as a consequence of a compromised rolled steel joist dripping rainwater directly onto the car's bonnet) and standing testament to more than three decades of disuse, the 1972 911 S 2.4 Targa is doing nothing other than taking up space. Alan Drayson, owner of Dorset-based air-cooled Porsche restoration specialist, Canford Classics, sees it. "It was more fate than fluke," he muses, reflecting on his initial encounter with what would go on to become his daily drive. "I honestly believe that if I hadn't bought the car, it would have been despatched to a scrapyard. It was clear to see this 2.4 was unloved following the previous owner's death in 1984. Fortunately, I love unappreciated 911s!"

Alan hadn't set out for East Asia with the pre-impact bumper Targa on his mind - the car simply found him along the way. "Canford Classics is regularly approached

by customers looking for 911s to buy and rebuild," he explains. "One of our clients wanted us to source an unrestored 911 Carrera RS 2.7. I located an example originally sold in Germany before being exported to Japan in the 1980s, but before we could commit to buying, I had to travel overseas in order to see the car in the metal." Cue two lengthy flights separated by just eight hours in the Land of the Rising Sun. The local Porsche community couldn't believe the brevity of the seasoned Porsche restorer's visit, and it was this belief that opened another air-cooled door. "My contacts in Japan thought I was crazy," Alan laughs. "They said if I was this committed to viewing the RS, then I'd probably want to view the neglected 911 S 2.4 Targa nearby."

Once the domestic debris surrounding the tired Targa was cleared, an inspection revealed a remarkable wealth of rare equipment; despite its removable roof, this particular semi-open-top is fitted with both a Webasto petrol heater and a heated windscreen, the latter a component Alan had never before seen on such an early 911. That wasn't all. "Interestingly, the rear-view mirror

DESPITE ITS REMOVABLE ROOF, THIS PARTICULAR SEMI-OPEN-TOP IS FITTED WITH BOTH A WEBASTO PETROL HEATER AND A HEATED WINDSCREEN



SCENE SETTING

Nestled in the rolling hills of Dorset, Canford Classics has forged an enviable reputation for producing the most exacting air-cooled Porsche restorations. Visit the company's website at canfordclassics.co.uk



Left It might not be to everyone's taste, but leaving the Targa in the same cosmetic condition as Alan found it ensures he can hammer the car hard without fear of stone chips, dinks or scratches



Facing page The lean-to where the car was left in a state of suspended animation for three decades dripped rainwater directly onto the car's front end, resulting in the corrosion seen here



JAPANESE DREAM

Twenty-two years after Alan's Targa found its first owner, Japan had become a strong export market for Porsche, so much so that the period's local importer, Mizwa Motors of Tokyo, had enough clout to order a region-distinct version of the 964 Turbo S Flachbau. Known internally as the X83, all ten of the cars produced were left-hand drive and finished in Polar Silver Metallic accompanied by black anodised exterior trim and a black interior with 964 RS racing bucket seats and a rear seat delete. Other changes included 944 pop-up headlights, 930 rear wheel arch intakes and a choice of two different rear wing spoilers: that of the standard 964 Turbo 3.6 or the option of the much larger (and significantly more costly) wing from the 964 Carrera RS 3.8. Mizwa bosses added special Japanese-language safety and emissions equipment labelling on the X83's left-side armrest and in the engine compartment. These lavishly trimmed cars also featured accessories required specifically for road use in Japan. Perhaps unsurprisingly, the majority these unique cars have been acquired by American collectors in recent years.

LEVEL UP

Alan's love affair with Porsche began in his mum's garage not long after his seventeenth birthday. The car that stole his heart was a 1967 912 in need of attention. The subsequent restoration was financed by his part-time work as a bartender while he was studying for his A-levels.

Facing page Alan is happily putting his lucky Japanese Porsche find to good use as his daily drive in and out of the office

is usually glued to the glass on a 1972 911," he confirms, "but on this car, the mirror is screwed to the frame. It's essentially a pre-1968 screw-in assembly which has been added four years later." He also points to the worn factory leather interior and licks of original, special order Glacier Blue paintwork, much of it visible in the engine bay. Both features are proof this 911 was originally ordered by a buyer with specific tastes.

Over three decades in stasis has also helped this 911 to retain its Japanese market quirks. For example, there's an exceptionally long aerial, a pair of unique horns and an offbeat speedometer. "Later Japanese 911s have a red keyline around the edge of the speedo, but I'd never seen the same decoration on an early car," Alan admits. "It's a boffiny little detail, but I work on these Porsches every day and I'm always pleased to discover something fresh, something different." Mandated by local authorities in an attempt to dissuade speed demons from travelling too fast, the curious clocks were fitted before export.

PACKAGE DEAL

Open the boot and an automotive archaeologist can also date this Targa from its factory-fit accessories: the collapsible spare wheel – a feature introduced to the 911 in 1972 – has never been removed from its well, while the compressed air bottle is a one-year-only peculiarity. Viewed alongside a genuine odometer reading 52k kilometres, the entire specification makes a compelling argument for preservation.

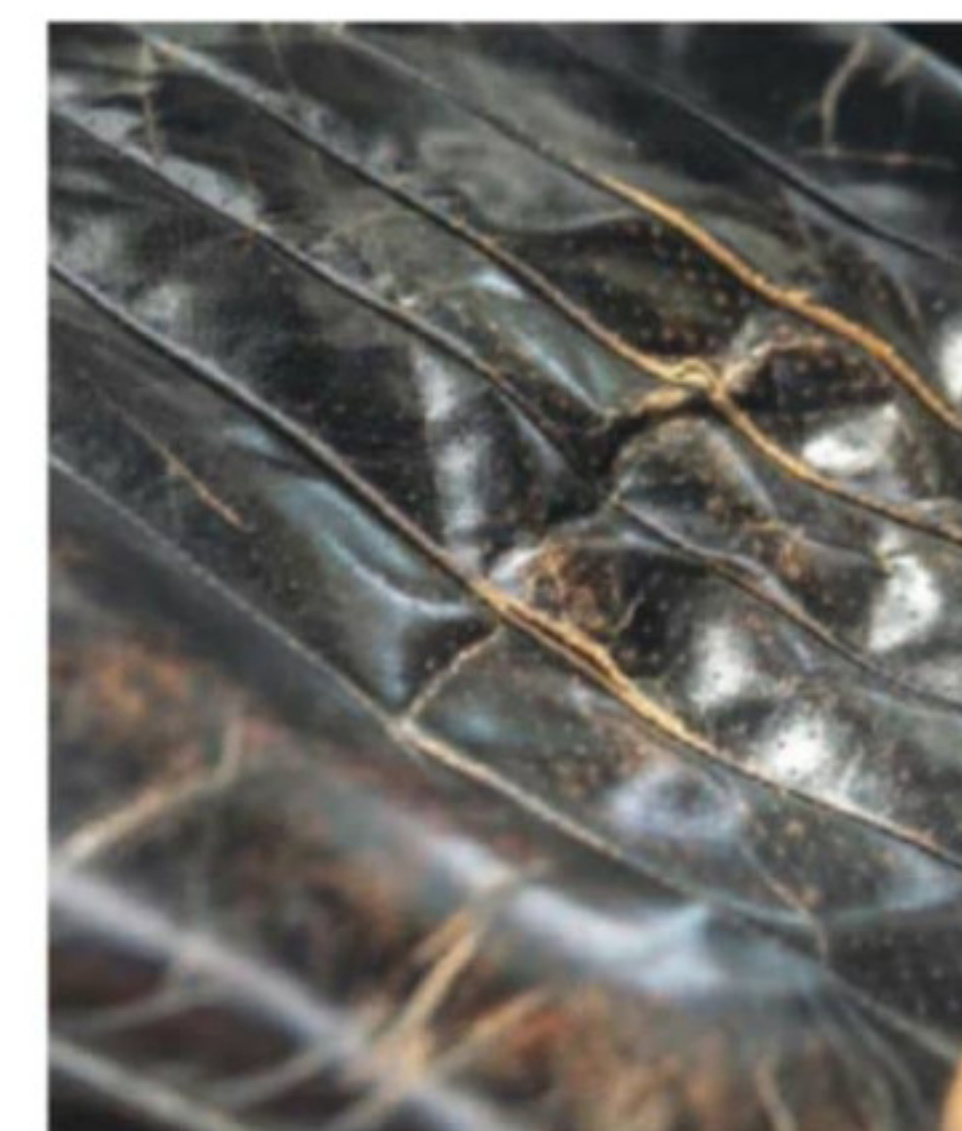
The original, date-stamped brake discs have been

EAGER TO AVOID ANY UNWELCOME SURPRISES, THE TEAM STRIPPED BACK AND REBUILT THE FLAT-SIX

refaced and refitted, gripped by rebuilt calipers. "Close to half of all 911 components feature a date stamp," Alan tells us. "Thankfully, everything on this car is exactly as it should be." Bearings and bushings have been swapped throughout, but the suspension remains otherwise untouched and carries the chassis at standard ride height. The electrical and steering systems also required only minor attention.

Eager to avoid any unwelcome surprises, the team at Canford Classics stripped back and rebuilt the flat-six driveline following the car's arrival in the UK. "The engine and gearbox were both unknowns, but I'm delighted to report they were in good condition and pretty clean on the inside." Alan's talented technicians have retained the original crankshaft, cases, valves, pistons and gears. The mild steel Porsche exhaust also remains, imbuing car with the same voice that sang out in Asia back in the 1970s. Indeed, sympathetic repairs make this 2.4-litre 911 a viable road car today, but Alan has no plans to alter its shabby chic style. From the crumbling bonnet to the pitted mirrors, he hasn't even washed the Japanese gem since it landed in Blighty. "The bodywork looks

Below Low mileage ensures the interior remains in relatively good order, with the cabin space characterised by JDM red keylines around the speedo



awful, but it's all superficial," he beams. "The panels retain most of their structural integrity and, when you dive underneath, the car also benefits from uncorrupted slam panels, solid chassis legs and an undamaged floor." All of the original welds and bolts survive to the present day, a feature dissuading the Canford Classics gang from disturbing the structure.

TIME TRAVEL

Unconventional though it may appear, this rust-covered Targa is the perfect articulation of what makes the 911 such an alluring restoration proposition. The model's concept, layout and heavy haunched styling have echoed through the motoring world for fifty-six years and show no sign of disappearing any time soon. When most people think Porsche, they think 911. It's as simple as that. "The look is iconic," Alan agrees. "It's the sports car people remember." They're also going to recall his rusty Targa long after first laying eyes on it, but why leave the car in such terrible cosmetic order? "You just don't

find old 911s that remain this untouched. I appreciate it's a 'Marmite' car that many enthusiasts will hate, but the look of this Targa is one of the reasons I fell in love with it. It's a four-wheeler that takes me back to the 1980s, when you used to see older vehicles in this state all the time. Besides, I reasoned there are like-minded Porsche fans out there who will appreciate the fact this classic 911 is structurally sound and that to carry out a restoration would probably result in me babying the car. Leaving my Targa more or less as I found it ensures its status as a totally usable everyday Porsche I can drive hard. At the end of the day, that's what the marque stands for."

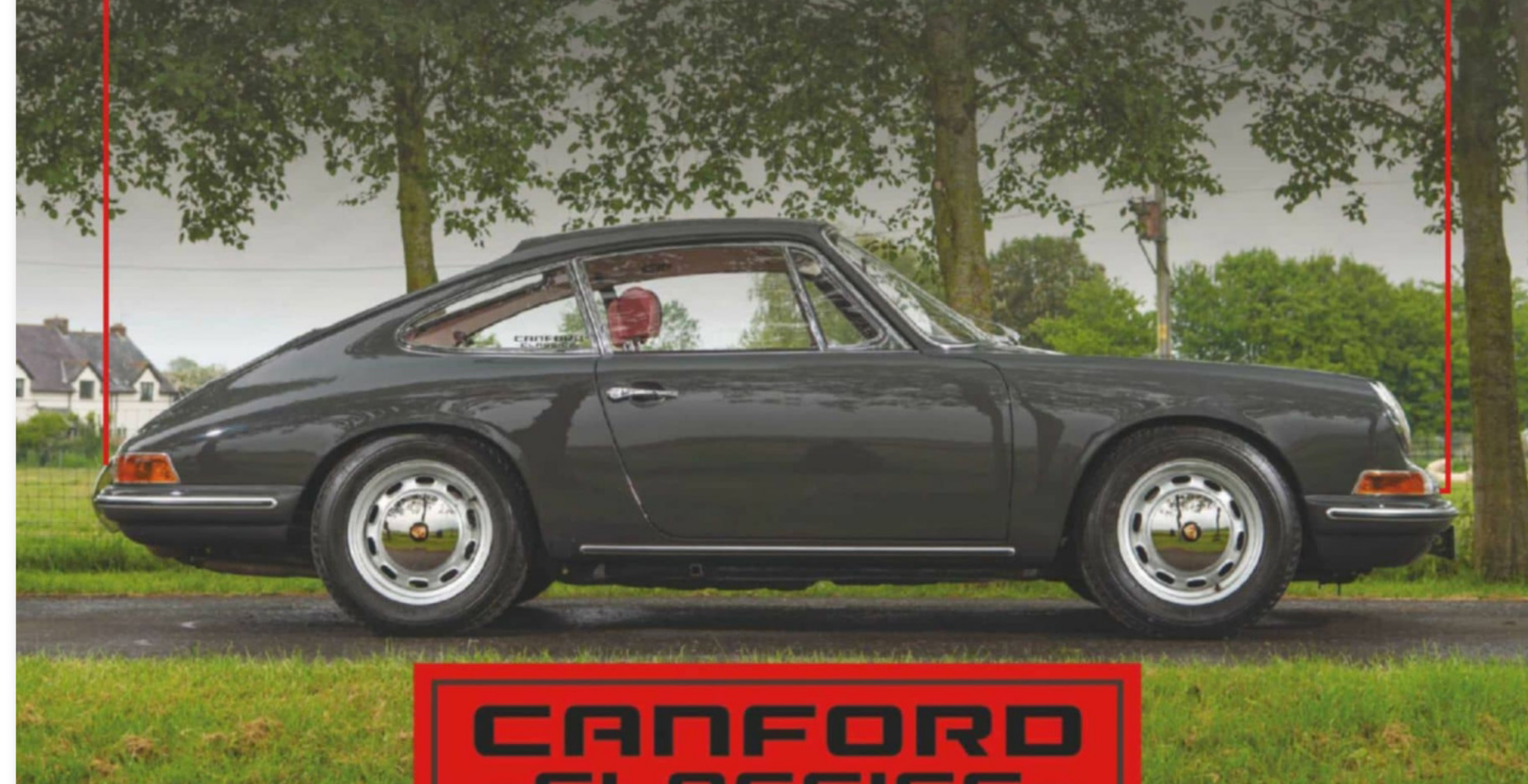
He's not oblivious to the fact his decayed daily drive has also become a strong talking point at car shows, where it generates welcome attention for Canford Classics. More importantly, however, it's a car which demonstrates just how easy it is to live with an old 911 today. More than forty-seven years and six-thousand miles away from its first home, this reawakened Targa is finally getting the appreciation it deserves. ■

Below While not as rusty as the front end, the car's rear shows clear signs of neglect, but don't expect it to be treated to a wash any time soon!



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NEW 992 CARRERA COUPE AND DROP-TOP

Continued expansion of eighth-generation 911 range welcomes core offering

Porsche has announced the launch of the new Carrera models to be introduced to the 992 line-up. This expansion of the range is available to order in coupe and cabriolet formats, with both options powered by a "charismatic" three-litre, twin-turbocharged flat-six producing 380bhp, marking an increase of 15bhp over the model's predecessor.

The Carrera nameplate may be the traditional starting point in the 911 model range, yet the 992-generation cars seen here share premium quality standard features more or less unchanged from the specification of the 444bhp Carrera S launched last November. Key highlights include an advanced interior featuring a 10.9-inch touchscreen infotainment display, comprehensive smart device connectivity and driver assistance systems, such as the global innovation of Porsche Wet Mode. The name might give the impression you'll received help when getting a little too moist piloting your new Porsche, but it's actually a sophisticated aid to moderate the 911's behaviour on damp roads. Of course.

The 992 Carrera is distinguished externally from the Carrera S by its smaller diameter wheels, smaller brakes and different tailpipe finishers. As is typical of all 911s, however, the engine and chassis are optimised for spirited driving, with the three-litre flat-six developing its power largely through the smaller turbines and compressors that

feature in the range's new turbochargers. The power is fed to the rear wheels via a trick eight-speed dual-clutch PDK transmission, thereby enabling the hard-top Carrera to accelerate to 62mph from rest in 4.2 seconds, going on to achieve a top speed of 182mph. The optional Sport Chrono package shaves a further 0.2 seconds off the benchmark sprint, while the combined fuel consumption is a reasonable 26.6-28.5mpg (26.2-28mpg for the cabriolet).

THE WHEEL DEAL

The dynamic chassis setup includes 235/40 ZR tyres on nineteen-inch diameter wheels on the front axle, with twenty-inch wheels wrapped in 295/35 ZR black circles at the rear. Stopping power is provided by 330mm discs with four-piston monobloc calipers finished in gloss black paint.

If you like what you see, then pick up the phone and call your local Official Porsche Centre. Order books are now open, with prices starting at £82,793 for the coupe and £92,438 for the cabriolet. And for those of you wondering about an all-wheel drive Carrera, Porsche tells us this option will be hitting main dealer showrooms soon.

As ever, Porsche customers will be invited to explore the performance and handling potential of their new car by participating in a bespoke driving experience around the unique tracks at the UK's Porsche Experience Centre, which can be found at Silverstone, the home of British motor racing.





MAGNUS WALKER EXPANDS URBAN OUTLAW FAMILY

Meet the latest addition to the Porscheophile's fleet

Behind a hangar door in downtown Los Angeles, the whiff of oil and petrol mixes with the familiar smells of another inner city afternoon.

When the overhead lights flicker into life, the sight of Magnus Walker's incredible car collection takes your breath away. Wall-to-wall Porsches, it's a sea of original and highly modified air-cooled 911s and turbocharged transaxles. Front and centre today, however, is an air-cooled classic with a twist. It's a car with a special place even in this elite fleet.

After months of searching, Magnus has found himself a slantnose 911, this one a wild homage to the Group 5 racers of the late 1970s. It's the latest blank canvas for the self-styled Urban Outlaw, offering the potential to become the most outrageous Porsche in his garage. Which is saying something.

"I'd been looking for a Flachbau on and off for almost a year," he explains. "I'd driven all

the way to Miami to view the car I thought I was going to buy, before travelling as far afield as dealerships in Europe. I'd posted news of my search on Instagram and was met with details of all types of available flat-nosed 911s, from factory originals to aftermarket conversions. Even race cars from the likes of DP Motorsport and Kremer were being offered to me!"

The Flachbau style (SE) was a rare 930 factory option provided by Porsche in the 1980s. Its distinctive design was derived from the 935s that dominated endurance racing. Even accounting for aftermarket kits, the number of slantnose cars on the road today is surprisingly small. Magnus's quest was sure to be a long one. "In the end, the car found me," he reveals. "The Flachbau I ended up buying was actually in LA all along. A global search ended up just a few miles from my door!"

The car is more Don Whittington than Don Johnson, with oversized Group 5-style

headlamps in the front air dam and the giant rear air scoops and aero from the 935 racers. The 911 beneath is a US-market 1974 Carrera, currently running a 2.7-litre flat-six built to RS spec with mechanical fuel injection and mated to a stock 915 transmission.

So what does Magnus have in store for this latest member of the Outlaw stable? "The car is a little bit 'all show and no go' at the moment," he admits, "The output of the engine doesn't match the car's appearance at all. My goal will be to install a Turbo motor with at least 500bhp. That'll be more than enough power, especially considering I intend to keep the new arrival as a working street car. It's already a great starting point for fun on four wheels while I figure out the route I want to take down the slippery slope of modification and performance upgrades!"



ACE CAFE GETS RED WHEEL

We're delighted to announce that London's famous Ace Cafe is the 115th location in the UK to be awarded a Red Wheel plaque, which will be fixed to the front of the building, located on the A406 North Circular Road. The Transport Trust, which runs the Red Wheel scheme, was founded in 1965 and is committed to promoting Britain's proud transport heritage. The organisation works in partnership with historians, industrial archaeologists and engineers to determine the most worthy candidates and has previously awarded plaques to the world's first purpose-built motor racing circuit, Brooklands, and at the Camden Roundhouse, once known for being a rare turntable engine shed.

MID-ENGINED MARVELS LINE UP AT PETERSEN MUSEUM

The world-famous Petersen Automotive Museum in Los Angeles has announced a new exhibition featuring a selection of historic mid-engined cars from Porsche. Spanning the length of the brand's history, *Uncompromised Design* will showcase the evolution of Porsche's mid-engined road and race models, with highlights already advertised as being a 1955 550 Spyder and a 2015 918 Hybrid hypercar, the first production vehicle to lap the iconic Green Hell in under seven minutes. The model is powered by a 4.6-litre naturally aspirated V8 producing 600bhp, with two electric motors (one on each axle) delivering an extra 280bhp for a combined power output close to 880bhp. A 1971 914-6 will be also be on display at the exhibition, contributing to a focused look into the legacy of what were rightly regarded as some of Porsche's most single-minded and advanced performance cars at the point of production. *Uncompromised Design* is due to run through March 2020. Visit petersen.org for tickets.



ONE-TWO VICTORY FOR PORSCHE AT 24 HOURS OF SPA

Brand's seventh overall success at Belgian race

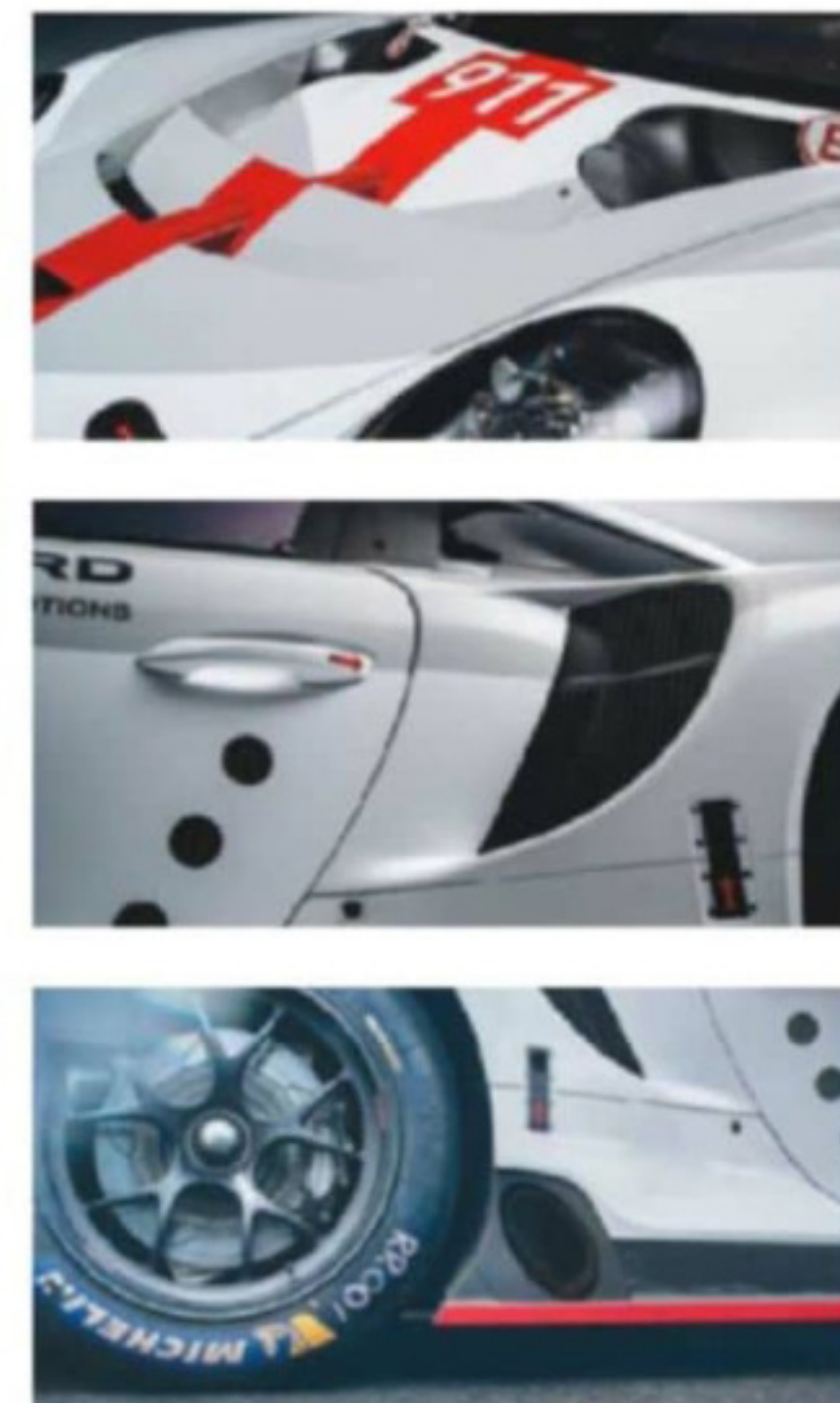
The no.998 911 GT3 R fielded by Rowe Racing rounded off the one-two victory for Porsche teams at the recent 24 Hours of Spa. Five of the six 911 Pro-cars finished the 71st running of the Ardennes motorsport marathon in the top ten.

Right from the start, the rain played the leading role at the Belgian endurance classic. In the early hours of Sunday morning, the race had to be stopped for almost six hours due to heavy downpours, but even this interruption couldn't end the victorious drive of the no.20 911 GT3 R. Driven by Kevin Estre, Michael Christensen and Richard Lietz, the car had been relegated down the field thanks to a drive-through penalty in the evening, necessitating an impressive charge through the field. When the race was halted, the driver trio had clawed its way back to eighth place. A series of flawless and constantly fast stints made up more positions after the race was restarted. With two hours to go, Estre took the lead, driving the slick-shod 911 to victory

on a damp track surface. Finally, after nine years, it was time for Porsche to celebrate another win at the prestigious Belgian endurance race.

During the closing stages, British driver, Nick Tandy, conquered second place in the Rowe Racing 911 GT3 R. The team experienced an event of mixed fortunes at the 7.004 kilometre storied circuit. Like Estre and his teammates, Patrick Pilet, Frédéric Makowiecki and Tandy lost many places due to a drive-through penalty, forcing the three experienced racers to fight hard in order to keep up with frontrunners. During the closing stages of the race, Tandy – an old hand at competing in rain – conquered second place with several skilful overtaking manoeuvres, thereby securing the one-two win for Porsche.

Scoring three more top ten placings, Porsche's customer teams crowned their strong and unified showing at Spa. The other GT3 Rs fielded by Rowe Racing (no.98 and no.99) finished fifth and seventh respectively.



REDESIGNED RSR EXPECTED TO DEFEND WORLD TITLE

Porsche puts faith in new racing 911 to defend hard-won endurance racing honours

The new 911 RSR from Weissach has undergone improvements in all areas and will replace the successful 911 RSR with which Porsche won the manufacturers' and drivers' world titles in the FIA World Endurance Championship (WEC), as well as achieving victory at Le Mans and in the IMSA races at Sebring and Road Atlanta (Petit Le Mans) earlier this year.

In developing the new 911 RSR, substantial insights were garnered and adopted from the extremely successful race outings of its predecessor. "Since 2017, the 911 RSR has yielded more than twenty class wins in the WEC, not to mention wins in various long-distance racing series in North America and Europe," says Fritz Enzinger, Vice

President of Porsche Motorsport. "Our job in developing the new 911 RSR was to make an excellent racing Porsche even better. The engineers at Weissach have worked tirelessly to achieve this project goal in every way possible. Congratulations to all involved."

Pascal Zurlinden, Director of Porsche GT Factory Motorsport, echoes the sentiment. "We never rest on our laurels," he explains. "We've extensively analysed all factory and customer campaigns with the 911 RSR. Our engineers noticed room for improvement in a number of areas. As a company, we've made significant progress in the development of the 911 RSR for the next three-year homologation period, with special focus on the complex areas of driveability, efficiency, durability and

serviceability." He goes on to claim ninety-five percent of the new RSR's components are totally new. "The only items that we've kept unchanged from the car's predecessor are the headlights, brake system, clutch, driver's seat and parts of the suspension. Testing has proved very successful. We're already looking forward to the first race of the 2019/2020 FIA WEC season."

Depending on the size of restrictor required, the new RSR's highly efficient 4,194cc flat-six produces around 500bhp. The new power unit is the largest ever boxer engine to be mounted in a 911, and offers better driveability over a wider rev range than the new car's predecessor's four-litre powerplant. We look forward to seeing how the new RSR performs later this year.

GOLF CIRCLE MEETS IN STUTTGART

Porsche's heart beats in Zuffenhausen. It was, therefore, clear to the organisers of the Porsche Golf Circle that it'd be good for its members to meet at the place where the Porsche sports car legend is most celebrated. The participants at the four-day event were welcomed by Sandra Sieglösch, Manager Porsche Community Management, and Eberhard Schneider, Manager Global Events & Services, who were pleased to play host to golf-crazy visitors from eight nations, including Mexico, Australia and Japan. Internationality is one of the features of the Porsche Golf Circle. At various international events (and by participating in the app-based *Community*), enthusiasts can gather together to watch top class golf at professional tournaments, including the Ryder Cup. Discover more by visiting porsche-golf.com

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RED HOT PRODUCT



PIONEER AVIC-Z9100DAB MULTIMEDIA ENTERTAINMENT RECEIVER

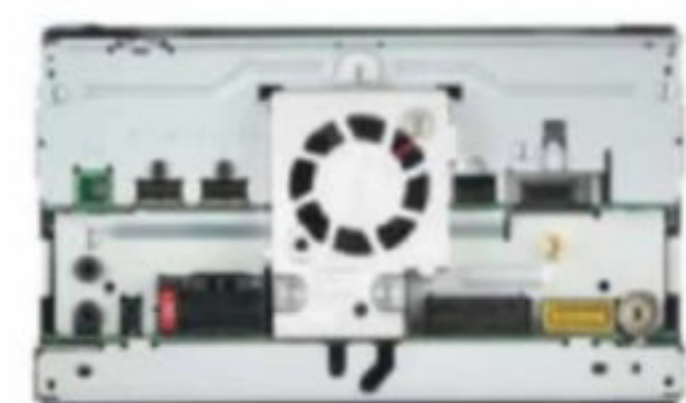
This new double-DIN flagship offering from the in-car entertainment experts at Pioneer guarantees high-end multimedia enjoyment thanks to the presence of a generous seven-inch, 24-bit, full colour touchscreen user interface. Enjoy Apple CarPlay, Android Auto, Waze, Bluetooth and DAB+ digital radio, with support for external devices through dual USB, HDMI,

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A thirteen-band graphic equaliser will have you amazed at the sound your car's speakers are truly capable of. With 4x50W output, three pairs of high-voltage preamp outputs, gold-plated connectors and dual

zone display for climate control functions (when paired with a compatible vehicle), this really is the best double DIN head unit you'll find for the money. It's also a head unit redefining what's vital when it comes to in-car entertainment. Check it out.

Price £789
pioneer-car.eu



- **WiFi** With built-in WiFi, you can use Apple CarPlay via wireless without the need for a connection cable, thereby reducing clutter and complication inside your car.
- **Apple CarPlay** Make calls, use Maps, listen to music and access messages with voice or touch.
- **Android Auto** Using intuitive voice or touch technology, browse and stream your music library or engage Google Maps for navigation and live traffic information without taking your eyes off the road.
- **Wireless Mirroring (Android)** The head unit display can become your smartphone's user interface, enabling easy access to functionality and content stored on your mobile device.
- **DAB+** Enjoy the convenience and pleasure of listening to your favourite radio stations in crystal clear digital sound.
- **HDMI Connect** Link any HDMI equipment to the AVIC-Z9100DAB head unit for optimal video and audio transmission.
- **SD Card** Easily connect to powerful, flexible and removable digital media.
- **Spotify** Simply connect your smartphone via USB or Bluetooth to comfortably browse your favourite playlists, albums, tracks and artists using head unit controls.
- **FLAC** Enjoy lossless digital audio files in your Porsche with playback output at CD quality.
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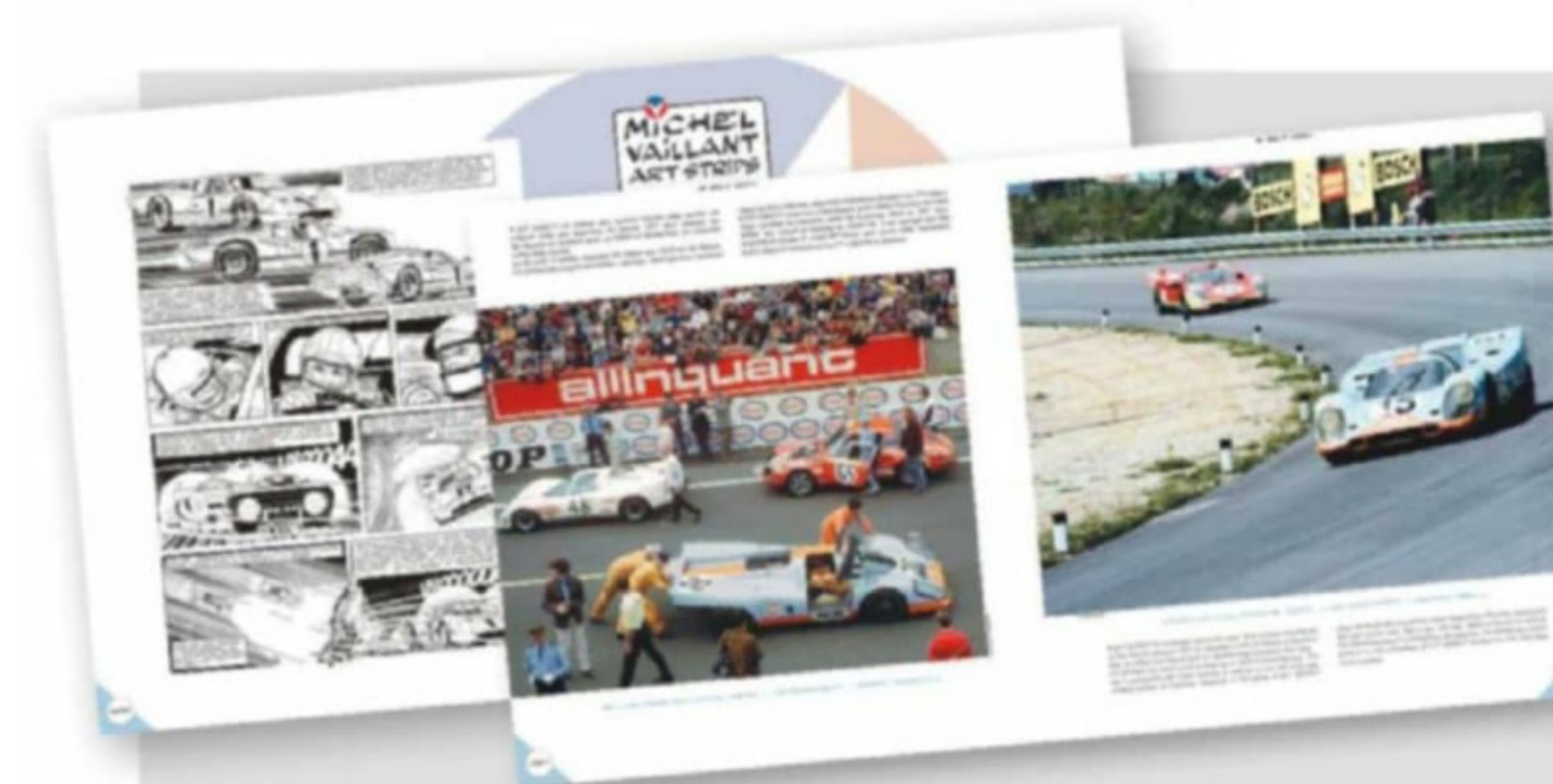
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- **AppRadio Mode+** Open up in-car entertainment to the wonderful world of iPhone and Android smartphone apps.



NINEMEISTER 718 TUNING UPGRADE

Owners of 718-generation Boxster and Caymans (two-litre and 2.5-litre models from 2017 onwards) can now take advantage of a stonkingly good performance tuning package from independent Porsche specialist, Ninemeister. Comprising a Kline Innovation 200-cell sports catalyst paired with revised ECU software, the Ninemeister's technicians can extract additional power in the region of 80bhp and 74lb-ft torque from an otherwise standard engine. The cool catalyst pipework provided measures 76mm in diameter (post-turbo) and feeds into a twin 57mm Y-pipe maintaining the exact cross-sectional area, thereby ensuring optimum gasflow efficiency. A verified dyno plot, a video of testing and a power graph are provided as part of the package.

Price £2400
ninemeister.com or call 01925 242342



RECOMMENDED READ PORSCHE 917

Porsche motorsport enthusiasts can indulge in the opportunity to grab a copy of what's being billed as the definitive work on the 917. Spread across 568 pages, this fabulous hardback presents an astounding amount of information on the past and present specification of all sixty-nine 917 chassis. Blending history, race results and technical info with stunning photographs and illustrations, this brilliant book is offered to *GT Porsche* readers signed by author, Laurent Gauvin. Supplied in a protective hardcase and including a foreword by former 917 driver, Gérard Larrousse, the cool coffee table tome is to be printed only 917 times, with copies selling almost as fast as the legendary race car itself! Don't delay, hop online and place your order today.

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The car care experts at GTechniq have launched a new automotive paint protection product in the form of Crystal Serum Ultra, a fluid introducing a revolutionary new 7nm nanoparticle alongside a 20nm nanoparticle, increasing the ratio of crosslinks which reinforces and thickens the top layer of the coating. The hard 10h top and softer 7h base layer offer improved swirl resistance over standard 9h paint protection coatings. Crystal Serum Ultra is also claimed to withstand stronger wash chemicals and bird droppings than a ceramic coating. A flexible base layer and a hard top layer also contributes to a resistance to extreme weather, combatting temperatures as low as -40°C and as high as 250°C, proving a little product goes a long way!

Price £45

gtechniq.com or call 01604 962553



GAZ SHOCKS DAMPER AND COILOVER COVERS

Suspension components from GAZ Shocks are supplied with one of the best anti-corrosion finishes on the market. Indeed, GAZ Gold coilovers are finished with a special black zinc plating to ensure the parts remain free of corrosion long into the future, even on vehicles used daily. That said, GAZ's engineers realise that although parts may be able to fend off corrosion, they're not going to be able to repel the mud, dirt and dust generated through regular use. This detritus can hinder adjustment, which is why the Basildon-based company has launched durable fabric covers to protect its products from whatever gets thrown at them. Simple to fit and available in three different sizes (250mm, 300mm and 350mm lengths), these damper covers will protect against anything Mother Nature or a jetwash can punish them with. Shock? We're in awe!

Price £34.20 per pair

gazshocks.com or call 01268 724585



PLAYMOBIL MISSION E

A new animated movie from the makers of Playmobil is set to hit cinemas before the summer is out, with the lead character, Rex Dasher, driving a white Mission E, the Porsche prototype for the manufacturer's first all-electric car, the soon-to-be-released Taycan. Playmobil and Porsche have been jointly developing play sets since 2014, a partnership crowned by the Mission E's starring role in the new film. To coincide with the release of the movie, Playmobil has released a Bluetooth-kitted radio-controlled kit measuring 27.5x11x7cm and mirroring the look of the star car. Accompanied by a Rex Dasher figurine (and accessories), LED front and rear lights, a charging station, an

accessible on-car charging point and remote controls, this is the chance to own and drive a Mission E to call your own!

Price £69.99

playmobil.co.uk or call 01268 490184



STUTTGART CLASSICA RSR DRILLED DOOR HANDLES

Give your classic 911 a race car zing with these RSR-styled aluminium door handles from the chaps at classic Porsche accessories specialist, Stuttgart Classica. Sold as a pair and drilled just like the original RSR handles, these awesome add-ons are the perfect finishing touch to your recently restored air-cooled classic, but don't go ditching your car's factory door furniture – you'll need to retain the host 911's original lock barrel and keys.

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Price £2

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Relive special motoring moments every time you pop the kettle on! Legacy Legends offers a wide selection of workshop and racing-inspired 300ml mugs, including brilliant designs depicting classic Porsche racing livery and vintage lubricant branding, such as Sunoco, Castrol and WD40. Each mug is presented with a high-gloss finish and can be ordered as part of a discounted four or six mug collection.

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<p>911 997 '4S' 3.8 pdk (09 - 2009) Black with black leather 55,000 miles £45,000</p>	<p>911 997 '2S' 3.8 pdk (59 - 2009) Basalt black with black leather 36,000 miles £44,000</p>	<p>911 997 '4S' 3.8 pdk (59 - 2010) Basalt black with black leather 59,000 miles £44,000</p>	<p>911 997 '4S' cab 3.8 pdk (09 - 2009) Meteor grey with black leather 45,000 miles £43,000</p>	<p>911 997 '2S' 3.8 (59 - 2009) Carrara white with black leather 43,000 miles £42,000</p>
<p>911 997 '2S' 3.8 pdk (58 - 2008) White with black leather 50,000 miles £39,000</p>	<p>911 997 '2S' 3.8 pdk (58 - 2008) Macadamia with terracotta leather 38,000 miles £39,000</p>	<p>911 997 '2S' 3.8 (60 - 2010) Black with black/grey leather 70,000 miles £38,000</p>	<p>911 997 Turbo 3.6 (07 - 2007) Basalt black with black leather 53,000 miles £55,000</p>	<p>911 997 Turbo tip (57 - 2007) Basalt black with black leather 58,000 miles £52,000</p>
<p>911 997 '4S' targa 3.8 tip (08 - 2008) Basalt black with black leather 49,000 miles £38,000</p>	<p>911 997 '4S' X51 (57 - 2007) Atlas grey with black leather 64,000 miles £35,000</p>	<p>911 997 '2S' 3.8 (08 - 2008) Atlas grey with black leather 48,000 miles £35,000</p>	<p>911 997 '4S' 3.8 (08 - 2008) Basalt black with black leather 63,000 miles £34,000</p>	<p>911 997 '4S' 3.8 (57 - 2007) Atlas grey with black leather 63,000 miles £34,000</p>
<p>911 997 '4S' 3.8 (07 - 2007) Basalt black with black leather 58,000 miles £34,000</p>	<p>911 997 '2S' 3.8 (57 - 2008) Atlas grey with black leather 52,000 miles £33,000</p>	<p>911 997 '4S' 3.8 tip (57 - 2007) Meteor grey with black leather 62,000 miles £33,000</p>	<p>911 997 '2S' 3.8 tip (57 - 2007) Meteor grey with black leather 42,000 miles £33,000</p>	<p>911 997 '2S' 3.8 tip (07 - 2007) Meteor grey with black leather 48,000 miles £32,000</p>
<p>911 997 '4S' 3.8 tip (06 - 2006) GT Silver with black leather 62,000 miles £32,000</p>	<p>911 997 '4S' 3.8 (07 - 2007) Atlas grey with stone grey leather 69,000 miles £32,000</p>	<p>911 997 '2S' 3.8 tip (06 - 2006) Midnight blue with ocean blue leather 31,000 miles £32,000</p>	<p>911 997 '2S' 3.8 (57 - 2008) Silver with black leather 59,000 miles £32,000</p>	<p>911 997 '2S' 3.8 tip (57 - 2007) Silver with black leather 53,000 miles £32,000</p>
<p>911 997 '4S' 3.8 tip (06 - 2006) Seal grey with ocean blue leather 55,000 miles £31,000</p>	<p>911 997 '2S' cab 3.8 (07 - 2007) White with black leather 53,000 miles £30,000</p>	<p>911 997 '4S' cab 3.8 tip (06 - 2006) Lapis blue with grey leather 68,000 miles £30,000</p>	<p>911 997 '2S' cab 3.8 tip (06 - 2006) Basalt black with black leather 66,000 miles £29,000</p>	<p>911 997 '2S' 3.8 tip (56 - 2006) Atlas grey with black leather 72,000 miles £29,000</p>
<p>911 997 '2S' 3.8 tip (55 - 2005) Arctic silver with black leather 67,000 miles £27,000</p>	<p>Cayman 2.7 pdk (65 - 2015) White with sand leather/alcantara 10,000 miles £38,000</p>	<p>Cayman 'S' 3.4 pdk (11 - 2011) Basalt black with black leather 45,000 miles £28,000</p>		

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PICKING A PROJECT

When taking on a Porsche project car, preparation, not to mention honesty about your aims, budget and capabilities, is key to success

Words **Paul Guinness and Dan Furr** Photography **Porsche**



Above Chickens, rats, mice and birds will happily make a health hazard of an old car left out to pasture for years

Porsche enthusiasts are pretty fortunate. As long as your bank balance features the required number of zeros, you're able to visit some of the best-known, most respected specialists in the marque (many of them advertisers in *GT Porsche*), peruse a line-up of immaculately presented classics, hand over the necessary funds and drive away in a car full prepared for sale and ready to be enjoyed. You don't even need to be wealthy in order to do this, with just a few grand seeing you behind the wheel of a seriously well-turned out model from our favourite manufacturer's transaxle family of cars. What could be simpler?

As attractive as a box-fresh Porsche is, not everyone wants to pay for a car restored or recommissioned by someone else's hand. There are just as many folk out there who relish the opportunity to take on a Porsche that's a little (or a lot) rough around the edges and restore it to former glory. Much more fun than buying a Stuttgart-crested speed machine requiring no work, right? These

are the guys and girls who enjoy the restoration process, the enthusiasts who buy down-at-heel cars and spend every spare moment (and, usually, far more money than initially anticipated) bringing them up to a show-worthy standard. As rewarding as all of this sounds, there are serious considerations you need to be aware of if you're tempted to join this happy clan of hard workers, especially if you've yet to tackle a restoration.

BE REALISTIC

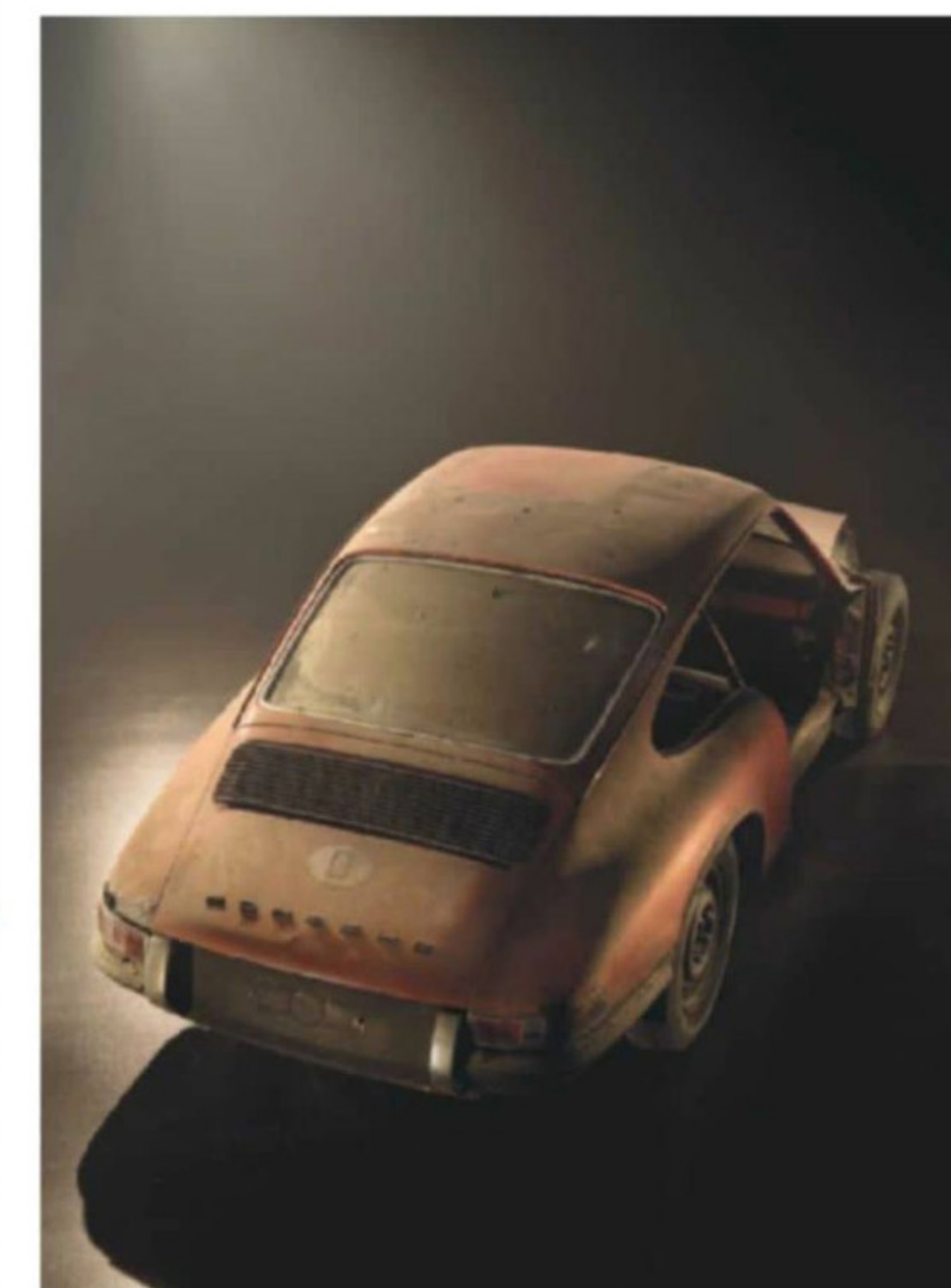
There's no reason why even an inexperienced first timer can't consider taking on a full-scale restoration project, although it's easy to lose sight of reality and get carried away with the romance of it all. Cosy winter evenings spent tinkering with spanners as a rusted hulk of Porsche gradually gets transformed into a gleaming winner of silverware, all in the comfort of a centrally heated garage and surrounded by the finest tools and all the spare parts you could wish for. Bliss!

BARN STORMER

In 2014, a German TV crew working on an antiques show stumbled across two 911s dating back to the 1960s. After making enquiries with the Porsche Museum, it emerged one of the two cars (chassis 300.057) was a rare 901 built before the model line was renamed. The Porsche Museum decided to buy both 911s, and in doing so, closed a key gap in its collection of significant classic cars produced by the Porsche brand.



RESTORE YOUR
PORSCHE



Sadly, life isn't like that. You're far more likely to spend evenings lying flat on your back on a freezing slab of concrete, rain dripping through the roof, your fingers numb, your toolkit inadequate and your language foul enough to shock a shipbuilder as you curse the day you ever bought the rotten box of bits that sits before you.

Whether you're a restoration virgin or an old hand at rebuilds, it's vital you choose a project that's within your capabilities. Porsche owners who either can't afford or prefer not to entrust their four-wheeled friend to a professional restoration company will end up doing much of the work themselves, but everyone has strengths, weaknesses and limitations, and unless you're experienced and skilled as a welder, should you really be taking on the 944 you've spotted that's in need of major bodywork renovation? If you don't know a torque wrench from a thread chaser, ask yourself whether you're looking at the idea of restoration through rose-tinted spectacles. Rest assured, however, that everyone has to start

Top Ensuring as much of the original car is present and correct is vital, even if the components you're presented with fail to operate properly

somewhere, and we applaud anyone who wants to take on an ambitious restoration, regardless of their experience or abilities. Learning on the job is often the best way to truly familiarise yourself with Stuttgart's finest.

As this issue of *CT Porsche* ably demonstrates, the term 'restoration project' can apply to cars in dramatically different states of disrepair, from MoT failures that require little more than new sills, fresh paint and a mechanical tune-up to be made perfect, to a box of bits that's claimed to be a rare 911 but, in reality, is more likely to be the unwanted leftovers from an autojumble. In the case of the latter or any classic car that's not fully assembled on inspection, it's essential you're satisfied the majority of components are present and correct. Even if they're not in a serviceable state, they'll be invaluable when it comes to sourcing spares or having pattern parts made. Missing items from a project car can soon result in sky high spend. Factor this into the asking price of whatever Porsche you're thinking about saving. »



Your choice of model is very much a personal thing, but again, you need to apply logic to the decision-making process and you need to be realistic with your own abilities, budget and aspirations. A two-litre 924, for example, will be much cheaper and much easier to work on at home than, say, a 356. Porsche owners are fortunate insofar as our cars generally enjoy excellent parts availability, but to buy a project car without first carrying out research into the cost of most of the items you're likely to need is an avoidable mistake.

While we're on the subject of budgeting, it's essential your finances are strong enough to see the project through to completion. There's no shortage of semi-stripped project Porsches to be found in garages, formerly enthusiastic owners having run out of money or enthusiasm partway through the build. When budgeting, don't underestimate the cost of... well, anything. Whatever you reckon it'll set you back (whether it's having a wing repaired or a brake and steering system rebuilt), the job is bound to cost more than you think, particularly when it comes to 911 engine work. One job inevitably leads to another and, suddenly, you've got bills to pay that are twice as much as you'd originally considered.



You've bought the Porsche you intend to work on. You tell your mates it'll be a thorough, in-depth build (as opposed to being a rolling restoration). What you do now is critical to how the entire project will pan out. It's all too easy to dash into your garage, start ripping bits off the car and feel satisfied the strip-down process is going brilliantly, but this is where the problems start. A year or so from now, when you need to start refitting the bits and pieces you've animatedly removed, there's a chance you won't know where you've put them, where they came from or how they fit back onto the car. "I'll remember. No problem," you say to yourself. Take it from us, you won't.

GET ORGANISED

You need to tackle the task ahead as though it were a military operation. You want to start stripping parts off the car? Fine, but each and every item should be carefully removed, cleaned, labelled and stored away somewhere safe for future use or replacement. The storage of parts is vital for straightforward assembly later down the line, so try to establish some kind of logical system, with separate areas of your garage or workshop devoted to exterior trim, interior trim, steering, braking, engine bay and so

WHAT YOU DO NOW IS CRITICAL TO HOW THE ENTIRE RESTORATION PROJECT WILL PAN OUT



on. Obviously, a properly disassembled car will take up a large amount of space, which is a luxury not everyone can take advantage of, but any kind of forward planning and detailing you can achieve will save huge amounts of time (and frustration) later on in the project timeline.

As to which models make the most sense when it comes to Porsche project cars, your choice may be dictated as much by budgetary restrictions as personal preference. The good news is that Porsche is as accessible as it is exclusive, meaning any enthusiast with pretty much any budget can get on the Porsche ownership ladder, a feat not possible for Ferrari fans working with limited finances. What is important to remember, however, is that being able to afford the dilapidated project car and being able to stump up the money required to turn that same bag of bolts into a fully operational show queen are two different things. Conduct research, speak to other owners, get a handle on the costs and availability of common components required for the model you've got your eye on. Once satisfied you've got all bases covered, get that poorly Porsche home and start work. And don't forget to let us know about the project by sharing photos with us on Twitter and Facebook. Good luck!

Above Plan for every eventuality and you'll be well prepared to deal with the surprises your Porsche project generates



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BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

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BMW M2 » 435BHP (+DE-LIMIT) M3/M4 » 540+BHP (+DE-LIMIT) M5/M6 » 730+BHP (+DE-LIMIT) X5M/X6M » 730+BHP (+DE-LIMIT) X5M50D/X6M50D » 450BHP M135i/M235i » 410+BHP i8 » 415BHP 120i/220i/320i/420i » 275+BHP 116D/216D/316D » 160BHP 118D/218D/318D » 225BHP 120D/220D/320D/420D » 240BHP 328i/428i » 295BHP 335i/435i » 410+BHP 330D/430D/530D/730D » 360BHP 335D/435D/535D » 395+BHP 550i/650i » 555+BHP (+DE-LIMIT) 640D/740D » 395BHP (+DE-LIMIT) X530D/X630D » 360BHP X540D/X640D » 395BHP	ALL 2017 RANGE ROVERS AVAILABLE RR 50SC/SVO/SVR STAGE1 » 600+BHP RR 50SC/SVO/SVR STAGE2 » 650+BHP 2.0/2.2 DIESEL (ALL MODELS) » 220+BHP RR 4.4 TDV8 » 395 BHP RR TDV6 3.0D » 305+ BHP RR SDV6 3.0D » 350+BHP DEFENDER 2.2 » 180BHP	EXOTIC / MISC FERRARI CALI T » 660BHP FERRARI F12 » 780+BHP FERRARI 599 » 647 BHP FERRARI 488 » 750+BHP FERRARI 430 » 525 BHP MCLAREN MP4-12C » 700 BHP MCLAREN 650S » 720 BHP MCLAREN 675LT » 750BHP MCLAREN 570/S » 680+BHP AVENTADOR » 750+BHP HURACAN LP610 » 650BHP GALLARDO LP560 » 600+BHP BENTLEY 4.0 T V8 » 700BHP BENTLEY GT/F-SPUR » 680BHP GT SPEED / SUPERSPORT » 690+BHP BENTAYGA W12 » 700+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	

LOOK OF LOVE

Adore the early 911 style but lack the funds? Look no further than the 912.

Words **Emma Woodcock** Photography **Dan Sherwood**

RESTORE YOUR
PORSCHE

CHEAP THRILLS

Despite its origins as Porsche's entry-level street car, the 912's low purchase price – coupled with 911 chassis dynamics – made it a popular choice for motorsport applications in the mid-1960s. In 1967, the model won the European Rally Championship for Group 1 touring cars with Polish driver, Sobieslaw Zasada, at the wheel. He finished first overall in the 912 at the same year's Rally of Poland, the second-oldest rally in the world.

The two-litre 911. From the barely-there front bumper, through the delicate chrome detailing, to the twin lines that arc back from the roof and rear wheel arch, Ferdinand Alexander 'Butzi' Porsche's vision for the first generation of adaptable, mature Porsche sports cars has become an enduring classic design. The reputation and adulation it commands is well deserved but, for the less pecunious marque enthusiast, dealer listings and auction lots placing such cars in six-figure territory render the iconic shape an impossible dream.

Don't despair. For buyers willing to widen their search, the Porsche range contains another solution. Introduced in 1965 and discontinued in favour of the 914 in 1969, the 912 borrows the structure, styling and some of the running gear from the early 911 to create a machine that shares its big brother's looks without the exclusive price tag. In a market where complete project cars start below £15k and even the very best restored cars demand little more than £55k, the four-cylinder 912 is one of the most compelling buys in air-cooled motoring.

The 912 concept was always meant to result in an affordable Porsche. The manufacturer developed the model to account for the market shift created by the 911, effectively

THE FOUR-CYLINDER 912 IS ONE OF THE MOST COMPELLING BUYS IN AIR-COOLED MOTORING

placing the four-cylinder car in the space left by the discontinued 356. It worked. Over 32,000 912s found buyers, with the model substantially outselling the 911 during the first few years of production. To keep costs down, power comes from a redeveloped version of the flat-four used in the 356 SC, hung behind the rear axle and driving through a four-speed manual gearbox. That's where the 356 links broadly come to an end, though – the wheels, brakes and suspension are all shared with the 911.

There are some differences, of course, and most can be found in the cabin. 1965 and 1966 912s feature just three dials as standard, losing the oil level and oil pressure gauges that appear in the same-age Neunelfer. The 912 also misses out on the teak dashboard of its bigger-engined sibling. For early 912s, this means a strip of bare, body-coloured metal, though cars built from 1966 onwards wear a strip of brushed aluminium. A pair of 356 carryovers also appear on first year 912s, namely the front seat design and gear shifter.

Ian Sandford certainly sees the appeal. Managing Director of Superchips, a performance tuning company with extensive experience in modern classic Porsches, he knows just what a 911 can provide – and how much of the model's skillset his Irish Green 912 shares. "I was looking for a car that I liked for its design," he remembers. "For me, that meant an early 911, but every available example I came across was just too expensive. I soon found myself looking at the 912 as a cost-effective alternative." By selecting the less renowned »

Porsche, his options expanded dramatically, allowing him to choose from cars in a wide range of specifications and varying conditions.

While 912s accompanied by a low purchase price offer the ability to enjoy a full restoration without the prohibitive cost demanded by a derelict 911 or 356, Ian chose to purchase the best maintained and most original 912 he could find. The car, a 1966 short-wheelbase example, was offered for sale through specialist dealer, Bicester Sports & Classics, and immediately caught the eye of its now owner. "This wasn't actually the 912 I went to view," he laughs, "but it was the car I ended up buying!" An import from sunny California arriving in the UK during the early 2010s, it benefits from a lifetime of salt-free roads and remains entirely free from corrosion.

Boasting a solid base and still in usable condition, the green machine hasn't required full restoration, yet it benefits from a detailed programme of replacement, refurbishment and subtle upgrades. "I'd call it fine tuning," suggests Ian. "I just wanted to improve the car, take some parts off and put other original items back on." Calling on his background as an engineer, he's capitalised on the model's straightforward construction by carrying out much of the work himself.

DATE STAMP

Thanks to its life in the sun, this superb 912 has needed neither bodywork nor a repaint. "It's just as well!" Ian chuckles. "I wasn't interested in doing either of those." Instead, work has focused on ensuring ongoing usability. The headlights, rear windscreen seals, seat frame bases and heater control cables have all been replaced with new, standard components, while a swap from points and condenser to electronic ignition helps the Porsche start first time, every time. Civility is also a priority for Ian,

SIBLING RIVALRY

The 912 combined a 911 chassis and body shell with the 1.6-litre, four-cylinder, push-rod Type 616/36 engine, a unit based on the Type 616/16 used to propel the 356 SC. It might not have been as powerful as the same-age 911, but the 912 demonstrated superior weight distribution, handling and range when compared to its big brother.



prompting a couple of near invisible upgrades: the original radio controls now take charge of an MP3 player, complete with an auxiliary input, while the cabin floor and engine bay benefit from extensive soundproofing. "These changes have made a big difference for longer journeys," he explains. "The early 912 makes use of rubber mats offering very little noise cancelling. I've kept the look of the factory parts, but the update brings a welcome damping of droning." Alongside the removal of the previous owner's vocal Konekt Sports air filters, it's the perfect way to enjoy the installed sports exhaust without suffering aural fatigue.

Fifty kilograms lighter than even the most basic early 911 and carrying its driveline closer to the wheelbase, the 912 makes for a balanced, satisfying back road companion. Even American racing legend, Mark Donohue, was a fan, praising the model's handling for its predictability and similarity to Porsche's six-cylinder cars in a period road test. Ian takes a different view, but still loves using his Irish Green pocket rocket. "I don't think you can compare the two models in that way. I've sampled many 911s over the years, and my car is considerably slower, though I do enjoy driving it, not least because the 912 leaves you much more relaxed when you arrive at your destination."

He's also invested in his 912's driving experience. Classic Car Automotive has provided new discs and pads »

RETURN OF THE DEAD

The 912 story didn't end with the arrival of the 914 in 1969. Six years after production of the rear-engined model drew to a close, Porsche revived the concept for the United States domestic market by using the body shell, galvanised chassis and impact bumpers from the G-series 911 to produce the 912E. Just like its predecessor, the newer 912 took up the position of entry-level Porsche in the months leading up to 924 production. Power came from the same 86bhp, two-litre, flat-four that powered many 914s, while a welcome options list enabled buyers to specify their 912Es to near 911 levels of style and comfort. Today, small displacement engines still have their place in the Porsche product range, as evidenced by the turbocharged four-cylinder flat-four offered in the 718 Boxster and Cayman, although the new Spyder and GT4s have returned the 'missing' two cylinders to the range, as you'll discover on page 80.



THE ASSEMBLY WAS DESPATCHED TO 356 CARBURETOR RESCUE IN SEDONA, ARIZONA

alongside a full rebuild of both front calipers. To take advantage of the renewed brakes, Ian has installed a competition pedal box and reservoir from the off-road 911 experts at Banbury-based independent marque specialist, Tuthill Porsche. The change allows a move to dual-circuit brakes, while adjustable bias ensures braking force is set more accurately. "The system took far longer to install than I imagined," says Ian. "I've retained the original wooden footwell and the original rubber pedal covers for an OEM look. This made Tuthill's job substantially more challenging!" The chassis has also seen subtle improvement, starting with a set of Blockley 165 VR15 tyres. Manufactured by the renowned Moreton-in-Marsh black circle producer, they combine 1960s looks with modern levels of road holding. Better still, they create a subtle link with Ian's family history: his father, a two-time motorcycling world champion, was born in the very same village playing host to Blockley's base.

Bilstein dampers and a smaller-than-stock MOMO Prototipo steering wheel complement the fresh rubber,

Above Every bit as beautiful as an early 911, a 912 in excellent condition can be yours for a fraction of the price of a six-cylinder 1960s Porsche

Previous spread Early 912 binnacle features three dials in place of the 911's five-clock dash layout, a design that continues to be used today



helping the Porsche to retain its trademark accuracy. A carburettor rebuild completes the recommissioning process. "My car suffered hesitation and driveability issues, both well-known complaints associated with Solex 40P11 carbs." After extensive investigation, Ian discovered the throttle shafts were overworn. The assembly was despatched to 356 Carburetor Rescue in Sedona, Arizona. A rebush and rebuild later, the car performs perfectly. "It isn't particularly fast, it isn't particularly noisy and it isn't particularly extroverted," Ian comments, "but every time I stop in this little Porsche, someone wants to have a chat with me or take a picture of the car. I don't mind admitting, it's incredibly satisfying to own an air-cooled classic capable of commanding so much admiration."

POWER OF PERSUASION

All things must pass and, after five years together, the time has come for man and machine to part company. Ian has turned his attention to a Land Rover Series 3 and a classic MV Augusta motorbike, meaning the 912 is once again up for sale with Bicester Sports & Classic. It's an amicable split; Ian still recognises the Porsche's many merits. "Ownership has been everything I hoped and more," he says. "I bought the 912 because I wanted to smile every time I opened my garage door. These early Porsches are some of the prettiest cars ever made." Style and substance without the spend: the 912 deserves your attention.



Are you thinking of selling your Porsche?

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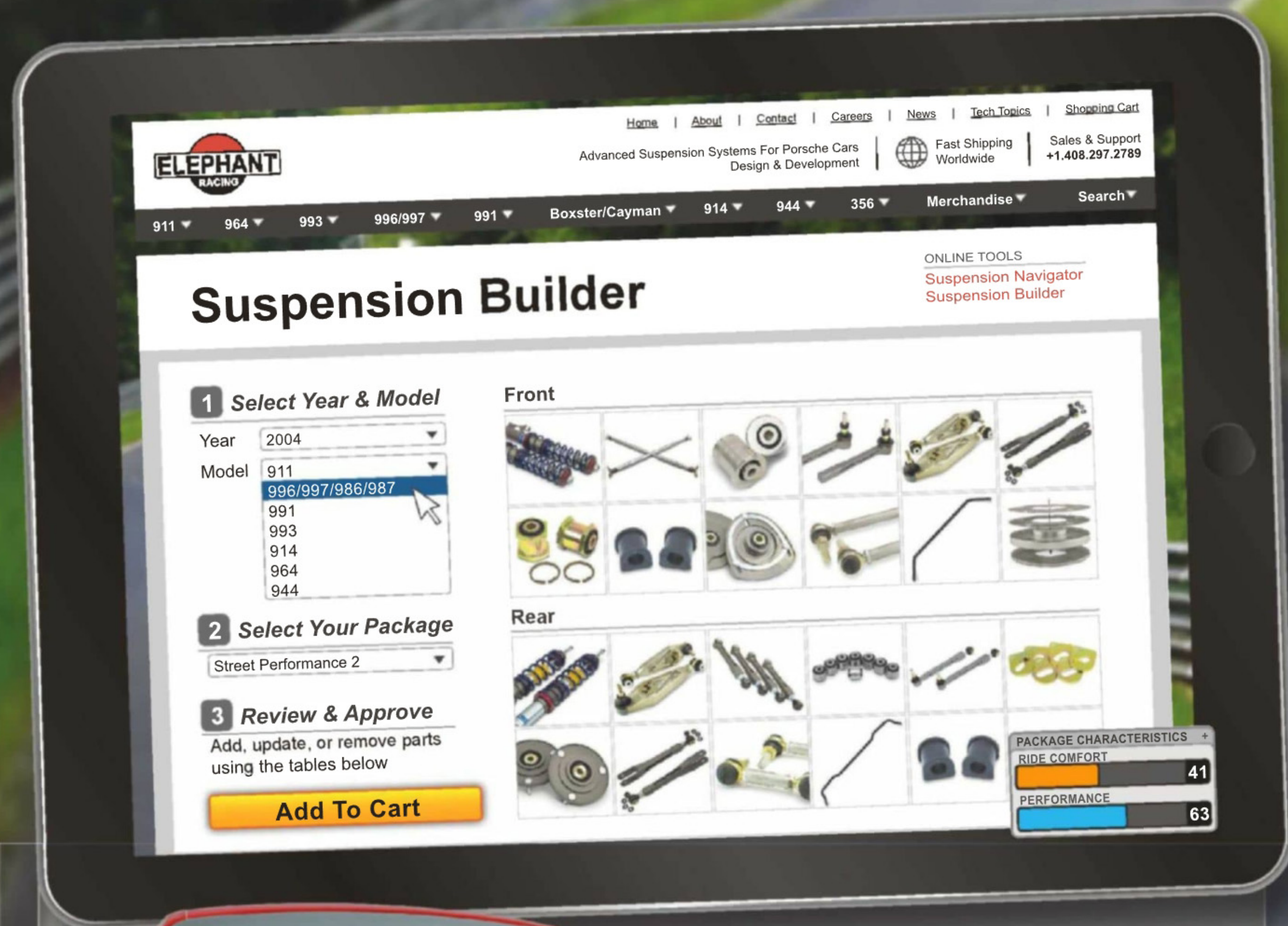
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TORQUE

SPECIALIST

GERRY CONWAY

Fitting modern electrical equipment instead of parts matching original specification will ensure your Porsche operates better than ever

When my brother and I started our car audio and security system business, Air & Sound, back in 1984, many of the Porsches now recognised as classics were brand new. As automotive electrical experts, we'd frequently be asked to upgrade the in-car entertainment equipment fitted to air-cooled 911s, many of them fresh out of main dealer showrooms. Almost four decades later, we continue to see cherished examples of old-school 911s rolling in and out of our workshop in Notting Hill, but respecting what some see as the value of originality, many of today's owners are focusing far less on upgrading in-car entertainment systems and more on maintaining the operation of electrically operated factory features, such as power windows and central locking.

It's true to say the passage of time hasn't been kind to many vintage vehicles. Old wiring is certainly something which proves problematic when it comes to keeping a classic car in rude health. It's not always decay or wear and tear that causes problems, though. The significant financial value of many older Porsches has resulted in a high number of enthusiasts shelling out big bucks on recommissioning or restoration work. All too often, wiring that hasn't been moved for decades is suddenly disturbed by heavy-handed technicians. This less than sympathetic treatment of what's become fragile equipment causes breakages which stop electrical systems from working.

A common example of what I'm describing concerns the removal of a classic 911's door panel. The wiring travelling into the door from the car's body is unlikely to have been displaced at any point prior to the panel being unbolted, and yet, I've been asked to replace a lofty number of broken looms where the seemingly simple action of liberating a door has caused the failure of basic electrical functionality. Fortunately, even if Porsche doesn't list the parts required for remedial work (many motors, relays and harnesses for legacy models

remain unavailable from the Stuttgart-based manufacturer, despite its efforts to remanufacture and reintroduce parts through Porsche Classic), my many years of experience working on these cars means I'm able to repair or rebuild faulty components, as well as being able to identify suitable non-OEM replacement parts where Porsche is yet to offer the genuine article.

Another challenge faced by owners of old Porsches is the presence of wiring and other hardware relating to defunct security systems which haven't been removed (or installed) properly. It can be surprising how much of a negative impact long forgotten immobilisers or thought to be inactive alarms can have on a car. I regularly find myself removing huge amounts of spaghetti-like cabling from old Porsches (944 owners seem to be especially bad at adding alarm systems without properly removing what's already in place!) treated to what were billed as the latest and greatest security upgrades in the 1980s and 1990s.

When dealing with these cars, it's best practice to removal all offending equipment in an attempt to return the affected electrical systems back to their factory state before advising the owner on a fit for purpose modern security solution, which, taking today's technology into consideration, often involves the appointment of a GPS-linked tracking device. Moreover, today's tech has enabled the design and development of a wide range of highly efficient electrical items suitable for retro-installing into older vehicles, including direct-fit air-con upgrades, advanced CDI+ ignition units, smaller and more efficient alternators and reconfigured fuse boards. This kit can be particularly beneficial if the new part is smaller in size and more powerful than what it's designed to replace in a cramped engine bay or tight cabin space. Far from taking away from the original character of a classic Porsche, fitting modern electrical components will ensure your cherished sports car operates with noticeably enhanced levels of safety and reliability long into the future.



Gerry Conway is a London-based automotive audio and electronics specialist best-known for running Air & Sound, one of the UK's most prestigious in-car entertainment and security system installation outfits. Founded in 1984, the firm operates out of a Notting Hill workshop serving as the birthplace to some of the UK's biggest, wildest and most recognised in-car multimedia builds, many commissioned by big brands, including consumer electronics and audio equipment manufacturer, Clarion.

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911 Turbo S (997)

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£89,995



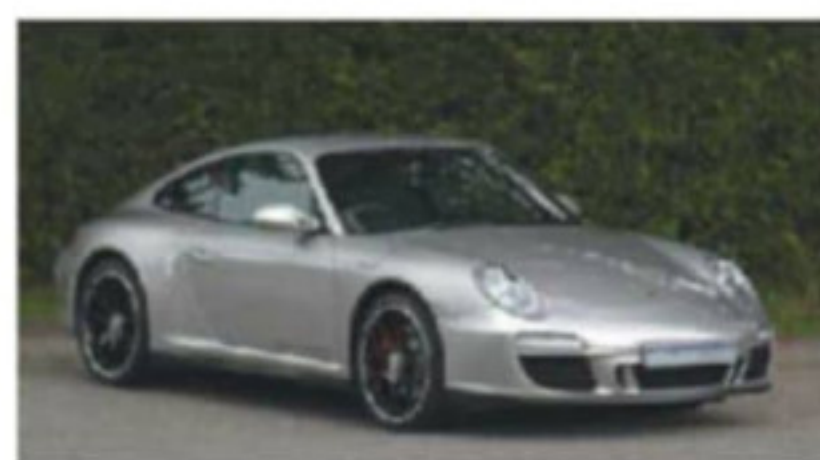
911 Carrera Sport Targa

Grand Prix White • Dark Blue Leather Seats • Manual Gearbox • 16" Fuchs Wheels • Fully Electric Seats • 22,373 miles • 1988 (F)
£84,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats • Manual Gearbox • 18" GT3 Wheels • Air Conditioning • 37,370 miles • 2003 (53)
£74,995



911 Carrera 4 GTS (997)

Platinum Silver • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 16,670 miles • 2012 (12)
£69,995



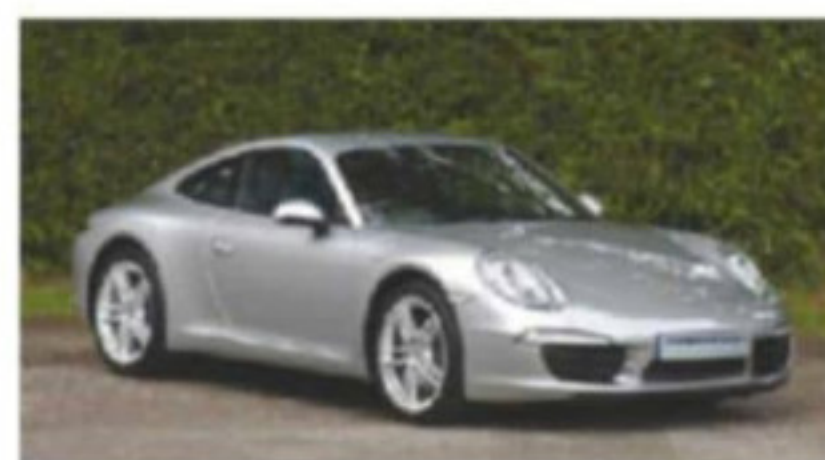
911 Carrera 2 GTS (997)

GT Silver • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels • 10,367 miles • 2011 (11)
£69,995



911 Turbo (997 GEN II)

Meteor Grey • Black Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack • 42,487 miles • 2010 (10)
£69,995



911 Carrera 2 (991)

GT Silver • Black Leather Seats • Manual Gearbox • Touchscreen Satellite Navigation • 19" Carrera S Wheels • 13,167 miles • 2014 (64)
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911 Turbo (996)

Basalt Black • Black Leather Seats • Tiptronic Gearbox • Satellite Navigation • BOSE Sound System • 55,346 miles • 2003 (53)
£49,995



911 Carrera 2 S (997)

Arctic Silver • Black Leather Seats • Manual Gearbox • Satellite Navigation • 19" Carrera Classic Wheels • 44,315 miles • 2005 (55)
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TORQUE

ANGUS WATT

If you're thinking about taking on a major restoration project, make sure you're doing so for the right reasons

You don't have to cast your mind too far back to recall a time when the values of air-cooled 911s were shooting skyward at a rapid rate.

With interest rates held low, investors looked to seek a return on rare classic cars, with particular focus on old Porsches. The knock-on effect of this fresh interest in the output of Stuttgart's most famous manufacturer was vastly inflated purchase prices on every air-cooled 911, including the most basic models. Even those in need of complete restoration were suddenly passing hands for a fair few quid!

That was five years ago. Since that time, many investors have pulled out of the Porsche scene, although if truth be told, most were only interested in getting hold of the most exotic 911s anyway. This withdrawal of interest hasn't caused the financial value of air-cooled 911s to tumble, but it has seen the end of month-on-month rises in sale prices for all but the rarest of models. In other words, if you're thinking about restoring a classic Porsche in order to see a significant return on investment, then you've probably left it a bit late.

Even if you're a true enthusiast determined to breathe new life into a car you intend to keep, it's worth bearing in mind the impact outside forces can have on a long-term restoration. For example, my team at Greatworth Classics is coming to the end of an extensive 911 restoration spanning five years. When our customer instructed us to start work, the value of the car was rising quickly. The Porsche in question had been stripped of its vital organs and was previously being readied for a trip to the great scrapyard in the sky, but with renewed interest in old 911s, spending a significant sum of cash on this battered and bruised shell of a car was considered a perfectly sensible move. What, however, if major changes to the economy had seen the classic car bubble burst mid-build? Thankfully, it didn't happen, but that's not to say it won't in future. This is a serious consideration anyone involved in throwing

big sums of cash into a project needs to think about. My advice is to commission the work because you're in love with the car. By the same token, you should be in love with the idea and process of returning it to a good state of health. Restore, keep and enjoy.

Thanks to Porsche taking the survival of its legacy models seriously, the past half-decade of renewed interest in the brand has delivered many positive changes concerning the restoration of old Porsches, 911 or otherwise. For example, when we started the aforementioned five-year project, the manufacturer was the last contact we'd reach out to if we were in need of a part. We'd try to hunt out whatever component we were looking for by chatting to independent suppliers in the hope they had (or could get hold of) what we were in need of. If all options were exhausted, we'd have little choice but to start custom fabrication. This could be an expensive pursuit, but thanks to the arrival of Porsche Classic, a complete turnaround of our parts procurement process sees the manufacturer established as our first port of call! In fact, Greatworth Classics now has access to a desktop app linking directly to Porsche Cars GB's UK inventory, a well-stocked goldmine of Porsche Classic parts direct from the manufacturer. Better still, many parts are offered up to twenty percent cheaper than the nearest aftermarket pattern part from an indie. Add to that Porsche Classic's constantly expanding inventory of new components made to original specification and it quickly becomes clear that many aspects of Porsche restoration have become significantly more straightforward and less expensive than ever before. That said, while Porsche Classic is an excellent source of parts, it still only offers a small percentage of the total number of items required for complete restoration. In other words, if you're looking to return an older Porsche to brochure specification, start with the most complete example of whatever model has taken your fancy. Oh, and make sure profit isn't your motivator when recognising value in the work you're commissioning!



Angus Watt is the man behind Banbury-based air-cooled Porsche restoration outfit, Greatworth Classics. The company prides itself on being a 'one-stop shop' for all aspects of high-quality restoration, upgrades, repairs and servicing. Boasting its own in-house engine shop, machine shop and paint shop, each department is individually staffed by highly trained professionals supporting the mechanics in the main workshop.

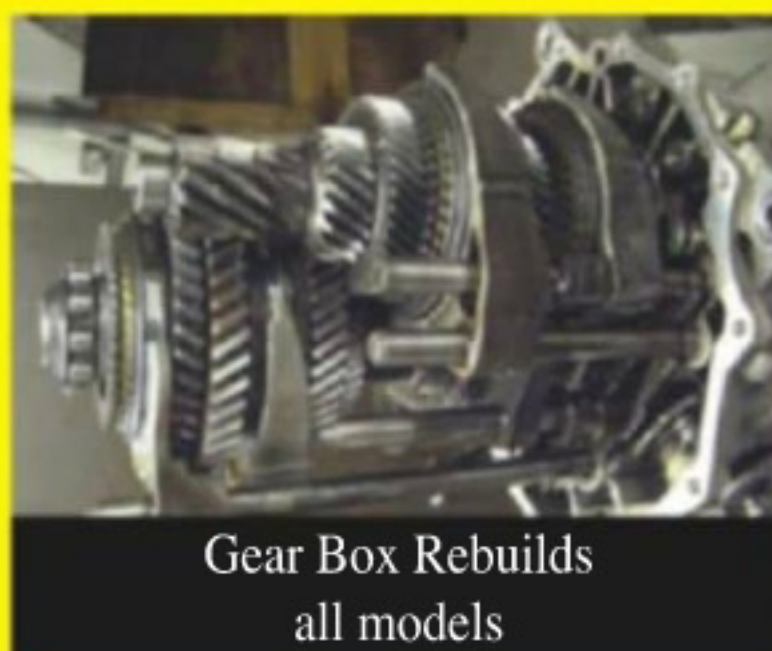
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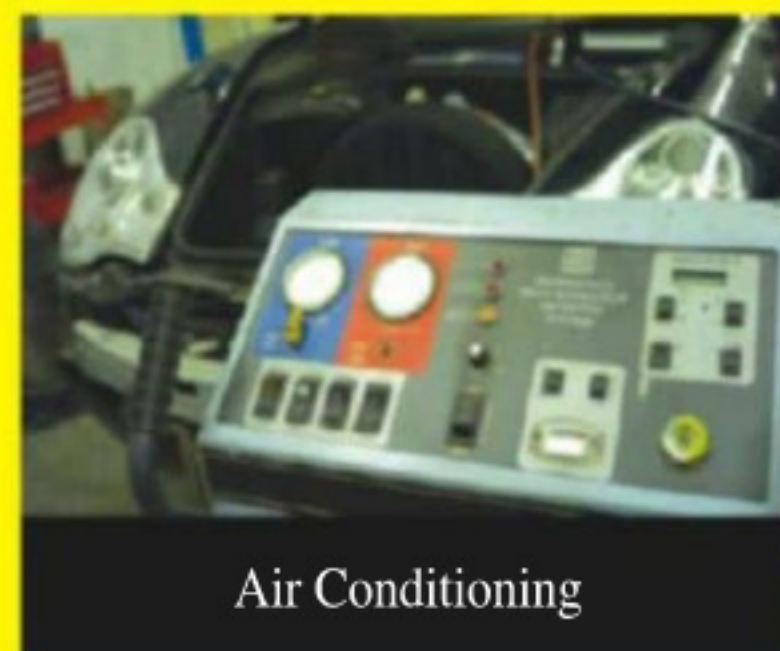
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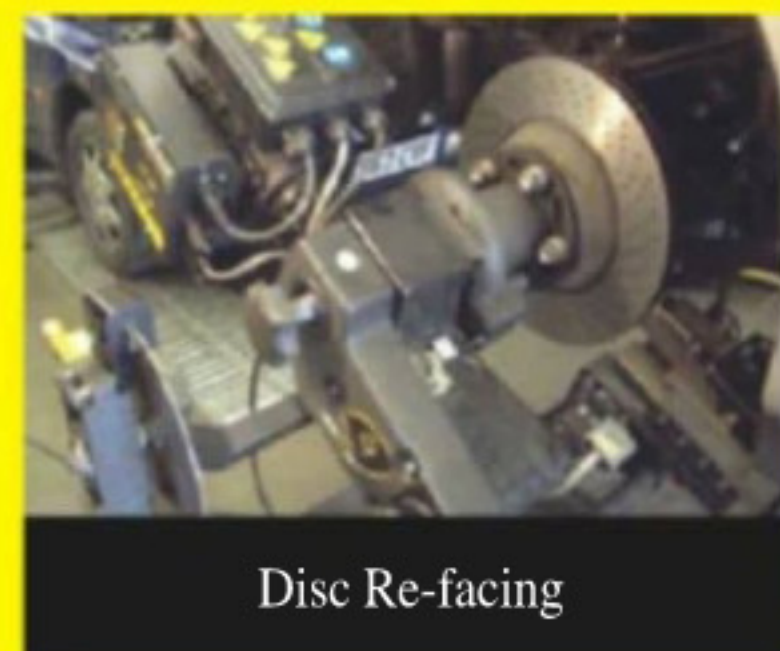
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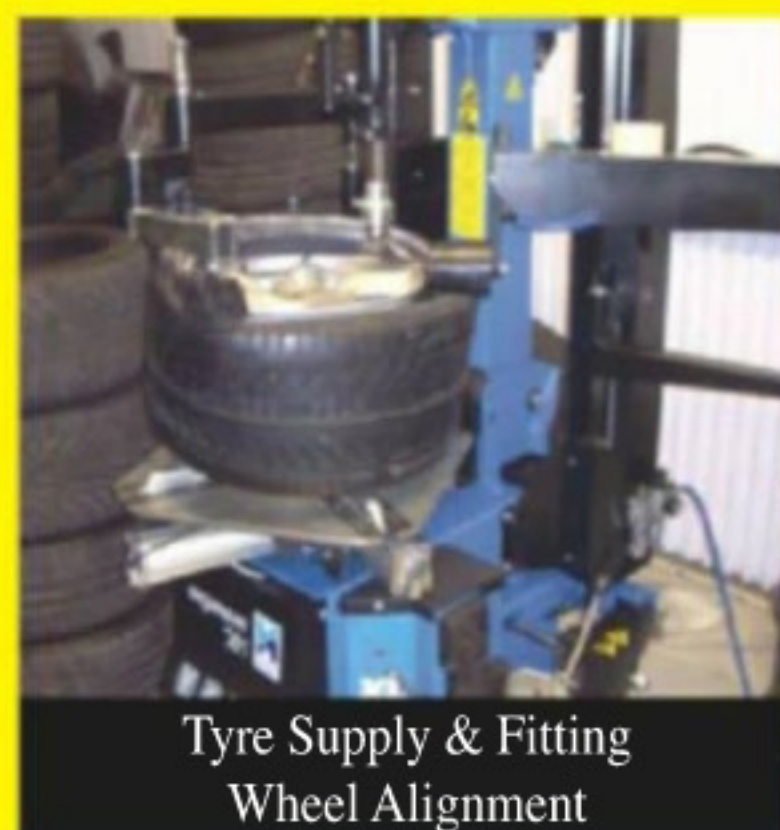
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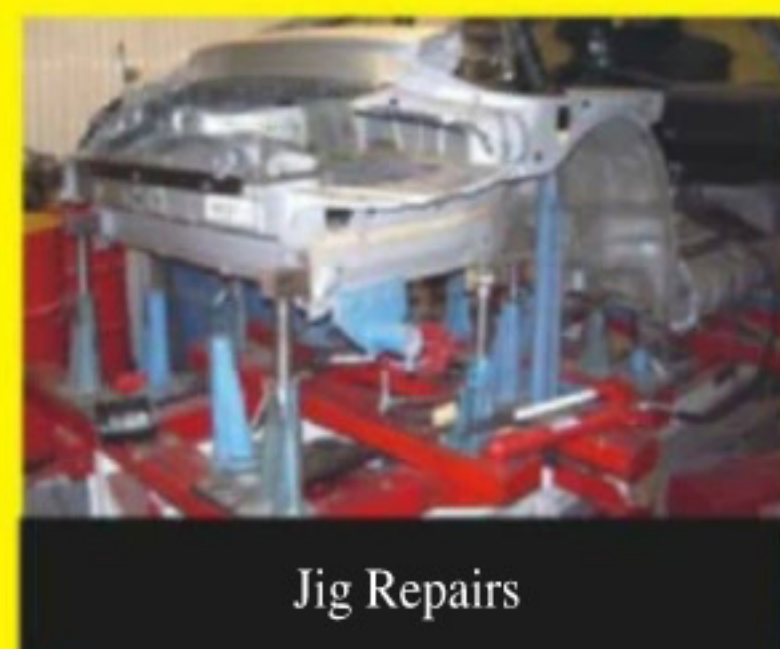
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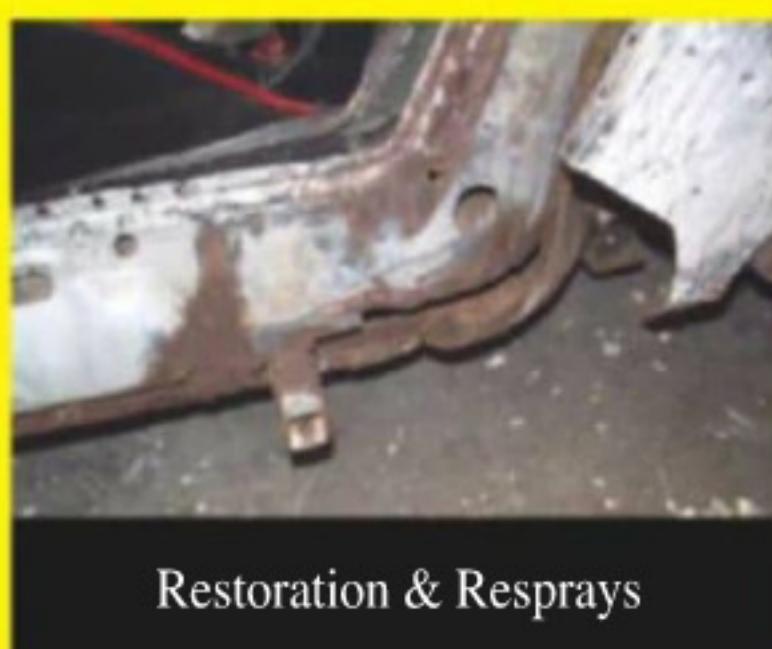
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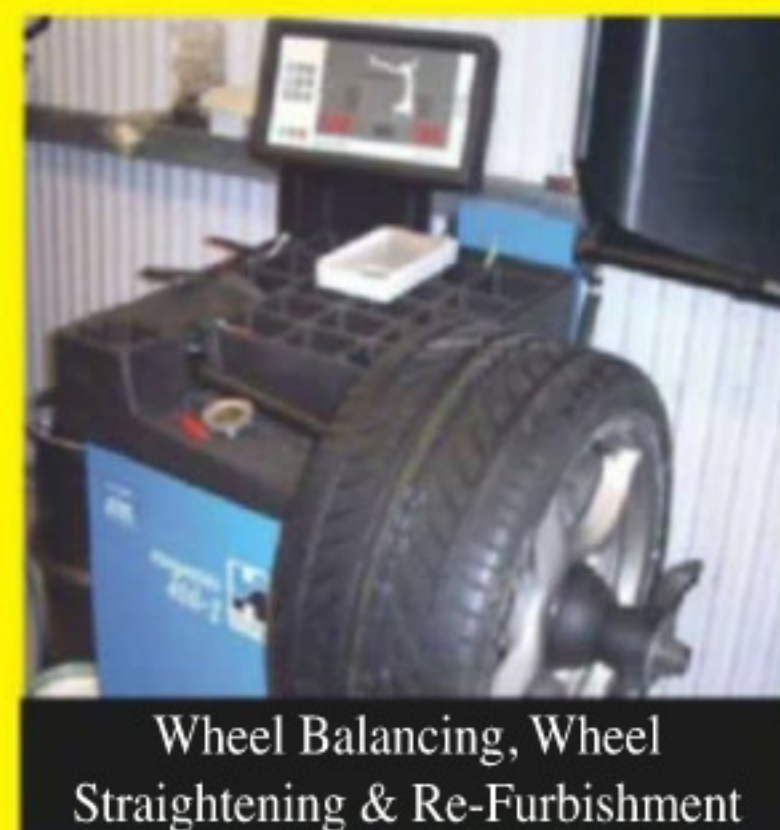
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TEAMWORK



FIVE MINUTES WITH SIR CHRIS HOY

This month, we take time out to chat with the six-time Olympic cycling champion about his experience racing in the new GT2 RS Clubsport.



You recently got the opportunity to compete in the fiercely competitive Porsche Mobil 1 Supercup at Silverstone. How was it?

To get the chance to compete in a 911 GT3 Cup car at Silverstone in a support race for F1 in front of a packed house was the stuff of dreams. In terms of the racing, Mobil 1 Supercup presents an amazingly high standard and some of the best drivers in the world. Needless to say, I was delighted to be just 2.7 seconds off pole in qualifying.

You competed in the one-off Porsche GT2 Supersportscar race at Spa. Did you have to acclimatise yourself to the GT2 RS Clubsport after racing the highly focused GT3 Cup car?

There's a significant difference between the GT3 Cup car and the GT2 RS Clubsport. For a start, the Clubsport features a huge amount of extra power. In a straight line, it's absolutely awesome, but there's significantly less grip. In other words, the Clubsport moves around a bit more, although it feels more progressive thanks to their being less aero. The braking is ABS assisted, so you can just smash the pedal and the car takes care of slowing for you, whereas in the Cup car, you have to be more precise and delicate. The GT3 is definitely a trickier Porsche to get the best out of.

Which 911 have you had more fun driving?

The Clubsport. I've driven some fast cars, including LMP2s, but there's nothing quite like that surge of straight-line pace you get when the turbos kick in. It's absolutely awesome and

puts a smile on my face every time! Racing around Spa with almost 700bhp on tap is quite an experience. That said, the Cup car is so precise and direct. It immediately responds to everything you ask of it. For a Gentleman or Amateur driver, however, the Clubsport is the 911 to run with.

You drove to Spa in a GT2 RS. Are there any similarities you can draw between the road car and the Clubsport variant?

You'd be surprised how similar the Clubsport is to the GT2 RS road car. Underneath the race car's bodywork, it's essentially a standard GT2 RS, which just goes to show how impressive a product it is. The Spa weekend was the first time the Clubsport had been out on track competitively. The model looks fantastic, goes really well and is great fun to drive. In road or race trim, it's a really sorted package.

Where does Spa place on your list of all-time favourite circuits?

If you ask any driver that's raced at Spa, most would list the venue in their top three circuits. The history, the atmosphere, the challenge of the layout. It's quite unlike any other track. Spa is fast, flowing and rewarding. It features corners that take a huge amount of nerve and bravery to get around quickly.

What races would you like to compete in that you haven't managed to already?

I'd love to do the 24 Hours of Nürburgring and I'd love to go back to Le Mans. I thought

Le Mans would be a 'do it once, tick the box and move on' kind of thing, but once you've competed there, you want to go back and apply the knowledge and the experience you've gained and try it all over again! I'd also love to participate in the Bathurst 12 Hours and I'd love to do... well, anything, really. I just love motorsport. I love racing. It's an exciting challenge to get into a new car at a new circuit and to have to push yourself to try and find new limits. So yeah, anything.

How would you sum up your time competing in the GT2 Supersportscar race?

I thoroughly enjoyed the whole experience. Much like my Mobil 1 Supercup outing at Silverstone, it was fantastic to be in Belgium participating in a support race for one of the world's biggest motorsport events, which in this instance, was the 24 Hours of Spa. To be a beneficiary of the atmosphere that's prevalent across the weekend is great. Moreover, to be part of such a historic moment in Porsche history, the first time the 911 GT2 RS Clubsport was out on track competing, is an absolute honour. The Clubsport is genuinely brilliant to drive and extraordinarily good fun. Quick in a straight line, easy to hustle and, for a near 700bhp car, surprisingly friendly to the driver. I got stuck in, did the best I could and gave the potent Porsche back in one piece, which was my top priority. I'm pleased with the results.

Thanks for your time, Chris. It's appreciated!

BODYWORK

RESTORE YOUR
PORSCHE

BODY LANGUAGE

When restoring an older Porsche, expect the unexpected and ensure you have a contingency budget to play with

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





Magazine features showcasing finished restorations often fall foul of talking about the freshly completed car in the here and now, rather than outlining the level of work that was involved in transforming the resurrected ride from its formerly impotent state to the condition deserving of a prominent place on the newsstand. Of course, we can all appreciate a pristine Porsche, but it's important for published articles not to unwittingly misrepresent how challenging a build might have been. After all, many readers keep hold of magazines as a point of reference. The last thing we want is for an enthusiast to get partway into a restoration, only to find their bank account haemorrhaging cash and their patience wearing thin because, citing inspiration from column inches, what they thought would be a perfectly manageable job on a reasonable budget turns out to be a total nightmare costing the earth.

"The most important piece of advice I can offer anyone considering embarking on a restoration project is not to be misled by how the car about to be stripped and rebuilt looks at first glance," stresses Dave Bridges, head of Cambridgeshire-based classic car paint and bodywork specialist, DB Restorations (dbrestorations.co.uk). "Many extensive restorations start with a vehicle that looks fairly

presentable, yet there's every chance major corrosion and other problems are lurking within. Ensuring the car you're thinking about buying and restoring is checked over by a technician well versed in the field is ideal, but at the very least, ensure an inspection is carried out in the presence of a marque specialist who can tell you about common complaints associated with the model you're eyeballing, even if he or she is unable to advise on the intricacies of bodywork correction specific to the car in front of you."

MIXED SIGNALS

He cites the 356 currently occupying space alongside a Lotus Cortina, Jaguar E-Type, MG MGA and Datsun 240Z in his workshop as a prime example of how appearances can be deceptive. Owned by the brain behind classic 911 accessories designer, Rocket Wrench (get in touch at awesome.eu.com/rocket-wrench), the car looked half-decent until it was media blasted. "Though not original, the paintwork wasn't too bad, giving the impression of a solid base to work with, but blasting revealed a huge amount of rot and evidence of bad bodywork repairs we reckon were carried out in the early 1970s," Dave remarks.

Mr Rocket Wrench, the owner of a stunning 1976 911 S restomod we'll be showcasing a future issue of GT Porsche, had always wanted a 356 to play with. As a frequent flyer



Above Brand new panels have been used throughout, replacing rotten original metal and sections of the car subjected to poorly executed repairs in previous decades

Left Trusted reference materials can save a huge amount of work and, for those restoring an air-cooled Porsche, are readily available

from Britain to the USA, he'd find himself having to join a connecting flight from Los Angeles before being able to reach his destination of Seattle. Timing his trips to coincide with key Porsche-themed events on the West Coast, including Luftgekühlt meets, ensured he got to know key players on North America's classic Porsche scene, contacts who informed him about a dormant 1963 356 B on the opposite side of the country. "It was in New Jersey!" laughs the decorated former Explosive Ordnance Disposal Officer. "I bought it on the strength of the photographs the seller emailed to me, but my heart sank when the car eventually arrived in the UK."

Rust, rust and more rust was the order of the day. Add a colossal amount of rat droppings to the mix and you have one very poorly kept 356. Adding insult to injury, rodents had destroyed every piece of the car's wiring and its carpets, but the biggest complaint was yet to come: after the Rocket Wrench man had donned a protective bodysuit and thoroughly fumigated his newly acquired 356, he discovered all serial numbers from the engine and associated componentry had been violently hammered with a chisel in order to hide original identification marks. "We know the flat-four is period correct, but it's safe to assume it's not original to this classic Porsche," he shrugs. "Needless to say, my plan to fully restore the car and

UNDER THE INFLUENCE

Produced between 1959 and 1963, the 356 B features a T5 body type and introduced many styling and technical advancements over the previous model. The 356 B is the variant with the highest production volume, totalling almost 31k cars. In the year before the arrival of the 356 C, the 356 B moved over to the T6 body type, a change which saw the arrival of twin engine lid grilles, an external fuel filler and a larger rear window for coupes. This configuration was in production for little more than a year, making the Rocket Wrench car one of the last of its kind prior to this specification 356 receiving disc brakes in each corner and being reborn as the 356 C with the option of a 95hp SC engine. After the introduction of the 911, the 912 replaced the 356 as Porsche's entry-level model. Close to 33k 912 coupes and Targas powered by the Type 616 flat-four that served Porsche so well during the 356 era were sold between 1965 and 1969.

BRIDGE THE GAP

DB Restorations carries out start-to-finish restorations, accident damage repairs and cosmetic improvement work from its base a stone's throw from Cambridge. Company boss, Dave Bridges, has worked on a wide variety of Porsches over the years, including many 911s. Take a look at the company's Facebook page for in-workshop updates, or contact the team via dbrestorations.co.uk



Above Aftermarket panels offer a degree of flexibility for the restorer to manipulate due to the fact the 356 is handbuilt, with no two cars being exactly the same

sell it as a 'matching numbers' 356 was immediately in tatters. "Thankfully, even including shipping costs, the price he paid for the "biohazard-spec" Porsche was ridiculously low. Furthermore, being the spouse of the supportive Mrs Rocket Wrench meant he was able to settle on a plan of action that'll see him keep the car and treat it to "mild Outlaw updates" now that he doesn't need to be strict about maintaining originality. Not that any of this makes a blind bit of difference to the fact the car's bodywork was in a seriously bad way.

THE LONG AND SHORT OF IT

Dave has been restoring and repairing cars since 1976, but even bodywork specialists with a fraction of his vast experience are wise enough to know that you can't rely on availability of direct-fit parts for vintage vehicles, no matter how celebrated they are in the present. "Many older cars are handbuilt, meaning no two are exactly the same. If in production, aftermarket panels often provide a degree of flexibility for the restorer to fine tune, but even miraculously discovered factory originals can be miles away from your requirements," he says, citing the trio of genuine 356 outer structures he recently came across. "They were manufactured by Porsche in period, yet each one of the parts was a different length. It's when faced with these kinds of challenges you're often forced to accept custom fabrication is the easiest and most cost-effective solution."

This work is no problem for Dave and his talented team, including time-served technician, Leo Merkaj, who is

carrying out all welding on the car, but that's not to say it's a straightforward restoration. "Before you get stuck into a job like this, it's vital you do as much research as possible," continues Dave. "Advice from other owners, a full inventory of what's needed, how much of it is available to buy from existing suppliers, how much of it is available direct from Porsche and a subsequent list of required fabrication is essential," he says. "Additionally, reference materials will save an owner a lot of time and money. You'd be surprised at how many restoration books and manuals are available for Porsche cars, with the level of detail in some of the 356 books we've been thumbing through drilling down to how many spot welds should be on each applicable panel, where they should be located and the exact distance between them. This information is massively helpful, but vitally important if you're looking to return the car to its exact factory specification."

Mr Rocket Wrench concurs. "After media blasting removed all previously applied filler and old paint from the bare shell, Dave and I wandered around the car marking it with an X where replacement panels and repair sections were required and an F where it was clear fabrication work was needed. I then spent fifteen grand on panels and parts from Karmann Konnection before returning to the car with my Sharpie and turning many of the Xs into Fs. Thirty percent of what I requested simply wasn't available to buy!" he says. A cautionary tale for anyone thinking the restoration of a Porsche over half a decade old will be a simple case of 'take off the old, bolt on the new'.



Facing page The Rocket Wrench 911 restomod seen here joining its older stablemate in the DB Restorations workshop in Cambs



Again, tolerance in the measurements of aftermarket panels - no matter the quality of construction - can be a challenge to anyone thinking of adopting a DIY approach to classic Porsche restoration. "Take front wing fill panels as a case in point," says part-time curmudgeon and full-time miniature Schnauzer fancier, Herr Rocket Wrench. "They need to perfectly align with the A-pillar, windscreen frame and door panel as well as lining up with their corresponding sill. You can get it perfect at the bottom, only to find measurements are massively out at the top. This is just one of the problems when working with a hand-assembled model known for its many quirks and build discrepancies from car to car. Trial fitting is essential to ensure perfect panel gaps, but it's not always an easy task."

At the time of writing, Leo has another two weeks of welding left to do on the car until the fun job of smoothing and paint preparation in advance of a fresh coat of colour, although the jury's out on what hue will cover the restored four-cylinder Porsche, a car which will be powered by fully rebuilt and upgraded mechanical components and will make use of modern creature comforts, including electrically operated air-conditioning. "We've test-painted various removable panels in grey, a gorgeous Maserati shade of pearl red, a copper gold from the McLaren colour catalogue and an OEM blue," says Dave. "We're not sure what colour Mr Rocket Wrench will go for, but the car is going to look amazing whatever his choice." The man himself is keeping tight-lipped about his preferred shade, but he's more than happy to voice his advice to those thinking about starting a similar project.

"My military career in the field of bomb disposal informs my decisions when it comes to Porsche restoration," he explains. "The bottom line is that something is either right

Top right Battered original nose cone is one of many sections of the car that's had to be replaced with brand new metal

or wrong. There's no in between, no margin for error. When dealing with explosives, you can't assume anything. You have to approach every device with an open mind. It's the same when working with an old Porsche. Don't think you're going to have an easy time of restoration just because the car looks pretty in pictures. Furthermore, if you're going to buy a car blind over the internet, especially if it's a car overseas that you're unlikely to see until it lands on your doorstep, accept you'll find faults you weren't expecting and that they'll cost you extra time and money to correct."

SEE THE LIGHT

He goes on to talk more specifically about the 356. "Accept the fact these are handmade Porsches and that there can be big differences in bodywork fitment between cars. Even when working with much later models from the Porsche range, don't assume replacement panels represent a simple 'buy and replace' solution. Where possible, have the object of your desire inspected by someone who knows what they're looking at and keep in mind you need to expect the unexpected. If you're prepared to take all of this on the chin and have budgeted accordingly, then I wish you every success with your Porsche restoration. You're bound to have a lot of fun bringing your car back to life."

Judging by the amazing condition of his 911 S (a car you may have seen on display at the recent Goodwood Festival of Speed) the copious amounts of head scratching and occasional sleepless night a Porsche restoration brings are well worth putting up with. In an attempt to prove the point, we'll be showcasing the Rocket Wrench 356 in *GT Porsche* as soon as DB Restoration's work is complete. Until then, we'll just have to keep guessing what colour paint the car's dedicated owner will end up selecting!



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944 TURBO

RESTORE YOUR
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ON THE RIGHT TRACK

Widespread and affordably priced, the 944 Turbo deserves to be the fast favourite of any home restorer

Words **Emma Woodcock** Photography **Andy Saunders**



SPEAK VOLUMES

Between 1985 and 1991, a total of 25,245 944 Turbos were produced. More than half were exported to the United States, with 1986 being the year more Turbos rolled off the production line than any other (more than double the number of cars were produced in 1986 than the next nearest high-volume production year, 1987). The 944 Turbo was the first production car to deliver identical power with or without a catalytic converter in place.

Buy the right car. It's not the wordiest of maxims, but that doesn't make it untrue. Time, skills, components and, of course, money all play their part in an effective restoration, and though the car itself will always be the star of the show, nobody wants to stand back and stare at their pristine Porsche and wonder if they should have held out for Signal Yellow or whether a cabriolet would better fit their lifestyle.

Before the hunt begins, it's hugely helpful if any would-be fixer upper knows exactly what they're looking for. Barrie Powell, owner of the glistening white wedge in our pictures, took exactly this approach. "When advertised as available for purchase by the previous owner, my 944 wasn't in great condition," he explains, "but I knew it was the car I wanted. It's a Turbo, it's Alpine White and it's trimmed in the black 'script' cloth I've always coveted." It's rare to find each item on your wish list met in a single, conveniently available car, which is why Barrie wasted no time in arranging a viewing.

First impressions count and the turbocharged transaxle was a long way from the Neckarsulm factory floor. Sat under a cover in the corner of a barn, the force-fed 944 hadn't moved for close to eight years and exhibited the corroded bodywork and failed wiring to prove it. That wasn't all. Closer inspection disclosed previous and inexpert body repairs, with filler and overspray both making pronounced appearances. The exhaust was hanging loose, too. "It wasn't brilliant," Barrie smirks. "I was presented with a neglected car in desperate need of financial investment. What was clear to me, however, was that this was a platform in sufficiently good condition for me to work with."

DOCUMENTED LIFE

At least one part of the 944 was in excellent order: its paperwork! Almost four inches thick, it's made up of receipts, invoices, every MoT certificate and the Turbo's original, £44k bill of sale. "As far as I'm concerned," says Barrie, "a massive history file is where a car's financial worth lies." Satisfied with what he'd seen, the lifelong Porsche fan decided to buy what he hoped he could turn into his dream 944.

He's not the only one. Cars manufactured during the 1980s have found their place in cultural history, with the market for automotive modern classics getting stronger by the year. The merits of transaxle Porsches are now widely appreciated. Yep, the front-engined, water-cooled 944 is back in vogue. Better still, prospective purchasers are spoiled for choice due to more than 163k cars in the 944 family produced between 1982 and 1991, making the model the most successful sports car in Porsche history until the introduction of the Boxster. Tellingly, the majority of 944s built survive to the present day.

The result is a market spread less numerous Porsches can't hope to match. Whether you're looking for a hard top, a soft top, a 944 powered by a naturally aspirated engine, one making use of forced induction, a restoration project, a ready-to-roll usable weekend joy toy, a daily driver or a concours show queen, there's always a huge



selection of 944s to choose from. Specification varies wildly between cars. Many were delivered with leather interiors, others wear cloth. A five-speed manual was standard, but a three-speed automatic was also available. Early cars feature the 924-inherited 'square' dashboard, later cars are equipped with the more ergonomically enjoyable 'round' control panel. Add a range of paint colours and wheel designs and the options seem endless. With a 944, there's no reason for you to compromise.

Under the bonnet, more options await your perusal. Early, naturally aspirated 944s are powered by a 2.5-litre inline-four, the unit growing to 2.7-litres in the 1987 944 S and a full three litres of displacement in the facelifted S2, but speed freakery is best satiated by the 944 Turbo, from which the S2 lovingly borrows its styling. Introduced in late 1985, the turbocharged 944 produces close to 220bhp and 243lb-ft torque in stock trim, developing a top speed of 152mph and a dash to 60mph from rest in under six seconds. Every one of those figures beats a contemporary 911 Carrera. This 944 means business.

Sometimes referred to as the 951 (referencing its factory designation, with 952 being the code for right-hand drive models), the 944 Turbo finds performance through a collection of tasty upgrades. A Kühnle, Kopp & Kausch (KKK) K26 turbocharger does the heavy lifting, supported by an intercooler and water-cooled bearing housing, while

sodium-filled valves and ceramic coated exhaust ports handle increased underbonnet temperatures. Stronger gears and external oil coolers also play a supporting role, as do thicker anti-roll bars and firmer suspension. A then model-specific styling package (dominated by an integrated front bumper) and standard sixteen-inch alloys are indicators this is no ordinary 944.

So far, so good, but Porsche didn't stop there. 1988 saw the release of the Turbo S, an even faster 944 with 247bhp and 258lb-ft torque. Key upgrades include a different turbocharger (a KKK K26-8), a limited-slip differential as standard, front brakes from the 928 S4 and special Clubsport wheels. The model also benefits from M030 suspension (a cost option on the first-gen Turbo) featuring adjustable Koni dampers, progressive-rate springs and stiffened front chassis rails. The Turbo S was initially only available with warm-toned Silver Rose paint and burgundy plaid upholstery, but that would soon change: Porsche allowed the Turbo S to be ordered in any colour from the summer of 1988.

VANISHING ACT

A year later, the S suffix disappeared. Thankfully, the extensive upgrade list remained. Between 1989 and 1991, every 944 Turbo benefited from the engine, driveline and brake changes instigated by the Turbo S, though the

Above Barrie isn't afraid to put his rescued 944 Turbo through its paces, as demonstrated by its participation in the Porsche Club GB Speed Championship and visits to Castle Combe Circuit, where our photo shoot took place

Facing page Where most owners desire leather, rare 'script' interior was high on Barrie's 944 wish list

suspension package was relegated back to the optional extras list. Several owners, including the original keeper of Barrie's 1991 car, ticked the M030 box to reinstate the full Turbo S experience and, today, these late model Turbos are some of the most desirable 944s out there.

Back in the barn, Barrie and the vendor struggled to start the Porsche-crested sleeping beauty. In fact, two weeks would pass before its new owner could slide behind the wheel and size up his new purchase. "As soon as I pulled away, it was clear the car was in desperate need of attention," he recalls. "The ride and suspension were less than satisfactory, the brakes were weak and the air-conditioning system was on the blink." Thanks to an engine (eventually) firing into life and promptly proving itself to be a smooth runner, none of these ailments deterred him. A rolling restoration would be the way forward.

Safety considerations motivated the first changes. Working alongside his father in a residential garage, Barrie started by stripping down, repairing and reassembling the Koni shocks and rear suspension assembly before taking care of the braking system. All four discs and calipers have seen close-up attention, while the brake lines have been replaced with new Porsche Classic components. Heritage Parts Centre supplied the engine hoses and fuel lines. "It's important to get parts right when resurrecting a classic car," Barrie comments. "With this in mind, everything I've fitted is a genuine Porsche component." The self-same commitment to perfect lead the 944 to Swindon-based German marque specialist, Christian Sanger, for a full engine rebuild. Removing a previous Stage 1 tune and resolving a stuttering issue, the experienced spanner man

Below It's hard not to argue the case for Porsche's transaxle family of cars providing performance, style and practicality in equal measure

has added a fresh air box, rebuilt the induction system and fitted new, genuine gaskets and seals. By way of a Lindsey Racing dual-port wastegate and raised fuel pressure, Christian has also unlocked extra potential in the car's inline-four. Introduce a custom tune from the supercar supremos at Litchfield Motors, and Barrie's 944 Turbo now produces 311bhp and 346lb-ft torque.

SETTING THE STANDARD

Two years in a body shop have ensured the metalwork matches the car's mechanical talents. All filler has been removed from the wheel arches, one sill has been replaced with a new Porsche part, the other swapped with a custom-fabricated component in original-gauge steel. Careful sanding has removed the aforementioned overspray, while more deteriorated sections of the car have been subjected to corrective work and a fresh lick of Alpine White. Inside, the tip-top Turbo has always been near pristine, needing nothing more than a replacement armrest and gear gaiter.

Away from the workshop, Barrie focuses on enjoying his Turbo to the full. He's put 41k miles on the clocks since 2013 and relishes competing in the Porsche Club GB Speed Championship. "It might be in showroom condition now, but that doesn't mean I'm not happy to give the car some stick!" he laughs. "At the right circuit, my 944 never fails to surprise me with how quick it is." Thrilled with the performance of his turbocharged tearaway, he's in no rush to part with it. "It's great to be out and about in this transaxle. It gives me a great sense of pride. I'm absolutely in love with the car," he concludes. That's what happens when you choose your perfect Porsche. ■



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A CUT ABOVE

When it comes to less, Porsches wearing the Speedster badge have been offering appreciably more for over six decades

Words **Richard Gooding** Photography **Various**

Like a shimmering trophy in Zuffenhausen's stuffed cabinet of silverware, the Speedster designation is a glistening jewel in the Porsche crown. Marking arguably the purest incarnations of the manufacturer's most famous sports machines, the slim windscreen, lightweight legends first slipped into the Stuttgart brand's output more than sixty-five years ago. Now, as the 991 Speedster sets the motoring world alight, it's time to reflect on amazing automotive history.

356 no.1 was the poster boy of Porsche's seventieth anniversary celebrations in 2018. The revolutionary two-seated roadster embodied Ferry Porsche's 1940s vision for a true performance car and set the Porsche path all the way to the present day. The sleek speed machine's mid-mounted engine was replaced by a rear-located lump for the eventual production 356, a 40bhp pocket rocket powered by a 1,086cc

flat-four bolted into coupe or convertible body styles. A thousand units sold in the first two years alone, and though this, the first Porsche production car, was celebrated for its sleek looks and impressive performance, many drivers wanted a stripped-out, inexpensive version which could be used for everyday commuting before being punished at the track each weekend. Enterprising New York-based European sports car importer, Max Hoffman, recognised the potential for big sales by converting the 356 into a track-ready road car. Consequently, following Hoffman's subsequent talks with Ferry Porsche, the 356 Speedster was born in 1954.

Based on the 356 Cabriolet, the Speedster's significantly lower price tag was achieved through a combination of eliminated creature comforts, a rain cover and a shorter (and removable) windscreen. Focus on driving dynamics and a slinkier look ensured the model was an instant hit in

Above 991-gen 911 Speedster is the latest in a lineage of race-ready open-top asphalt attackers to wear the iconic nameplate, which stretches back to the 356 Speedster, born in 1954



Top 356 America Roadster set the blueprint for the Speedsters that would follow

Above James Dean's enthusiasm for the original Speedster helped Porsche to shift product, but don't go calling him 'another Brando'!

Right 356 1500 Speedster offered sublime looks with a potent flat-four

Left Without this little roadster, Porsche sales may never have taken off in the fiercely competitive North American domestic market, but with looks as stunning as this 356 A 1600 S Speedster, who could resist?!

sun-drenched California, where the 70bhp 1500 Speedster was bought by many enthusiastic amateur racing drivers, including Hollywood film star, James Dean.

HIT THE ROOF

The model reached its peak in 1957 with the launch of the 356 A 1500 GS (Grand Sport) Carrera GT Speedster. Featuring the now legendary Ernst Fuhrmann-designed 1.5-litre, vertical-shaft, four-cam engine beneath its rear deck, the potent Porsche transformed the Speedster into a 110bhp flier, earning the model the honour of being the first of the manufacturer's production cars to break the 200km/h (124mph) barrier. Less than two years later, the 356 Speedster's days were done, but production volume of more than three thousand cars proved Hoffman's idea was inspired, building on his previous form for recognising lucrative gaps in a crowded marketplace; the Austrian entrepreneur was also responsible for the sowing seeds leading to the creation of the W198 Mercedes-Benz 300 SL 'Gullwing' and the forefather of all Porsche Speedsters, the 356 America Roadster, an aluminium-bodied, lightweight US-only model introducing slot-in windows, bulk-free buckets and a folding rain cover. Sadly, the expensive Porsche proved to be a commercial disaster, with only sixteen units built and coachbuilder, Heuer-Glaser, driven to bankruptcy due to losing money through sky high production costs on each America Roadster sold. The blueprint for the Speedster, however, was set, and with Hoffman's efforts in the USA accounting for a third of all



EXOTIC TASTES

Porsche wasn't the only one creating slinky versions of the 356. Italian coachbuilder, Zagato, also conceived a sportier version of Zuffenhausen's chop-top. Commissioned by French rally ace, Claude Storez, in 1957, his 356 A Speedster Carrera GS was shipped to Milan, its body replaced by a handmade aluminium skin.



Porsches sold worldwide, his ideas were taken extremely seriously by Ferry's team in Stuttgart.

Since the 356 Speedster's introduction all those years ago, many enthusiasts and automotive engineers have been won over by the model, leading to its status as one of the most copied Porsches of all time. Even so, those born in the 1970s and 1980s will argue the 911 Carrera 3.2-based Speedster is the definitive Porsche to wear the emotive nameplate. The idea for a super-slinky 911 was revealed at the 1987 Frankfurt Motor Show, where the 911 Speedster Clubsport was an immediate hit. The Pearl White wonder featured a small wind deflector and a glass-reinforced plastic rain cover accommodating a single driver. Designed as an idea for trackday applications, the other-worldly Neunelner's window frames, windscreen and wiper arms could be removed for even greater wind-cheating potential, although the resulting road car design was toned down prior to production.



Above 'Double hump' rear end of the 3.2 Speedster fast became a signature style in Porsche's design portfolio and was carried over to all subsequent Speedster models



Left 3.2 Speedster Clubsport concept was unveiled at the 1987 Frankfurt Motor Show, where a young Walter Röhrl helped to promote the work

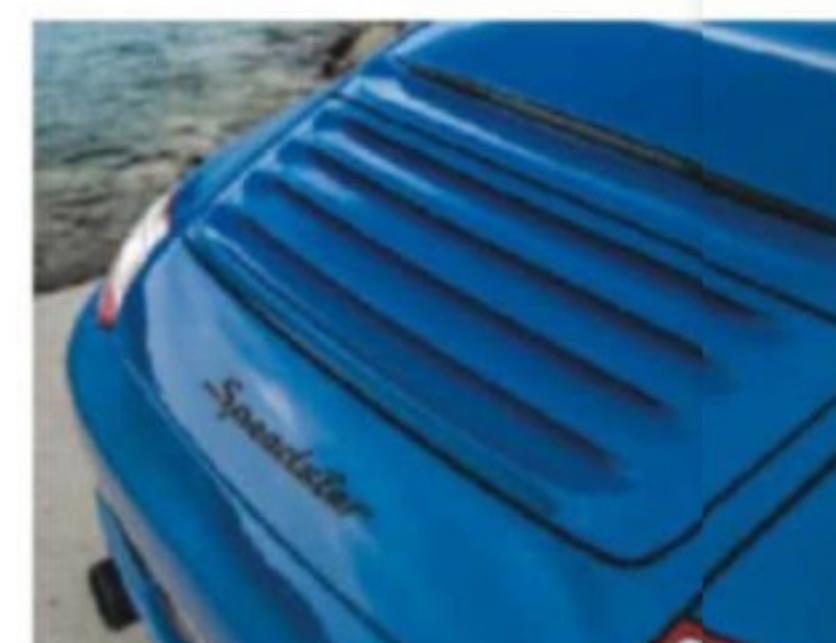


CHOP DOLLAR

Essentially a low-roof version of the 911 Cabriolet, the 228bhp 3.2 Speedster's cut-down (and permanent) windscreen and double body-coloured polyurethane 'humps' - covering the manually operated and unlined canvas roof - delivered an arresting appearance. Coded as option M503, the unusual Porsche made use of the wide 'Turbo Look' body, although a narrow-bodied version of the car was available an option in export markets. The full-fat wider cars looked meaner, though, plus they were fitted with a unique front valance. The 2,103 buyers willing to stump up the DM110,000 Porsche was asking for each 3.2 Speedster were required to sign a 'weather damage waiver' prior to taking delivery of their new Stuttgart-crested cars in the first half of 1989, with only 171 Porsche customers choosing a narrow bodied Speedster and just 139 of the total number of cars sold being configured for use with a steering wheel on the right.



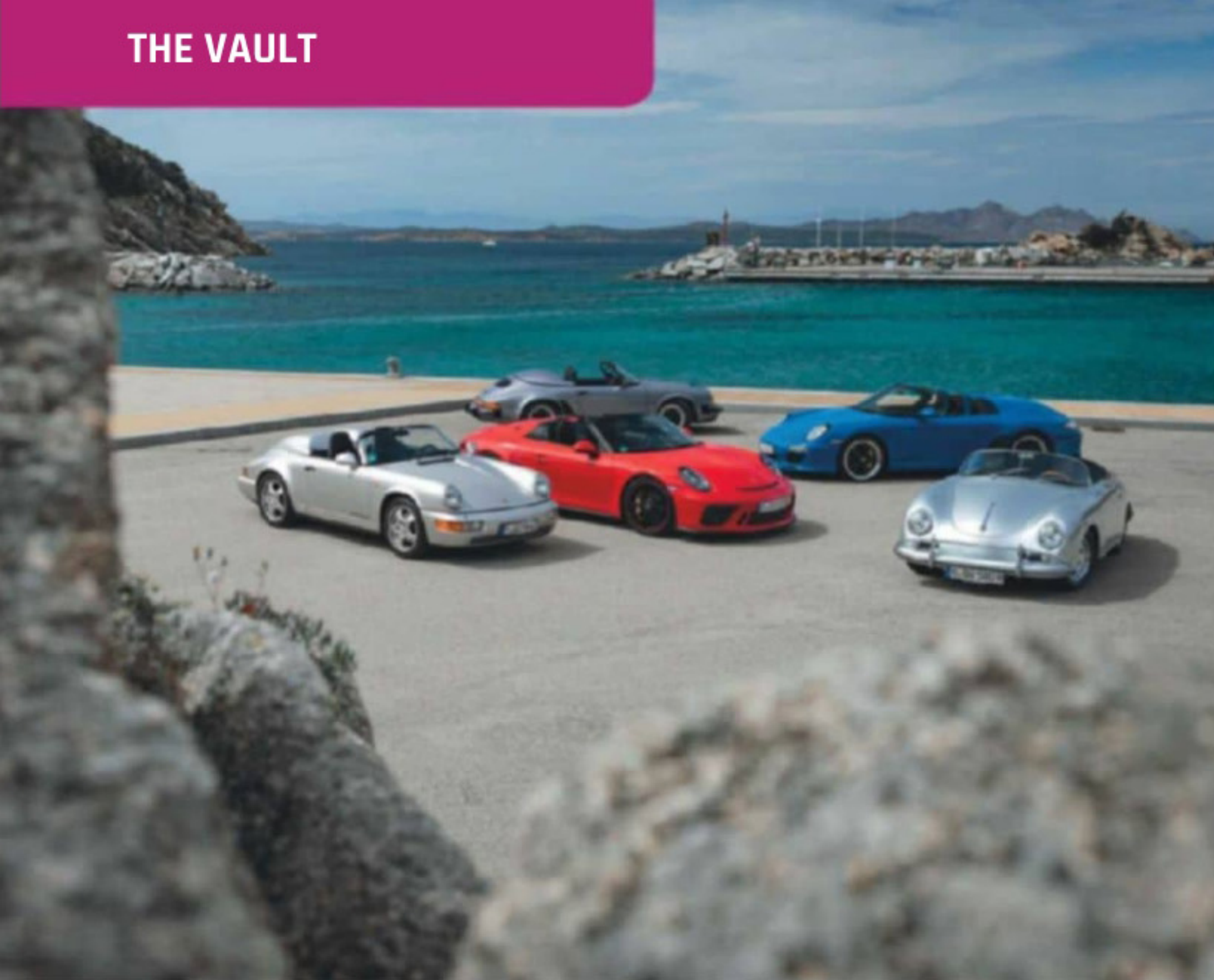
Facing page 964 Speedster was the last production Speedster prior to the arrival of the 997 Speedster, a model introduced to mark twenty-five years of Porsche Exclusive activity



The fast-approaching new decade was marked by a new 911 in the shape of the 964, a radically redesigned Neunelner featuring more integrated bumpers and four-wheel drive derived from the transmission debuting on the 959. The track-friendly, pumped up Turbo and RS-badged 964s may have stolen the headlines, but like the 3.2 Speedster before it, the 964 Carrera 2 Speedster was an enticing proposition for Porsche enthusiasts. Launched in 1992 as a 1993 model and initially unavailable with a 'Turbo Look' body style, the new Speedster was offered in standard or RS-aping Clubsport trim (even the most stripped-out 964 Speedsters retained their radios and air-conditioning!). Unfortunately, plans for a 3,000-unit build run were well wide of the mark, with only 936 cars rolling off the production line. Just fourteen of those featured a steering wheel on the right, yet regardless of which side the driver sat, the 964 Speedster's colour-coded wheels and detachable windscreen ensured it oozed style as much as it packed performance.

Towards the end of 964 Speedster production, a handful of 'Turbo Look' examples were finished at Porsche Exclusive's Werk 1 workshop. Of these special 964s, the last produced was a right-hand drive drop-top finished in Slate Grey, the only Speedster covered in this colour. Commonly referred to as the Sonderwunsch (Special Wishes) Speedster Leichtbau for its adoption of lightweight materials, the car was specified by a UK buyer and is widely regarded as the holy grail of Speedsters, not least thanks to more power than the standard 964 Speedster (a trait made possible by a blueprinted engine with a custom map and aggressive timing), Turbo brakes, an RS hydraulic brake booster and various other desirable features, including RS aluminium body panels and bumper bars constructed from thin steel.

Even though the Carrera 3.2 and 964-based Speedsters proved popular, only two 993 Speedsters saw the light of day. The first, a 1995 build featuring Tiptronic S and



resplendent in dark green with a wood-trim dash and seventeen-inch wheels, was assembled by Porsche Exclusive to celebrate Ferdinand 'Butzi' Porsche's sixtieth birthday. A silver, manual, 4S-bodied machine riding on eighteen-inch rims was created for comedian and Porscheophile, Jerry Seinfeld, in 1998. Other 993 Speedsters exist, but these are conversions created by independent specialists, including technicians at Warrington-based Porsche servicing, maintenance, modification and restoration centre, Ninemeister, who are responsible for no fewer than five 993 Speedster builds.

When the next chapter in the Speedster story was written, the 911 had been through seismic changes: in 1997, the water-cooled 996 replaced the final air-cooled 911, the 993, and was the first ground-up, all-new 911 since the model's introduction in the early 1960s. Both revered and reviled in equal measure, the 996 nevertheless laid a new set of 911 foundations and delivered a fresh raft of hardcore Porsches, leading to a more warmly appreciated evolution of the manufacturer's flagship model in the form of the 997. It was this generation of 911 that delivered the next Speedster in 2010.

Celebrating the twenty-fifth anniversary of the Porsche Exclusive department, the 997 Speedster cost €201,682. A tidy sum, but just like buyers who raided their piggy banks for an earlier Porsche wearing Speedster trim, adopters of this most distinctive 997 were rewarded with a car boasting individual styling. For example, the 997 Speedster's windscreen was seventy-seven millimetres shorter than standard and joined the familiar 'double hump' as a clear Speedster identifier, while the model's wider rear end recalled the 'Turbo Look' 3.2 Speedsters of yore.

A 3.8-litre Power Kit flat-six sent 402bhp through the rear wheels via a seven-speed PDK double-clutch transmission (there was no manual option available). Active suspension and composite brakes added technical icing to an already appetising cake, while additional visual ingredients included tinted headlights with black surrounds, a special front apron and model-specific side skirts. Hot on the heels of the equally retro 997 Sport Classic, just 356 997 Speedsters were built, a number intended to pay tribute the original Porsche to wear the Speedster name.

Above From the 356 to the 991, the Speedster family of Porsches includes some of the most exclusive and most sought-after cars in the manufacturer's long history

Below Release of last year's 911 Speedster concept confirmed a 'last hurrah' for the 991, with all 1,948 examples selling the moment order books opened



All 997 Speedsters were equipped with special badging, a manually operated folding roof, a limited-slip differential and a sports exhaust. Colours were limited to Pure Blue or Carrera White, but was the best Speedster yet to come? Many of you will answer that question in the affirmative following our 991 Speedster reveal a few issues back.

Sitting on a new chassis, the 991 of 2011 was billed as the greatest technical leap in the 911's evolutionary path. Downsized (but more powerful) engines made the 991 more efficient than ever before, with the debut of a seven-speed manual transmission ensuring the 991 kept up the technical pace. As a seventieth anniversary present to itself, Porsche unveiled the 991 Speedster at the 2018 Paris Motor Show. Utilising the chassis of the GT3 and the wide body of the Carrera 4 Cabriolet, the eye-popping concept wore 'heritage' livery, Talbot-style door mirrors and a centre-positioned fuel filler cap owing more than a passing nod to Porsche racing machines of yesteryear. A second Guards Red 991 Speedster concept confirmed the model would go into production, though Porsche was keen to stress only 1,948 units would be built, a number commemorating the seventieth anniversary of the all-important 356 no.1.

The 991 Speedster's four-litre flat-six develops a whopping 504bhp, power managed by a six-speed manual transmission Porsche claims is 4kg lighter than what's fitted to seven-speed manual 991s. A titanium exhaust helps the engine to breathe whilst further reducing weight, plus it delivers a satisfying tone and boosts volume under load. The signature Speedster 'double bubble' roof cover and shorter windshield are present and correct, as are ceramic stoppers, twenty-inch diamond-cut five-spokes and Porsche Torque Vectoring with a mechanical limited-slip differential. The standard 991 door mirrors and wing-located fuel filler replace what was seen on the concept car.

Sprinting to 62mph in just 3.8 seconds with a redline of 9,000rpm and kitted-out with individual throttle bodies, the 991 Speedster will set you back £211,599. Production is taking place right now, ensuring the Speedster name remains firmly entrenched in Porsche history. Keeping true to the 356 Speedster ethos of reduced weight and increased thrills, this modern weapon in our favourite manufacturer's arsenal of idols proves how influential Hoffman's original idea continues to be, inspiring a legacy with a pull as magnetic now as it was back in 1954.



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TRUE COLOURS

When it comes to Porsche, life is just as colourful as it is fast...

Words **Achim Peitzmeier** Photography **Various**

Above From beige and browns to pinks, there doesn't seem to be a colour which makes the 911 look in any way an undesirable car

It's difficult to think of a colour that doesn't suit a Porsche, which makes colour selection during the restoration process a difficult choice. Pure white, refined black, strident yellow, cheeky orange, rich green, radiant red, dignified blue. No shade unsuitable, no finish too intense. Indeed, you only have to look at the earliest 911s to see that bold factory colours have remained popular throughout the decades following their introduction. Furthermore, many of Porsche's car and colour combinations have gone on to become highly sought-after by collectors.

Perhaps the easiest way to understand a 911's ability to wear any colour without fear of falling out of fashion is to recognise that the overall design of the car has remained largely unchanged for well over half a century. In this regard, the 911 hasn't followed era-defining fads (save for the occasional trim or cosmetic updates made in the name of road safety) and its wide range of colour options has been carried through each decade without seeming tired.

German colour television made its debut on August 25th 1967, a short while after the arrival of the 356's successor, the 901. When Porsche presented its new sports car at the Paris Motor Show in October 1964, Peugeot objected to the model's name – factory bosses in France had already

patented a three-digit automotive designation with a zero as its middle character. The 901 was quickly renamed 911 and it wouldn't take long for the rich catalogue of colours that Porsche is now celebrated for to be beamed into the living rooms of tellybox owners all over Europe.

The fact there was hardly any time for the car to be immortalised in black and white media means that almost all library images of early 911s are in colour. And what colour! Ruby Red, Champagne Yellow, Sky Blue, Irish Green and Signal Red featured alongside Light Ivory and Slate Grey neutral tones, plus four special finishes of Togo Brown, Bali Blue, Black and Dolphin Grey. Interestingly, the prototype 901 of 1962 was finished in simple white. By 1966, however, the choice of colours available for buyers of the 911 included thirty special shades, including four metallic paints in the form of Dark Red Metallic, Blue Metallic, Silver Metallic and Dark Green Metallic.

This new blaze of colour on the road triggered public debate. Traffic cops in the United Kingdom pleaded with government to introduce legislation that would see all cars painted white. *Auto, Motor & Sport* magazine suggested yellow, red and orange should be the preserve of fast cars. Meanwhile, *Automobile Engineer* expressed its editor's concern that black and grey cars could be considered

unsafe. Moreover, he argued that they could "easily be developed into a camouflaged weapon".

Fortunately, the automotive world was spared from legally-imposed monotony. Colours as striking and powerful as Canary Yellow, Blood Orange and the dark Albert Blue set the beat, while muted tones, including Bahama Yellow and Sepia Brown, continued to promote the delicate side of Porsche products.

NO JACKET REQUIRED

The kaleidoscope of Porsche colours continued to grow as the years went by. Even louder shades materialised (Viper Green, anyone?!), while the quieter Gemini Blue Metallic came with a softer touch. Derived from the world of racing, the classic Gulf Blue emerged, as did the exciting appearance of track-inspired body graphics, including those displayed down the side of the iconic 911 Carrera RS 2.7. While the preferred colour for the model was Grand Prix White, 'Carrera' script splashed along its flanks could be ordered in blue, red, green or black and colour-matched to the car's painted wheel centres. Innovative stuff.

Not to be outdone, the 914 also forged a reputation for making a bold statement on the road, but when the G-series 911 arrived in the mid-1970s, Porsche opted for

BOTH SIDES OF THE STORY

Hardly any other manufacturer has been so consistently confident with the colours available for its product range. The chameleon-like cosmetic quality of the 911 was so revered, it spread to other models in the Porsche range. On the flip side, silver black and white remained boringly popular among 911 buyers during the late 1990s and early 2000s.

Top right Mint Green was a rare factory option for the 968, with most examples finished in the colour rolling on wheels painted the same shade

a calmer colour selection. Darker, more sedate tones came to the fore, with shrill, candy-like finishes finding a surprisingly diluted appreciation among the era's car buyers. Understatement and a cautious view of resale values supplanted the 911's formerly extrovert exterior. Additionally, Porsche needed to make use of colours that could be applied to its new transaxle range of cars. Taste, however, is a fickle friend. The 1980s brought loud and brash back with a bang, with neon and pastel tones becoming just as popular as Ray Ban Wayfarers and suit jackets worn over T-shirts!

Soon enough, this thirst for fresh colour encouraged Porsche to revisit its swatch books. The results speak for themselves: we defy you not to love a Rubystone Red 964, a Maritime Blue 944 or an Amaranth Violet 928. A more recent example of Porsche resurrecting its old colours can be seen in the Viper Green paintwork of the 997 GT3 RS, but for any Porsche fan who thought they'd seen it all, the guys and girls in Stuttgart had a surprise in store for the 2009 model year. The 911 Sport Classic was released in a solid light grey! At first glance, this awesome road rocket looked like it was covered in a coat of primer, yet the 250 units produced sold out within forty-eight hours, once again proving that any Porsche looks good in any colour. ■



BEARING IN MIND

Restoring power to your Porsche is more important than any cosmetic upgrade. Here's an overview of the infamous IMS bearing failure relating to M96/M97 engines.

Words **Robert Smith** Photography **Various**

Horror stories surrounding intermediate shaft (IMS) bearing failure on naturally aspirated engines powering the 996-generation 911, 986 Boxster and even early 997s have kept purchase prices low, making the route into modern Porsche ownership available at satisfyingly low cost. While IMS bearing failure affects only a small percentage of the total number of potentially affected cars built, there's still a chance your 'cheap' 911 or Boxster will turn into a money pit, which is why it's important to know about the causes of IMS bearing failure, the symptoms and what you can do to fix the problem if you find yourself in charge of a lemon.

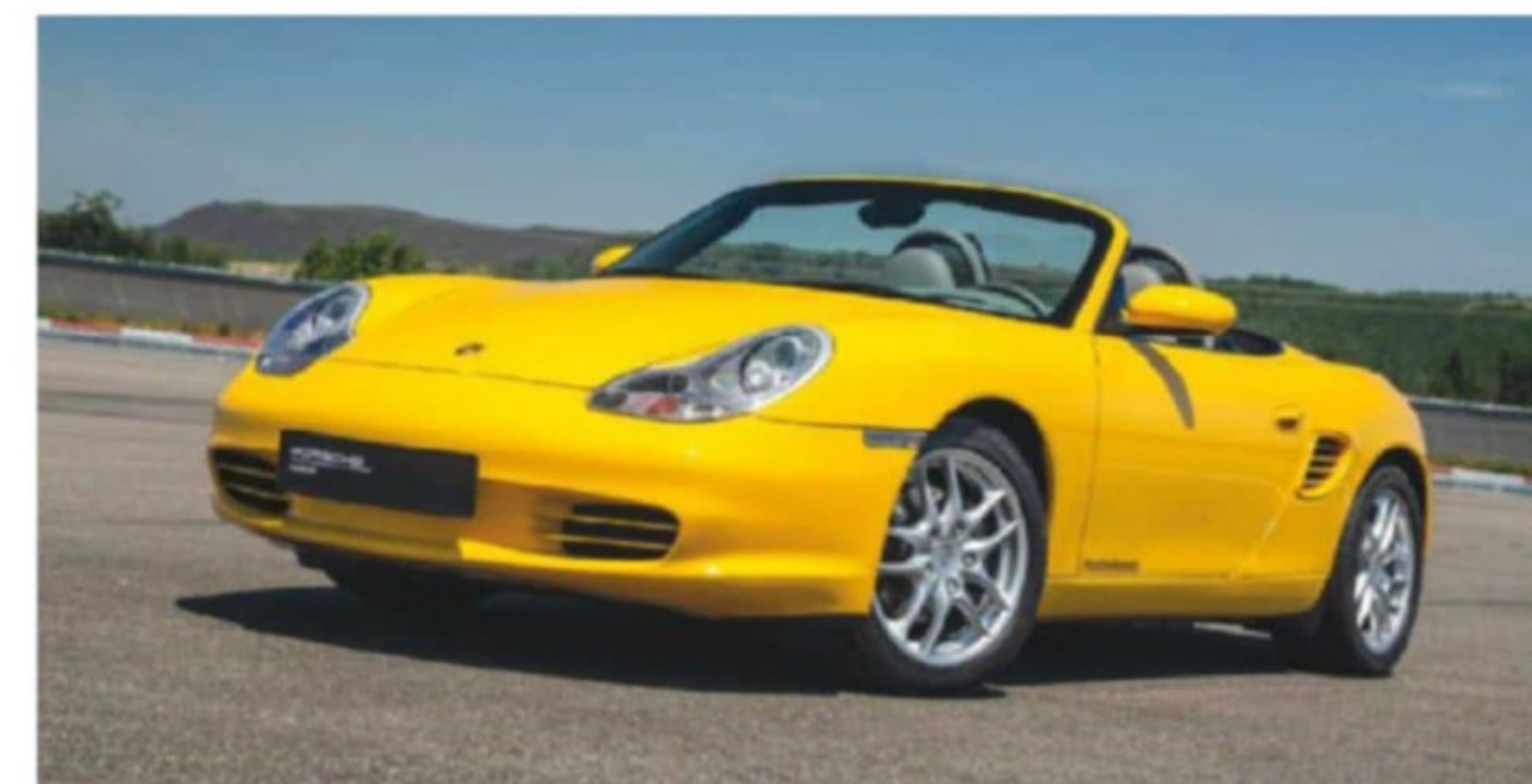
What's the story?

An IMS is used to transfer power between crankshaft and camshafts. At one end of the IMS sits a plain bearing,

while the other end is fitted with a ball bearing. Three different types of ball bearing were used during M96/M97 production, starting with a dual-row ball bearing, which was followed by a smaller single-row ball bearing in 1999. This second ball bearing is the cause of most reported failures you'll have undoubtedly heard about.

In late 2006, a larger single-row ball bearing was introduced to the 997 and 987, virtually eliminating the problem. Nevertheless, by this point in time, the water-cooled flat-six's reputation for reliability was being questioned in some quarters. In fact, many angry owners in the USA would go on to file a class-action lawsuit against Porsche Cars North America. Only the arrival of the IMS-free 9A1 engine for the second-generation 997 in 2009 put their minds at ease. The newer engine contributes to the later 997's much higher purchase price when compared to an earlier 997.

Above The 996's reputation has been unfairly damaged by over-hyped stories of IMS bearing failure



What's the cause of IMS failure?

The IMS and its plain bearing are submerged in oil during normal engine operating conditions. The ball bearing is protected from the oil by a seal and makes use of its own lubricant. If the ball bearing's seal fails, contaminated engine oil floods in, washing away the ball bearing's lubricant. Consequently, the ball bearing experiences rapid wear, leading to failure.

What are the symptoms?

Regular oil changes will highlight if there's a problem. Look for metal filings in the oil filter and the dirty lubricant you drop out of the car. Metallic debris will suggest the balls within the bearing are compromised. You may also spot pieces of black plastic, which will be parts of the damaged seal. If you see anything untoward, refer to a specialist for inspection. Continued operation of the engine may result in catastrophic mechanical failure and a hefty repair bill.

The truth of the matter is that outside of inspecting used oil, tell-tale signs of IMS bearing failure can be difficult to detect. Some owners have fitted a magnetic sump plug to assist with identification and to keep potentially damaging debris away from the IMS bearing should its seal fail, but try to keep in mind not all owners are unlucky enough to have bought an affected Porsche. If appointing a specialist to carry out a service, don't be scared to ask the technician to inspect the old oil. »

ABOUT TIME

To reduce the chance of IMS bearing failure, the part can be replaced as a service item. Access is best achieved when other work is being carried out, such as the fitting of a replacement clutch.



Above Sleep well and enjoy driving safe in the knowledge a low number of cars built during the affected period of production suffer IMS bearing failure

Which 997s and 987s were fitted with the later, larger, more reliable IMS bearing?

M96s from engine number 69507476 and M97s from engine number 68509791 feature the larger factory-fit IMS bearing. Engines built earlier than these will feature a smaller IMS bearing. Turbo owners need not worry (their cars feature the revered 'Mezger' forced induction powerplant). If in doubt, check your car's V5. The engine number will be printed on the inside page. If you're still unsure, speak to a specialist for advice.

Should I take preventative measures?

IMS bearing failure affects a small proportion of the total number of Porsche cars produced during the affected period of production. If you feel you'd like to reduce the chance of failure on a potentially affected car, bulletproof bearing solutions can be suggested and installed by Bolton-based Hartech (hartech.org), a leading light in the field of Boxster, Cayman and water-cooled 911 engine maintenance, repair and modification. The team can assess the work needed and provide advice regarding any other immediate issues spotted.

Worst case scenario?

Total engine failure through altered cam timing causing

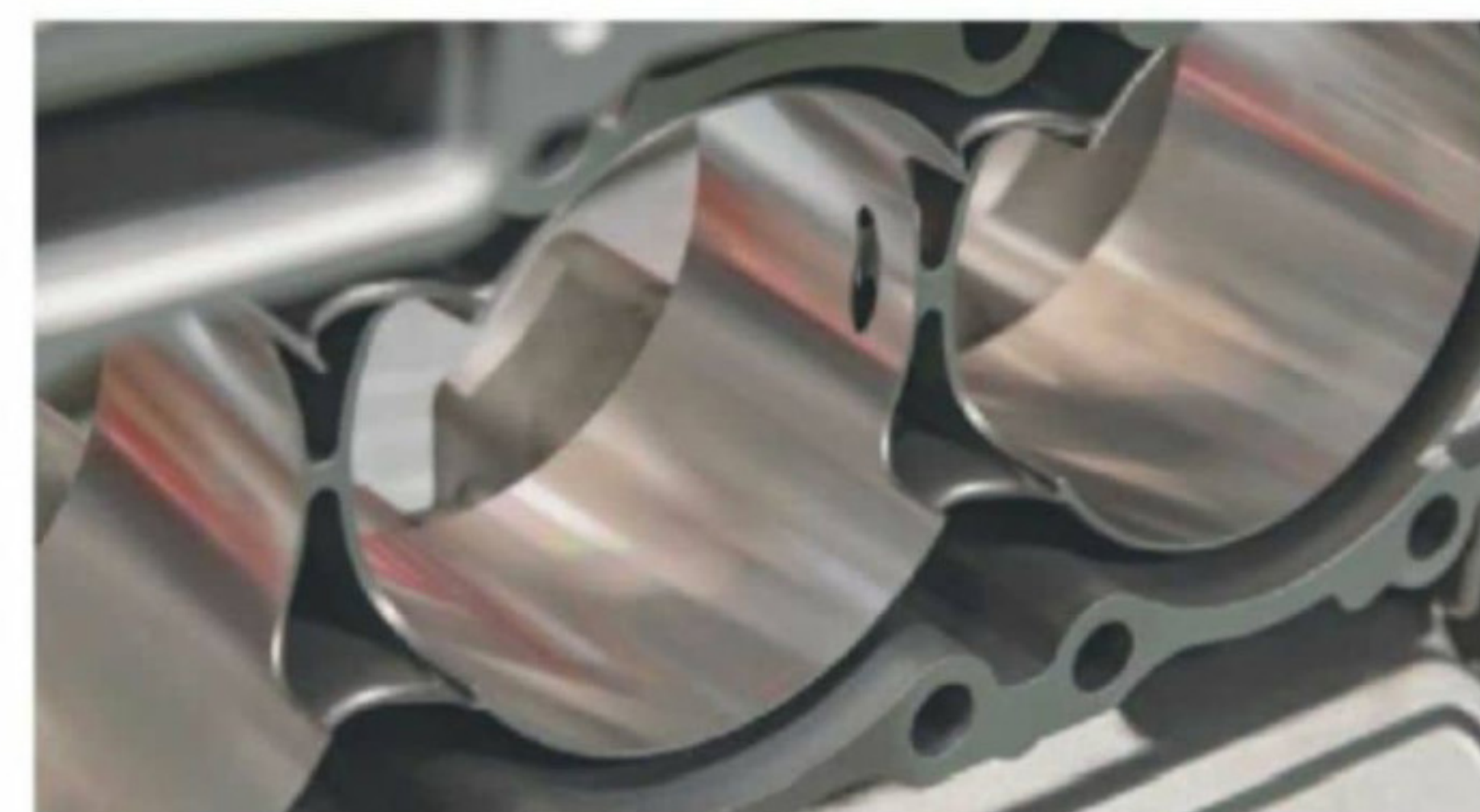
devastating valve-piston impact. In this instance, a new engine will probably be required. IMS bearing failure does, however, lead to varying degrees of engine damage. Usually, contaminated engine internals require a less severe treatment, with a full strip and rebuild, not to mention a revised IMS bearing arrangement, being enough to sort the problem. If this is the situation you face, we'd advise you to speak to Hartech about the possibility of improving engine output through the company's popular displacement-increasing upgrades. There won't be a better time to carry out the work, and you'll be able to draw a positive out of the negative situation you find yourself in.

Talking of positive impact, if there's a silver lining to all of this, it's that widely publicised stories about terminal engine damage through IMS bearing failure have scared enough buyers to ensure prices of naturally aspirated, water-cooled Porsche sports cars built between the arrival of the 996 and the end of first-gen 997 production remain at an attractive price point. There's every chance you'll bag yourself a belter for not a lot of dosh (has the 996 ever represented quite so much value for money as it does now?!), but it pays to be cautious, meaning an inspection from a marque specialist is always a good idea before parting with your hard-earned cash. ■



3.4 – 3.7 / 3.4 – 3.9 / 3.6 – 3.9 CAPACITY CONVERSIONS

Build slots now available





Left Cleaning and degreasing leather prior to the application of sealants and balms will have a positive effect on the appearance of the surface being treated, especially if the leather is finished in a light colour



HIDE AND SEEK

If you think the damaged leather in your Porsche is in need of a retrim, then Simon Walters encourages you to take another look

Words **Dan Furr** Photography **Matt Woods**

Tired leather. We've all seen it. Unsightly cracks, bolster damage, scrapes, scuffs and fading colour. Sadly, when it comes to classic cars, the hide in your ride is very often only as good as the level of care and attention it has been subjected to by previous owners. Contrary to popular belief, being presented with rips, tears and scratches doesn't mean you need to dig deep for a retrim, as we discovered during a recent visit to see Simon Walters, the man behind leather restoration and detailing business, Cambridge Concours (cambridgeconcoours.com).

"You'd be surprised at how superficial serious-looking leather damage can be," he suggests. "I'm continually presented with cracks and splits for repair, but many owners fail to realise the unsightly condition of the seats, door cards, dashboards or

other furniture that they're unhappy with is really just down to a breakage in pigment." He uses a more familiar complaint to illustrate his point. "It's like scratches on car bodywork. What might look like a deep cut down to metal may just be a surface nick in clearcoat that traps polish and reflects light awkwardly."

The remedial work he carries out on a daily basis has earned him a reputation as the go-to interior guy for many owners of Porsches, Ferraris, Aston Martins, Rolls-Royces and Bentleys. He's refreshingly open about the process and products he uses to achieve the outstanding results that keep him in work, going as far as to host regular training courses at his premises near the historic market town of Bishop's Stortford.

"I supply correction kits to those who want to have a go at improving the cosmetic condition of their cars from the comfort

of their own homes," he continues. "It makes sense to equip my customers with the knowledge that will help them to get the very best out of the products they've bought, hence my regular instructional classes."

As with most things automotive, the key to successful leather repair is the preparation of the parts under scrutiny. Simon explains that a liberal application of degreaser coupled with a careful sanding of damaged areas is the first step towards restoring the look of cracked hide, a stage closely followed by the use of expandable flexible filler. The tricky job of colour-matching oft-faded pigment comes thereafter, with "a minimum of three coats of colour" applied subsequent to necessary adhesion primer.

JUMP THE SHARK

The 928 leather inhabiting his workshop during our visit required no fewer than five coats of colour. "It was bad," he recalls. "You wouldn't realise by looking at the car's finished interior today, but there was a fair amount of damage as a consequence of poorly executed repairs at some point in the distant past. It goes with the territory, but I frequently find myself spending many hours having to deal with damage that has to be corrected before I can get on with the job I'm being asked to do!" he smiles.

The hour count also increases when he's being asked to change the colour of leather. Again, the 928 that stars in the photographs accompanying this feature is an excellent example of what

THE DAMAGE

The 928's leather was in a bad way, a condition made clear after Simon stripped back previous repairs and deep creasing adding to the wear and tear the seats had been suffering. The work he subsequently carried out proves that in many cases, a retrim isn't necessary when it comes to tired hide. Much can be done with the assistance of patience and the right products. Better still, the work can be carried out by you at home. Well, what are you waiting for?!





in the past. In fairness, many detailers and amateur restorers don't realise that they're doing something wrong, but it's worth bearing in mind that specially formulated leather cleaners aren't the same as all-purpose cleaning products," he crows.

HARD AS NAILS

Stubborn brushes are also the cause of much of the damage he sees. Nail brushes are a particular hazard to smooth leather surfaces. Simon advocates the use of a soft natural hair brush to avoid damaging clearcoat. Taking heed of his advice should enable you to lift dirt out of grains and impressions in leather that can be wiped clean with a microfibre cloth. He suggests using white cloths to help detect unwanted colour transfer ("if this happens, you're past the clearcoat!"). Additionally, he stresses the need to apply a sealant barrier between cleaned leather and your clothes before you hit the road.

Balms are high on his list of must-have leather treatment products. "Many enthusiasts use conditioning cream without realising they might be applying an emulsifier that does nothing other but make leather look shiny, thereby giving the impression a seat or other leather-trimmed furniture is clean. In contrast, a good resealing balm will revive the look of your car's hide, but it will also work as a feed if the product you're using has been manufactured correctly. This approach to protecting the leather in a car is much the same as when working with its exterior bodywork - balm over a protective coating has a similar effect as wax applied over paint sealant," he explains.

If you want to learn the tricks of the trade, including how to identify previous repairs, learn about sealants and balms, discover the differences between vinyl and leather treatments, master repair techniques and arm yourself with extended product knowledge, give Simon a call on 01279 814702 or visit his website. We did, and the time we spent at his workshop was fascinating. ■



Above After carefully cleaning and sanding the damaged leather, Simon painstakingly fills cracks, nicks and rips with flexible filler designed to withstand heavy traffic

Left Colour-matching faded leather can be tricky, but the perfect pigment can often be mixed by looking for hidden hide that's never seen the light of the day, such as lower seat backs or inside trim of door cards

Below It's difficult to believe the beautifully presented leather occupying the cabin of the 928 is the same hide we laid eyes on when the car arrived at the Cambridge Concours workshop

we're taking about, where the owner requested navy blue piping to run around his restored seats. Obviously, a switch from light to dark is less labour intensive than the other way around, but this was still a job that had to be carried out by hand using a small brush after the sponging of a mist coat. A high level of focus was required in order to avoid colour bleed.

PIPE DREAM

The 928's piping required much masking, plus the use of a brush small enough to get into creases in leather that have formed over time. Fine art brushes were used during the final stages of colouring. All in all, it took Simon close to eight hours just to complete this part of the restoration.

He tells us the repair of a car's leather-trimmed steering wheel can also be surprisingly time consuming. Much stronger degreasers are needed, products that have an extended drying time. Extra hardener has to be applied to clearcoat and a non-slip additive must be used to ensure the safety of the driver and passengers. After all, the last thing you want is to have a beautifully restored steering wheel, but serious front end damage due your Porsche leaving the road without warning!

The use of oil-based products during the 928's long-forgotten alterations presented Simon with a challenge. "It can be difficult to key surfaces coated in poor quality dyes, but at the same time, I can't simply add new product on top of whatever has been used



CLEAN UP

Detailing tends to be broken down into two categories: exterior and interior. Interior detailing involves a deep clean of a car's cabin, an environment that can feature synthetic carpet, vinyl, leather, plastic, natural fibres, glass and composites. Different products and techniques are used to clean each of these materials, although not every bottle of foam or liquid chemical that says it's up to the job should be accepted as suitable for your Porsche. Always check the label.



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IN PROFILE



GERHARD MITTER

Born in the former sovereign state of Czechoslovakia in 1935, Gerhard Mitter was an F1 and sports car driver who raced motorcycles before proving his skill in charge of four wheels. Moreover, he was a talented engine tuner who earned a reputation for being able to turn his hand to any kind of racing.

He became the most successful German driver in the Formula Junior series, attracting attention by constructing his own cars. Consequently, in 1964, Mitter became a Porsche works driver and soon entered the European Hill Climb Championship, going on to take three consecutive titles. His first win was when campaigning a 906 Carrera 6 in 1966. Danger lurked around every corner. Indeed, a head-on collision with a rock wall near Spa smashed his foot to pieces, but not

even an injury as severe as this was enough to stop him from racing. He simply powered on with his leg in a cast!

Heavy clutch work caused the protective plaster to fall apart almost as soon as Mitter got back behind the wheel. The complaint lead him to instruct Porsche's engineers to encase the damaged foot in plastic. Despite the immense heat attracted to the material in the harsh racing environment, Mitter soldiered on, securing the championship. A truly amazing feat/feet.

TRACK AND FIELD

Mitter was virtually unbeatable in hill climb races, but he was also a force to be reckoned with at the track. He raced 904s, 907s and 908s at Le Mans, competing every year from 1964 to 1969. He won three first-in-class titles at the 12 Hours of Sebring during a

five-season stint starting in 1965, and shared driving duties with Porsche legends, Herbert Linge, Hans Herrmann and Gunther Klass.

Mitter's daredevil antics saw him flip a 907 at high speed during 1968's 24 Hours of Daytona. The car slid down the track past the pits on its roll bar. Flying sparks were clear to see. Later, Mitter told his team that he could have lit a cigarette off the red hot framework, such was the intensity of the heat it was generating.

On May 4, 1969, Mitter celebrated his greatest victory when, along with teammate, Udo Schütz, he won the Targa Florio in the 908/02. Just one week later, he competed at Spa on the occasion of the new 917 making its racing debut. Although a broken valve spring forced him to retire after just one lap of the mighty motorsport machine's first race, it was in this year Mitter was part of the works squad that won the first World Championship for Makes in Porsche's history.

Mitter participated in many German GPs at the Nürburgring, albeit for Lotus and as a private entry in a Brabham BT23 F2. It was while he was practicing for the race as a BMW driver in 1969 that his luck ran out. The victim of steering failure, he crashed his 269 F2 at high speed at Schwedenkreuz, arguably the Green Hell's most dangerous corner. After cheating death in a bad crash at the 24 Hours of Le Mans three weeks earlier, Mitter died from his injuries. He was just thirty-three years old.



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PROGRESSIVELY OLD-SCHOOL

The new 718 Spyder and Cayman GT4 bring the past squarely into the present

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



Progress is a funny thing. The human race is hellbent on advancing every facet of its existence, seemingly striving for absolute perfection in every aspect of our lives. While this drive to improve and refine applies to what we eat, when we sleep and how we exercise, it's even more obviously prevalent in developing technology. Yesterday's rooms full of computing hardware, for example, were nowhere near as powerful as today's tiny smartphone. In the world of cars, the pace of development has also been blisteringly quick, a trend encouraged by manufacturers working hard to ensure their new models are better equipped and safer than what rolled off production lines beforehand. There's also the drive to produce a more attractive proposition than what's being assembled and marketed by the competition. In general, car makers deliver on these goals, but it's all too easy for them to lose sight of maintaining an engaging driving experience, especially when it comes to sports machines. Even our beloved Porsche gets caught up in the need to further technological prowess, but at what cost?

With the introduction of the 718 Cayman and Boxster in 2016 came what looked like the death knell for naturally aspirated engines in the line-up. Not only that, but the charismatic sounding six-cylinder boxer powerplants were replaced by a duo of less-than-melodic four-cylinder units. Sure, they kick much harder in the midrange and are, theoretically at least, more efficient, but it's fair to say they weren't met with widespread acceptance. Thankfully, the chaps and chapettes at Porsche haven't forgotten how to listen. Reacting swiftly, the company set about getting naturally aspirated, six-cylinder power back into the mid-engined juniors of its product range. The result is the launch of the 718 Spyder and Cayman GT4.

SERIES LINK

At the heart of these new production models (Porsche massively underestimated demand for the 981-generation GT4) is a surprise. Instead of tempting to bring the old flat-six back to life, Porsche engineers started work on a new engine, taking the 992's twin-turbocharged three-litre flat-six as the starting point. The snail-shaped bhp boosters were binned straightaway, but an increase in displacement was then required to give the new unit decent midrange torque and driveability, hence there being a wider bore and longer stroke than that of the 911, resulting in a swept capacity of 3,995 cubic centimetres.

Given its high-revving nature (the rev limiter is set at 8,000rpm, just 400rpm after the new engine's peak 420hp is produced) and remit for withstanding extreme track use, the 'big end' was shored up with a high-strength forged steel crankshaft running on large main bearings. Up top (okay, technically, to the side), rocker arms with hydraulic valve clearance compensation are employed in conjunction with VarioCam timing on all four camshafts. Direct fuel injection places the expensive Piezo injectors - their »

first use in a high-revving engine free of forced induction - in the centre of the combustion chambers for close control of the fuel-air mixture burn, resulting in the release of more performance and efficiency.

SOUND INVESTMENT

If the huge development costs of this engine aren't enough to convince you that it's here to stay, perhaps Porsche's efforts at making sure the potent powerplant surpasses current and near-future emissions legislation will. Two particulate filters clean up the exhaust stream, but more noteworthy is the new cylinder deactivation system. At low engine speeds and load, injection to one of the banks of three cylinders is switched off, reducing fuel consumption and emissions. Porsche reckons this technology drops the official CO2 rating by some 11g/km. Cleverly, to keep the catalytic converters warm on both branches of the exhaust, the ECU can switch the dormant bank every twenty seconds. The driver can hear a slight change in engine note when this activity is occurring, although the system can be manually disabled by deactivating stop-start functionality.

Enough of the technical preamble, though. All that truly matters to you and us is that the engine sounds epic and goes like stink! Crank it up and there's an aggressive blare from the big-bore exhaust as it warms before settling into a lovely cultured six-cylinder idle. You can quieten the switchable pipework at the touch of a button. Needless to say, we didn't! Settled into the perfect driving position and surrounded by figure-hugging bucket seats, lightweight door pulls and the gorgeous Alcantara-trimmed steering wheel (there are other interior trinkets to get excited about,

FAR FEWER SHIFTS ARE REQUIRED TO MAKE INDECENT PROGRESS ON ANY TYPE OF ROAD

including a half-rollcage for the GT4, but, frankly, we just wanted to go driving), it was time to set sail in the super Spyder.

As if to emphasise that these cars are for those of us who relish being in charge of a sports car, a six-speed manual transmission is standard (PDK is a forthcoming option) with a short throw and a deliciously mechanical change. Despite phenomenal shift action, however, one of the few criticisms we have of the new cars concerns gearing. It's too high to necessitate lots of changes. As if to prove the point, second gear is good for over 80mph. The engine has no problem with this, of course, releasing up to 309lb-ft torque. It never feels flat-footed, but the life-affirming experience of perfecting every gearchange is lessened due to the fact far fewer shifts are required to make indecent progress on any type of road. On numerous occasions, we found ourselves looking to change gear and indulge in a bit of gratuitous heel-and-toe. It wasn't to be.

Speaking of which, these cars come with a perfectly good auto-blip function when changing down the gears, but the standing ovation goes to the technician who decided to introduce a prominent control button on the centre console, allowing the driver to take charge of the situation for themselves. After all, driving a Porsche should be about engagement and testing

Right The 718 Spyder is missing the GT4's larger side air intake panels and rear wing (and, er, the roof), but a new front end, a lower ride height, a large diffuser and menacing tailpipes ensure it has plenty of road presence

WEIGHT OF NUMBERS

Following on from the 981, 982 is Porsche's internal designation for the fourth-generation Boxster/Cayman (2016 onwards). With the switch to a turbocharged flat-four, however, the marketing name for the models was changed to 718 in reference to the race car which won the Targa Florio 1959 and 1960.

Below Five-leaf twenty-inch alloys clearly owe their design to the Fuchs rims so many classic Porsches enjoy rolling on



BARKING SPYDER

In the tradition of iconic GT road cars delivered by Porsche Motorsport over the years, the pure character of the new 718 Spyder and 718 Cayman GT4 is designed to appeal to sports car enthusiasts who delight in an undiluted driving experience, appreciate a high level of dynamic agility and an intimate relationship with the road. The 718 Spyder is equipped with a lightweight convertible roof capable of coping with high speed. It continues the history of famous Porsche roadsters, including the 550 Spyder and the 718 RS 60 Spyder. Open or closed, the car presents a captivating silhouette and features a rear spoiler which raises automatically at 74mph. Interestingly, thanks to the Spyder's newly developed diffuser, it's the first model in the Boxster family to generate dynamic downforce on the rear axle. Further highlights include lightweight suspension, including ball-jointed links and PASM.



your own abilities behind the wheel, not how to get from A to B in the fastest, most efficient and easiest way possible.

This brings us neatly to the chassis. The Spyder gets the same GT-developed underpinnings as the GT4, with a large number of carryover parts from the 911 GT3. Not that we're focusing on outright speed here, but the 718 Cayman GT4 laps the benchmark Nordschleife at the Nürburgring a full twelve seconds quicker than its predecessor. Porsche credits just three seconds of that achievement down to the new engine, with the rest attributed to a major aerodynamic overhaul, better tyres and improved chassis dynamics. The aero updates can partly be seen in the GT-like restyle of the GT4 and Spyder (and don't they look awesome?!), but clever underfloor airflow management has resulted in a claimed fifty percent increase in downforce without much in the way of increased drag. Some call that black magic. Which reminds us, the twenty-inch alloys on both cars are wrapped in N1-specification Ultra-High Performance tyres.

Talk of lap times (and the availability of a Porsche Track Precision app) might worry those hoping for a more analogue car, but it takes mere minutes behind the wheel to allay those fears. Things get off to a

good start with the direct, not-too-heavy and decently communicative steering. You think the car into the apex and the feel is precise and wieldy. There's no slack in any of the controls and the Porsche Active Suspension Management (PASM) sports chassis (lowered by 30mm) keeps a close eye on body movement, regardless of which of the two damper settings you've selected. Sure, this means a firm ride over lumpy urban surfaces, but up to speed, travel is sublime, refusing to kick out of line over bumps mid-bend. Rock solid stability is experienced under heavy braking conditions. The standard stoppers are sensational, although Porsche Ceramic Composite Brake (PCCB) ceramics are available for those of you with deep pockets and plans to hit the track. In either case, pedal feel and consistency are perfect.

FEEL THE DIFFERENCE

A mechanical limited-slip differential is standard on both cars and, in the dry at least, you can turn off the electronic nannies with impunity (there's a halfway option, too). Granted, there's plenty of grunt from that four-litre lump to unstick the rear tyres if you're feeling brave, but doing so takes some provocation, with the balance of the chassis being so good that you can recover a slide or extend it as conditions and your talent allow. The more natural way to drive this car

THE GT4 FAULTLESSLY AND EASILY MANAGED THE CIRCUIT'S SUDDEN CHANGES IN DIRECTION

on the road is to revel in the turn-in grip of the front axle and the dependable mid-corner balance, before powering out early with the angle and line adjusted minutely by the throttle. It's hugely satisfying and still massively fast by any measure. All accompanied by the dizzying six-cylinder wall from behind.

The 718 Spyder allows your ears unhindered access to that sound. We reckon it's the sexiest looking of the new cars thanks to its twin-humped rear deck and more subtle deploying rear spoiler. Its unique manual roof is a bit of a faff, though, even if it's better than the 981 Spyder's drop-top.

Porsche expects those that frequent track days to avoid fiddling with a canvas lid by opting for the Cayman GT4, which is why we took one to the fiendishly undulating terrain of Scotland's Knockhill race circuit. Behind a hard-driven 911 GT3 RS, we arrived with just twenty minutes at our disposal before the venue closed its gates for the day. No pressure, then.

Right It might be designed for the willing trackday enthusiast, but the GT4 is exceptionally well equipped and includes plenty of creature comforts



Below Knockhill's irregular surface and sudden corners are the perfect test for the chassis of any sports car



HITTING THE DIRT

Porsches have been used to great success in the world of rallying, with 911s, 912s, 914s and even 944s contributing to the manufacturer's huge off-road motorsport success. Destined to continue the trend, a rally version of the Cayman GT4 Clubsport built to FIA R-GT regulations is planned for the 2020 season.



We needn't have worried. The speeds achieved were immediately more senior than what's possible on the road (Knockhill's gravel traps looked menacingly close at times) and the GT4's chassis is a gem, allowing you to explore its limits in full, engaging and immersive driver mode without the car ever threatening to bite back in a terminal way. This a 'friendly' Porsche to drive fast, and boy, is it fast! What sticks in the memory is the way the GT4 faultlessly and easily managed the circuit's sudden changes in direction and undulations, characteristics of the track causing large shifts in the new car's balance of weight. Sure-footed throughout, the GT4 allowed us to push on at full throttle without fear of reprisal.

Serious trackday enthusiasts can physically alter the GT4's suspension geometry (toe, camber and even anti-roll bar preload). A Porsche insider told us the GT4's anti-roll bars are set firmer than the Spyder's, a change producing the effect of a higher spring rate. We noticed this on the road, where the Spyder felt more supple. Oddly, though the Spyder gets the exact same physical components in the chassis, Porsche doesn't recommend altering the model's geometry, citing differences between the GT4 and Spyder's aerodynamics.

Not that we're worried about such things. To start talking about changing factory specification at this early stage is to forget the true remit of these new Porsches. They're configured to be driven, enjoyed and to be listened to. They're engaging and well worth getting excited about. Best of all, compared to their predecessors, they call upon Porsche heritage at the same time as signalling significant progress.



TALK ON CORNERS

Porsche Driving Consultant, Neil Furber, highlights how you can take control of your Porsche in fast-road and trackday environments through extra balance in bends

For some time, older 911s have had a reputation for lairy handling, but, despite concern from some inexperienced owners, the evergreen Neunelfer isn't all that scary if driven as Porsche intended. Granted, early 911s were more sensitive to changes in vertical load on tyres than more recent models, but good driving technique hasn't changed. In fact, no matter what Porsche you drive, nor where the engine is, stable cornering can be achieved in the same way.

The key to stability is balance. Furthermore, balance is easier to achieve with smoothness. An all-too-common approach to spirited driving is to speed up your driver inputs with increased vehicle speed, but the exact opposite is required!

The harder you work your car, the smoother your inputs should be to ensure you don't overload the tyres. When I'm coaching, I like to paint a picture: if your performance driving is good, you should look no more stressed than if you are sat in a wing-backed chair reading a newspaper. Perhaps this oversimplifies things, but you can see the point I'm making. Relaxed muscles and gentle movements are the goal.

You may remember this line from my first *GT Porsche* driver coaching article: the first few degrees of steering are the most important. This helps let the tyres and chassis start to work before the bend fully develops. Aggressive steering input will overload the front or rear tyres. Smooth, progressive inputs work far better. A relaxed style can help

the outer front tyre gain more vertical load during cornering to enable a greater ultimate steering angle and stronger cornering forces. Over-driving or rushing your inputs can overload this tyre before it receives the extra vertical load. The result is understeer, a straighter trajectory than desired.

'Balance' describes a car with a level chassis or body shell. By this, I mean that it isn't experiencing 'pitch' (nose up or down). Production cars are, of course, designed to remain stable with the chassis remaining level during steady-speed cornering, yet although some pitch angle is tolerated through the use of throttle and brakes, your driving ability and the available instantaneous tyre grip will be what dictates whether your Porsche remains stable. ■

CORE TECHNIQUE

Let's take a look at core technique for cornering. There may be a better option for a specific corner or objective, but core technique will keep things under control for all but error recovery. Hopefully, when approaching the bend, you'll have decided what speed is required to brake and change down (as outlined in the last few *GT Porsche* driver coaching articles). To achieve maximum stability, you should perform all of the braking and gear changes in a straight line. The most important thing is to release the brake pedal smoothly and move back to the throttle pedal before you start to steer. Just a light touch is all that's required. After all, you're not looking to accelerate. This way, you can achieve the balance we're striving for. Follow

up with nice, smooth steering input and you'll be off to a great start.

Releasing the brake allows the nose to travel back up most of the way. Staying off the throttle would leave engine braking, deceleration and some residual nose-heavy pitch, but if you apply a 'balanced' throttle, the car becomes properly level again.

Balanced throttle is the exact amount required to keep the engine revs constant with no acceleration or deceleration. It has the added benefit of keeping the driven wheels torque-neutral, ensuring the tyres provide all available grip for cornering. The easiest way to find the correct point is to listen to the engine. You're looking for a constant, stable exhaust note, not one getting louder or quieter.



Corner approach As you get close to the bend, make your braking and gear changes while travelling in a straight line



Balancing throttle Release the brake smoothly and move to balanced throttle in readiness for the turn



Corner development Steer slowly and progressively in order to transfer load to the outside front tyre



Corner Exit Squeeze the throttle progressively as you smoothly unwind the steering in an effort to gain rear grip



CORNERING

SQUEEZING THE LOUD PEDAL
It's time for the best bit! Once your Porsche is stable and the bend has developed, you'll be looking to get onto the loud pedal. As for not banging down the gears, it's important to avoid standing on the throttle. A progressive squeeze on the pedal as you unwind the steering smoothly is great for stability and progress. If you do this correctly, the car will progressively sit down on the rear tyres and gain grip as you straighten up and start to build speed for the next straight in the road ahead.



THE NEXT STEP

You may have heard people say 911s 'turn in' better with a little residual braking to increase weight on the nose. This is a technique known as trail braking. We'll look into this in a future *GT Porsche* driver coaching article, but put simply, braking increases the vertical load on the front tyres, a condition which can increase their cornering capacity. Conversely, it reduces the vertical load on the rear tyres. This is where things can become problematic. If you're too close to the rear tyre limits, the drive can become a little hairy! Cue the infamous oversteer, leading to tail out, full spin or 'whale tail' in nearby undergrowth!

The trick to trail braking is knowing how much of it you need and how much is too much. Different cars and tyre conditions have an effect, but road gradient, ambient conditions and speed/intensity also make a huge difference. Get it wrong and your drive will become a very expensive afternoon behind the wheel. You have been warned!



NEXT MONTH
Handling traits: rear-engined versus mid-engined sports cars



DRIVING FORCE

Neil Furber is *GT Porsche's* resident driving expert. With a technical background as a mechanical engineer in the Formula One industry, Neil brings a unique technical insight to driver coaching. Splitting his time between the French Alps and the UK, he coaches drivers through his brand, Drive 7Tenths (drive7tenths.com), and as a Porsche Driving Consultant working out of the Porsche Experience Centre at Silverstone Circuit.

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Price £44.95 (£26.95 for Cabriolet and Targa)

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As supplied to car manufacturers and classic car dealerships, these super-soft, super-stretchy and super-strong indoor car covers from automotive accessories specialist, Richbrook, are carefully designed to ensure a snug fit. Available in blue, black or red, the 180gsm Lycra-blended satin fabric ensures the contours of your Porsche are clung to, whilst the tightly woven fabric protects against dust and other pollutant. Importantly, these covers remain breathable to prevent condensation forming on your car during periods of storage and cold weather. Supplied in a zip-up bag, this simple protection for your Porsche is machine washable and can be tumble dried.

Price £99

richbrook.co.uk or call 01328 862387



CLASSIC RETROFIT FUSE PANELS

Add super-reliable modern electrical system technology to your air-cooled 911 with Classic Retrofit's direct replacement fuse panels. Available for all models dated 1969 through 1989 and encompassing eighteen, twenty-four and three-way fusing, these useful panels require little in the way of modification to the original wiring loom thanks to a 'plug and play' design. In most instances, the original Porsche fuse board cover can be retained for OEM looks. Each kit is sold complete with fuses, LED status lights and the necessary mounting kit.

Price From £45

classicretrofit.com or call 01825 830323



RENOVO SOFT-TOP CARE KITS

Renovo's range of fabric soft-top restoration and maintenance products includes a three-stage cleaning, colouring and ultra-proofing package. The first part of the process involves cleaning the affected fabric with a specially formulated shampoo designed to remove any loose contaminants, mould, mildew and previously applied waterproofing agents. A soft brush works brilliantly at helping to get rid of dirt before a rinse with clean water reveals a perfectly prepared surface ready for a fresh coat of colour. As soon as the hood has dried, a plentiful supply of the kit's recolouring agent (available in Pantone-matched black, dark blue, dark red, dark green and dark brown) can be brushed onto the prepared fabric. The product ensures discoloured canvas is quickly afforded a new lease of life before the final stage of the restoration process, which involves the application of a durable waterproofing solution providing a protective barrier against adverse weather, mould, mildew and harmful ultraviolet light.

Price From £13.25 per product

renovointernational.com or call 01444 443277



KW SUSPENSIONS V3 ADJUSTABLE DAMPERS FOR G-SERIES 911

Building on KW's exemplary reputation for engineering skill, the suspension specialist's latest Variant 3 adjustable damper package is billed as a must-fit part for those fortunate enough to own a G-series 911. At the heart of the kit lies unique valve technology allowing for separate adjustment of rebound and compression settings while on the car. In practice, this means any one of twelve clearly labelled presets can be easily dialled-in via the attached adjustment wheel, enabling precise and intuitive control over the host Porsche's handling characteristics. One of the Variant 3's biggest draws is its elimination of the need for costly strut conversion, instead working with the classic 911's existing front and rear torsion bars.

Price £2475

kwsuspensions.co.uk

CHIPEX WATERLESS WASH & WAX

Despite the recent spell of wet weather across much of the British Isles, water companies are warning of the possibility of a hosepipe ban if exceedingly hot conditions return. One essential activity that may be affected by water restrictions is the cleaning of your Porsche. Thankfully, Chipex has developed a car care formula allowing you to achieve a showroom shine even when taps stop running. The detailing outfit's Waterless Wash & Wax has been chemically engineered in the UK using a unique carnauba wax mixture. Quick and easy to apply, this eco-friendly fluid contains no nasty chemicals, meaning gardens and nearby drains remain undisturbed. The product also comes in handy when you want to display a streak-free car at shows. Simply keep a bottle in the boot!

Price £15.99

chipex.co.uk

or call 01295 258308



PORSCHE CLASSIC RADIO NAVIGATION SYSTEM

Classic exterior, high-tech interior. The new version of Porsche's popular 4x45W Radio Navigation System is an OEM design suitable for all classic models (transaxle family and air-cooled cars from 911 F-series to 993) equipped with a single-DIN dash slot. Operated via knobs, buttons and a colour touchscreen, the unit features the latest navigation technology, includes Porsche-specific points of interest and integrates with your car's factory-fitted speaker system. Users can choose route guidance in 2D, 3D or as a basic arrow. An integrated Traffic Message Channel (TMC) lets you know what's happening up ahead, while interfaces for iPhone, iPod, USB and auxiliary enable seamless connectivity with your mobile device. Telephone functionality via Bluetooth includes phonebook data transfer, while internal and external microphones provide 'hands free' call operation. Porsche carried out extensive testing of the unit's 'user friendliness', trials confirming accurate routes for more than forty countries (regular updates of map data are available in no fewer than twenty-seven navigation languages). Best of all, Porsche parts retailer, Design 911, is offering this trick bit of kit at a reduced price for a limited time!

Price Special offer £111.36

design911.co.uk or call 0208 500 8811



RESTORE YOUR PORSCHE



CTEK MXS 7.0 BATTERY CHARGER

Respected automotive battery maintenance specialist, CTEK, has launched a new 7A 12V vehicle battery charger capable of quickly identifying whether the battery on your car is capable of holding power. Named MXS 7.0, the charger features a mode which can restore deeply discharged batteries which might otherwise be discarded. In fact, CTEK claims this well-priced product can revive batteries registering as low as 2V! An extended five-pulse-per-second de-sulphation cycle provides maximum opportunity to fully restore battery capacity, while a handy Supply mode can act as a secure 12V power source if the affected battery needs to be disconnected.

Price £114.99

ctek.com or call 01380 772621

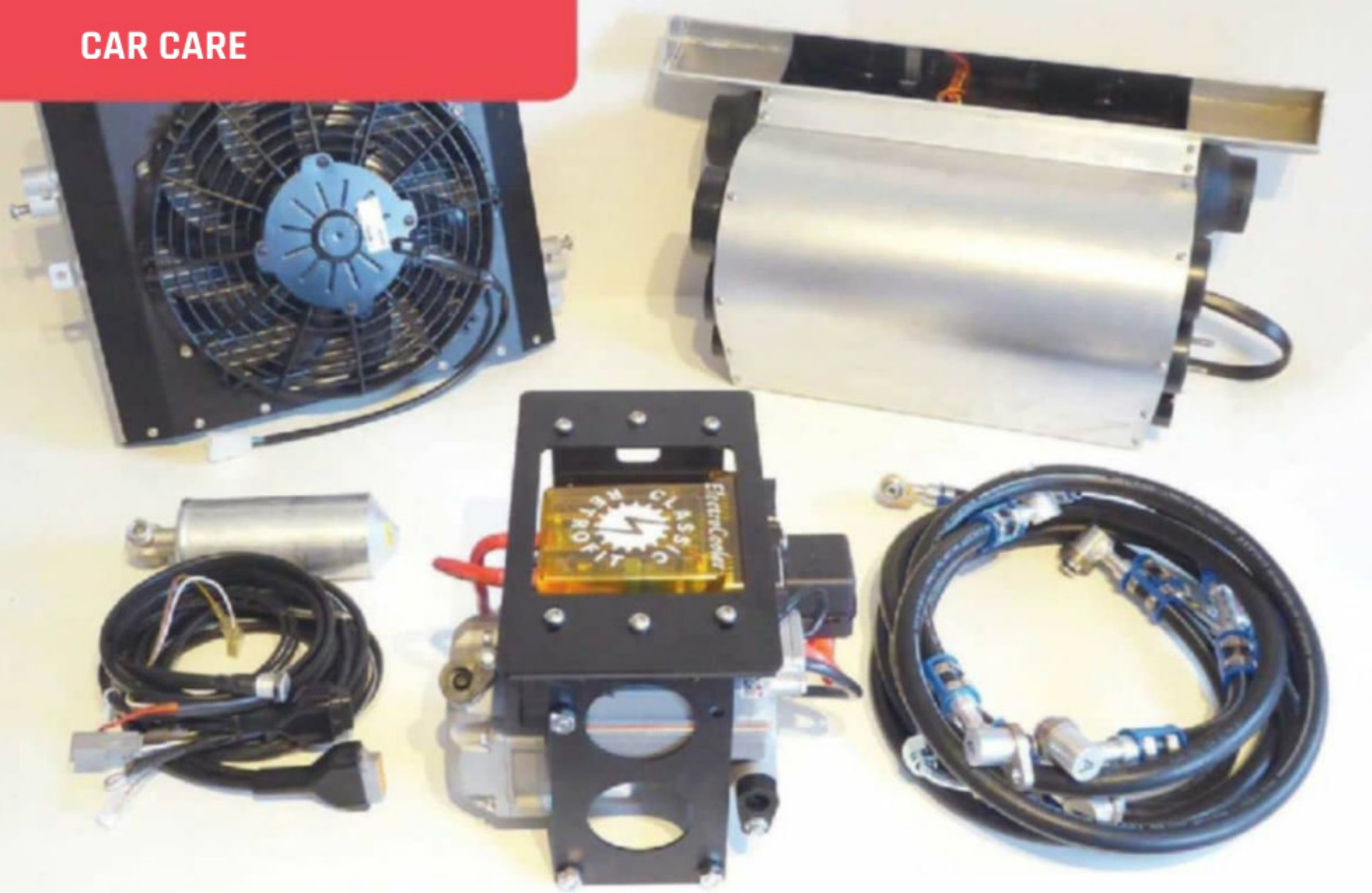
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Primarily concerned with isolating radiant heat produced by your turbocharged Porsche's snail-shaped bhp booster during normal operation, Forge Motorsport's turbo blanket is hugely effective at reducing engine bay temperatures, even in the harshest of driving environments. A quality construction (comprising stainless steel rivets, stainless fasteners, a carbon-fabric outer shell, a complex calcium magnesium silicate wool inner core and additional parts made from high-temperature silica fabric) ensures a long service life and resistance to a peak temperature of 1260°.

Price £35.99

forgemotorsport.co.uk or call 01452 380999





CLASSIC RETROFIT ELECTROCOOLER

Electrocooler (Classic Retrofit's all-new HVAC for air-cooled 911s 1965-1989) is a complete redesign of the 911's air-conditioning system, with notable improvements to blower functionality and heat distribution. Comprising all modern electric components, the kit weighs just 14kg and fits in the host vehicle's front luggage bay, making use of standard holes and mounting points with no need for bodywork alterations. Simple to use and controlled by a single smart button, Electrocooler uses the standard ventilation system to pump cold air into your car's cabin via a modern double-cage blower. Using less than 1hp of engine power, this energy efficient product joins Classic Retrofit's ever-growing range of modern tech for classic Porsches. Cool!

Price From £2100

classicretrofit.com or call 01825 830323

RESTORE YOUR PORSCHE



LUME-TECHNIK LED HEADLIGHTS

Determined to improve the performance of headlights on classic 911s, Hertfordshire-based Porsche specialist, RPM Technik, has launched an LED headlight conversion kit named Lume-Technik. Suitable for 911s dating from the 1960s through to the mid-1990s, the system simply replaces the car's existing light units without the need for additional transformers. That's right, Lume-Technik makes use of your 911's original wiring! As well as increasing night-time visibility through the use of super-bright LEDs, the supplied light lenses deliver a subtle, contemporary front end update to older cars. Lume-Technik has been developed in-house by RPM Technik's engineers and the kit comes complete with a specially fabricated mounting assembly. Further lens, bezel and unit options are available on request.

Price £1044 plus fitting
rpmtechnik.co.uk
or call 01296 663824

MEGUIAR'S MIRROR BRIGHT DETAILING KIT

"Creating something new, but with a solid respect for the traditions of the past." This is how Meguiar's describes its Mirror Bright detailing range, a retro-styled collection of car cleaning products owing more than a passing nod to some of the firm's oldest research and development programmes. Available as individual bottles or as a kit presented in a specially stitched carry bag, these fantastic fluids include wheel cleaner, detailing spray, polishing wax and shampoo. Each unique formula is designed to complement others in the range, and each is safe to use on all paint types, lacquers, enamels and clear coats. An optional Mirror Bright leather lotion and air freshener are also available to purchase at the Meguiar's online store.

Price Kit £50, leather lotion £12, air freshener £2

meguiars.co.uk or call 0870 241 6696



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CARRERA S

GOING MOBILE

As this stunning 993 Carrera S proves, some Porsches are personalised through necessity, not choice...

Words **Dan Furr** Photography **Rich Pearce**

RESTORE YOUR
PORSCHE



This issue of *GT Porsche* focuses heavily on the resurrection of Stuttgart-crested cars and, as you'll have seen from the previous pages, we've presented a variety of vehicles in various states of disrepair. Rust buckets in need of comprehensive overhaul, slumbering imports from regions blessed with warm weather, rolling restorations in need of little more than a tidy. The scale of the work involved in breathing new life into each of our star cars varies wildly, yet there's a common theme running across each and every one of the projects we've showcased: personalisation.

All too often we think of tweaking and tuning a Porsche in the context of styling and performance, but away from updates executed through choice, there are owners who modify their cars through necessity. Enter lifelong Porsche fan, Mark Owens, custodian of the stunning 73k-mile 993 Carrera S we've travelled down to the seaside town of Weymouth to enjoy.

"I bought my first Porsche twenty-five years ago," he recalls. "It was a 924 Turbo I got a kick out of driving before my name appeared on the logbook of a second 924 Turbo in even better condition." The turbocharged transaxles were followed by a succession of 944s. "I owned three,"

IMPROVED ROAD HOLDING AS A CONSEQUENCE OF A LOWERED RIDE HEIGHT AND FATTER BACK TYRES

Mark confirms. "I viewed each car as a stepping stone to achieving my ultimate goal of 911 ownership."

The dream was forged when he was eight years old and riding in the back of his father's showroom-fresh Audi 100 C1. "We were pootling along when, out of nowhere, a wild-looking sports car flew past at breakneck speed." Mind blown, the young Mark turned to his dad and asked what they'd just witnessed. "That was a Porsche 911," came the reply. "From that moment onwards, the flagship Porsche became and remained my favourite car," smiles Mark in the present.

His long career as an automotive engineer saw him spanner various Jaguars, BMWs and even a selection of Ferraris owned by nine-time 24 Hours of Le Mans participant and the competition's 1953 victor, Duncan Hamilton, as well as a wide variety of motorsport machinery for the same racer to compete in professional hill climb tournaments. None of the exotic metal Mark was exposed to, however, tempted him away from Porsche, as evidenced by the eventual addition of a Boxster to the Owens fleet. "A Cayman also came and went," he tells us, before stressing the mid-engined marvels didn't come at the expense of his love of transaxles. "I was the owner of a 944 Lux at the time of my accident," he reveals.

It's here where the story takes an unexpected twist. Mark's love of fun on four wheels is matched by his enthusiasm for performance motorcycling. He's the



proud owner of a 916 Senna, the special edition Ducati frequently cited as one of the most beautiful motorcycles ever manufactured. Limited to just 300 units, the rare bike was released shortly after the death of Formula One ace, Ayrton Senna, in 1994, and was a tribute to the ill-fated speed merchant from his friend and Ducati's then owner, Claudio Castiglioni. Clearly, Mark is someone who takes motoring in any form seriously. "It's in my blood," he sighs. "Fast-road, motorsport, four wheels, two wheels. You name it, I'm a fan."

If there's one thing capable of decimating the free spirit of a petrolhead, it's taking away his or her ability to put the pedal to the metal. Try to imagine, then, how shattering it must have been for Mark to be told he was paralysed from the chest down after a horrific motorcycle accident in 2007. "Long story short, I was out on my bike with friends when I was involved in a head-on collision with a car heading in the opposite direction." Devastated and immediately forced to make massive changes in life, Mark's condition saw his loved 944 pass to a new owner.

NEXT CHAPTER

Five years later, confined to a wheelchair but determined to live life to the full, Mark decided the time had come to return to the road. "I paid £118.50 for a base model three-door Peugeot 205 equipped with automatic transmission," he remembers. "Obviously, I was unable to use the pedals, but as an engineer, I was well placed to make bespoke controls for the car." The 205's wide doors coupled with narrow gaps between the sills and seats made it the perfect choice for a man faced with having to collapse a wheelchair and stow it safely after shimmying himself into the driving seat. "Many people who share my condition like to use transfer boards to slide from wheelchair to car," he continues, "but I prefer to aim for the target and swing myself out of the wheelchair into position! Even with transfer boards, however, getting in and out of a four-door car is super-difficult, primarily because of smaller door apertures bringing the B-pillar forward, thereby severely limiting the available space to manoeuvre and shift a folded-down wheelchair in and out."

Mark still owns the 205. The French supermini reinstated his freedom by enabling him to hit the highway once again, but it's hardly a car capable of satisfying his need for speed. It was with this in mind he decided to buy a 911 in the run up to 2013. "My fiftieth birthday loomed on the horizon," he smiles. "I reasoned 911 ownership would be the perfect way to mark the occasion. Coincidentally, my fiftieth journey around the sun coincided with the fiftieth anniversary of the 911, a landmark which served to further fuel my desire to get back behind the wheel of a Porsche."

The Owens clan visited Cameron Sports Cars in Chippenham to view the beautiful blue 993 Carrera S you see here. Introduced for the 1997 model year, the two-wheel drive Carrera S makes use of a Turbo body shell, but houses a naturally aspirated flat-six at the rear. The S badge indicates a wealth of desirable features over the regular Carrera, not least improved road holding as a consequence of a lowered ride height, the wider rear end and fatter back tyres with an increased contact patch. The model's brilliant styling and excellent handling



DREAM DRIVE

A 993 Carrera S Cabriolet was never offered in main dealer showrooms, but half a dozen were specially ordered through the legendary Porsche Exclusive department in 1997. Five were sold as 1998 models by Beverly Hills Porsche in California, while the extra 993 Carrera S Cabriolet was ordered by a wealthy Porsche customer living in Europe. In total, 3,714 Carrera Ss were assembled, contributing to a grand total of 68,029 production 993s. This generation of 911 (the last of the air-cooled) is often cited as the most desirable due to fantastic styling and excellent performance, even by modern standards.

GAME CHANGER

According to Porsche promotions of the day, the 993 was a ground-up redesign of the 911, with only twenty percent of its parts carried over from the 964. A new alloy subframe with an all-new multi-link suspension system, not to mention a new engine, delivered huge improvements in handling and power. The 993 was also the first 911 to be kitted-out with a six-speed transmission.

characteristics make it one of the most sought-after 993s. Original buyers could achieve even greater road presence by optioning an aggressive Turbo-style winged rear end, as seen on the air-cooled classic Mark went on to buy.

The car had lived much of its life in the custody of an airline pilot who spent more time floating around the sky than he did darting about on the ground, hence the low mileage. Mark was smitten. "It may sound strange to some *GT Porsche* readers, but as far as accessibility is concerned, I drew immediate parallels with the 205," he explains. "For a start, the 993 features wide doors and that all-important narrow gap between sill and driving seat. Many of today's cars have far chunkier bodywork, meaning a modern day two-door can be difficult to climb in and out of without frustration and the aid of transfer boards." What of the car's in-cabin ability to accommodate his disability? "I can't operate a clutch pedal, which is why I've opted for a 911 with Tiptronic transmission." Unfortunately, his insurance company wouldn't allow him to repeat the work he applied to the Pug, necessitating the appointment of a recognised company specialising in the conversion of cars for the needs of the disabled. "Due to the financial worth of my 993, the insurers wanted to see a certificate confirming professional installation. They certainly weren't bothered about seeing the same when I updated the 205!" he roars.

ALL IN HAND

The revisions made to the Carrera S are largely the same as the result of Mark's work on the Peugeot. A hand-operated lever attached to a custom mounting bracket is used to operate the accelerator and brake pedals. Pulling the lever towards you increases throttle, pushing the lever away has the effect of pressing a foot on the brake pedal. It's fairly simple stuff and far less convoluted than one might imagine someone paralysed from the chest down might require.

Above It's easy to see why the 993 Carrera S is one of the most desirable models in the last air-cooled 911 range

"Many disabled drivers like to add a ball-shaped handle to the rim of their car's steering wheel for extra grip and control, but I've refrained from doing so in order to retain as much of the driving experience as possible," Mark smiles.

If surprise at how little needs to be changed highlights one aspect of public perception regarding the disabled achieving mobility on the streets, the reaction Mark has sometimes received when out and about in his 993 is altogether more troubling. "Many people seem to think disabled drivers can only be in charge of invalid carriages or base models like my boggy 205," he gasps. "On more than one occasion, I've stopped my Porsche in a disabled parking bay, only to get a rollicking from someone who immediately assumes I'm able-bodied. There's definitely an unhealthy view from some quarters that disabled people can't drive nice cars. Reinforcing the point, one of my mates also suffers from paralysis and he too has been shouted at by ill-informed members of the public when he's stopped his Aston Martin in a disabled parking bay."

Mark is keen to stress disability doesn't necessarily mean retirement from spirited driving. He goes a step further by promoting how accessible motorsport is to those with physical or mental impairment. Combining his personal experience with his automotive engineering skills, he works with a charity helping those with a variety of disabilities (from loss of limbs to Down's syndrome) to get involved in karting and other motorsport disciplines, where vehicles are converted for disabled use in much the same way as his 911.

His is a 993 Carrera S that wasn't in need of restoration, but through well-considered modifications, it's a sports car that's restored its owner's passion for Porsche and his ability to get out and satisfy his need for speed. And that's worth more than any amount of corrective panelwork, fancy paint or mechanical overhaul.

Facing page Wide door apertures and a narrow gap between sill and seat help Mark to enter the car and stow his collapsible wheelchair in just two minutes



NEW METAL

Dan's 944 Turbo's bad bodywork is given the chop



DAN FURR

From a Series 2 924 Turbo dressed in genuine Carrera GT gear to a gorgeous Speed Yellow 968 Clubsport, there's no shortage of tidy transaxles in the Retro Restorer workshop, but at the heart of the Banbury-based Porsche specialist lies its team's passion for the 944, which is why company boss, Nash Hunter, was the first port of call when it came to bringing my tired Guards Red Turbo back to life.

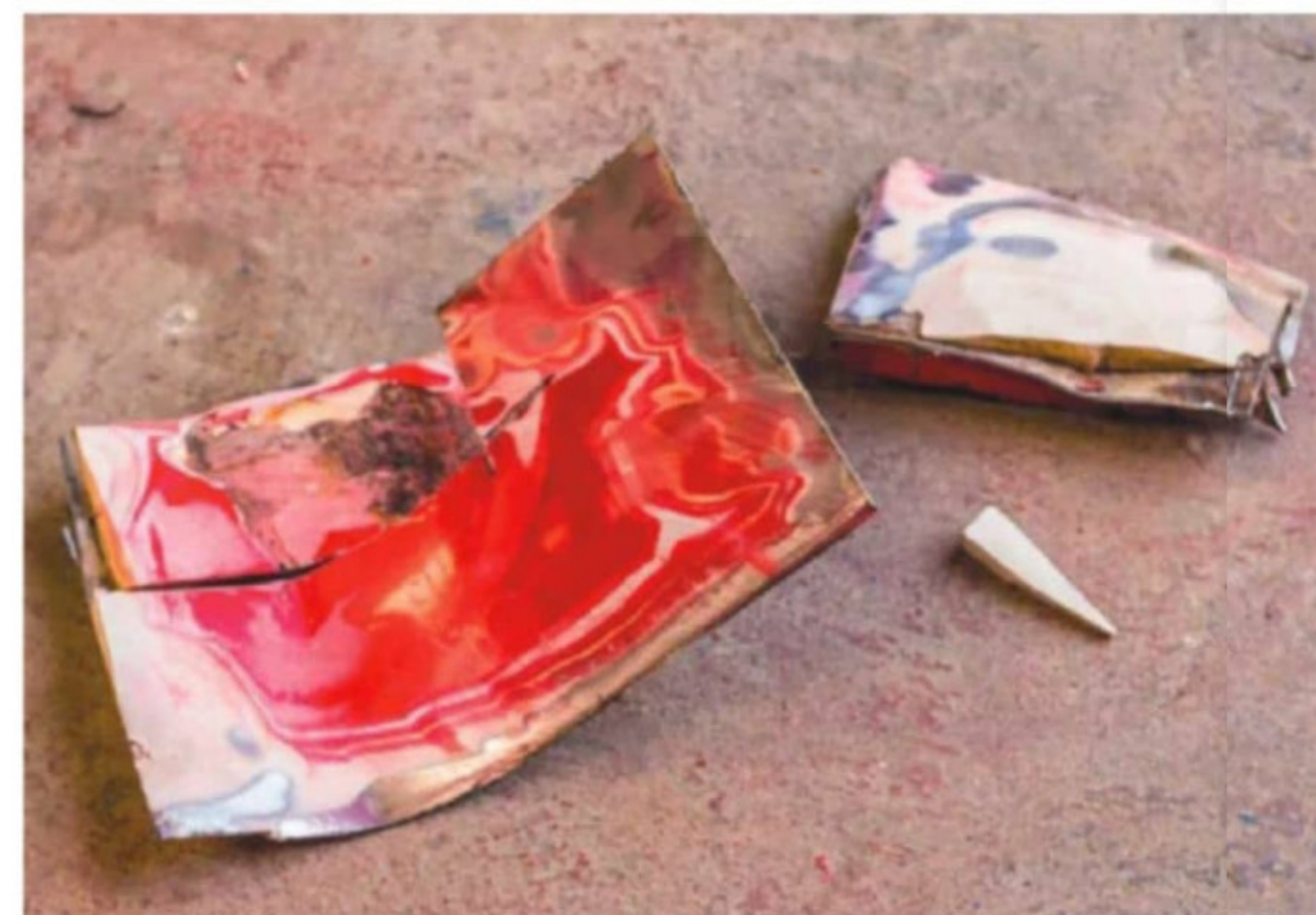
Regular readers will recall the horrifying photographs of the car published in the last issue of *GT Porsche* (order a copy by visiting bit.ly/issuesgtp). Rotten inner sills, outer sills, wing bottoms and rear lower quarters gave cause for concern, while distressed doors, knackered suspension mounts and compromised jacking points

also did their best to generate complaint. If ever there was an advert for not leaving your modern classic dumped in a hedge for more than half a decade, then this was it! In the weeks that passed following capture of those images, all bad metal was replaced by good, with high-quality steel used throughout. Custom inner and outer sills were fabricated to the same design and specification as the factory panels.

Nash had reason to believe the upper offside corner of the car's rear panel had taken a knock at some point in the distant past. Further investigation revealed a huge amount of filler disguising a significant dent. In what seems to be something of a developing theme, this 'fix' had allowed even more rust to set in, meaning the damaged metal had to be cut out and replaced with yet more heavy-gauge steel. "Working on this 944 is a bit like being involved



Top left Specially fabricated inner and outer sills matching factory gauge steel join fresh wing bottoms and comprehensively repaired lower rear quarter panels



Left Thick filler hiding a dent encouraged rust to have a bash at the rear nearside rear

Right 944 badge panel is a known moisture trap



in archaeological dig. You have to work through the top layers of what you've been presented with in order to see what secrets are hidden within!" laughed Nash, when asked how he'd describe the project.

To properly evaluate the overall condition of the car's shell – and to ensure his team could work on problem areas without interference – the seats had joined other interior furniture in being ceremoniously removed. The effects of water ingress made the job less than straightforward, with the bottoms of door cards only too happy to disintegrate on sight,

while seat runners were stuck fast. Needless to say, they'll need to be replaced before each 'tombstone' is reinstated. Spoiler alert: by then, thanks to the efforts of automotive upholstery specialist, Awesome (awesome.eu.com), the factory seats will look quite different.

KNOWLEDGE BASE

Another area that didn't escape the attention of Nash's beady eye is the underside of the car's front badge panel. It's a known problem area for 944s, where the leading edge attracts rust due to water and dirt becoming trapped between the panel and front bumper. Out came various grinders to remove and smooth nasty orange stuff. Workshop dog, Morris, monitored proceedings, which were followed by a media blast, etch primer, regular primer, guide coat, paint and lacquer. Identical treatment was lavished on other removable panels when the car was ready to be rolled into Retro Restorer's generously sized in-house spray booth. More on this phase of the build in the next issue of *GT Porsche*.

While Morris was keeping tabs on what was going on, the car's staggered sixteen-inch Teledials »



Right Don't tell anyone, but Morris is the backbone of the entire operation

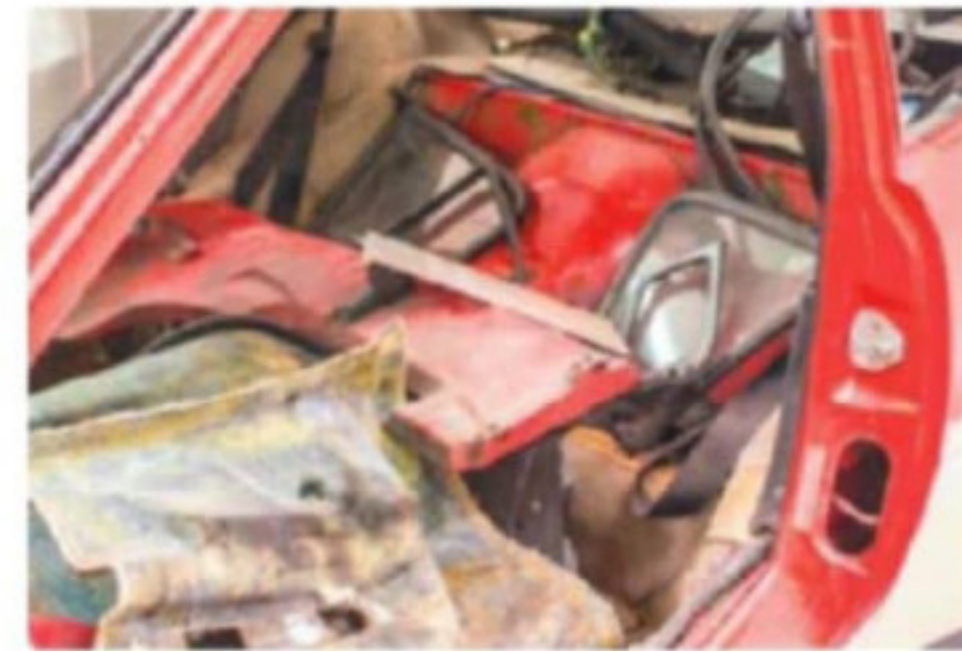
were being treated to thorough restoration at alloy wheel repair centre, Wheel Genie, in Huntingdon. Each rim was stripped of its old rubber before being checked for buckles and flat spots (pothole damage). Ordinarily, out of shape wheels would be straightened on Wheel Genie's five-tonne straightening lathe, but my 944's Teledials were in reassuringly good condition, negating the need for this step of the process. They were, however, chemically stripped and bead-blasted to remove any old coatings and corrosion, after which, any signs of minor kerbing were removed. If major damaged had been detected, TIG welding would

have been required. Thankfully, this wasn't the case. Hand-flattening followed, ensuring a smooth finish for powdercoating. Yet more flattening preceded the removal of any detected imperfections in the applied powdercoat, before the application of base colour and two coats of crystal clear lacquer cured at high temperature. After final inspection, new short valves were fitted, along with fresh Toyo Proxes TI-R tyres and weights deemed necessary by digital balancing.

RIGHT RESULT

I've used Wheel Genie for the restoration of wheels on many of my project cars. The finish and

944 TURBO



attention to detail exercised by lead technician, Rafal Osip, is always brilliant, which is why I was confident my Turbo's Teledials would look as good as they do. I was desperate to fit them, but with the amount of bodywork lined up for the car, I had to be patient...

THANKS

Retro Restorer
retrorestorer.co.uk

The Wheel Genie
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Below The car's Teledials look better than ever and now benefit from brand new black circles



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THE NEW ARRIVAL

Dan buys his first 911, and what a belter it is!



DAN FURR

As much as I love the way my 944 Turbo project is progressing in readiness for a planned unveiling at the NEC Classic Motor Show this coming November, there's no getting away from the fact the project has commanded such a huge amount of work (most of it through necessity rather than choice) that the notion of driving the car on the road any time soon is the stuff of fantasy. Fortunately, being invited to take on the *GT Porsche* editor's role gave me all the excuse I needed to buy another of Stuttgart's finest, although this time, I promised myself a car in a fully operational state!

Offering the perfect blend of old-school 911 design cues and driving characteristics with modern performance and tech, not to mention an accessible price point, a naturally aspirated 997 greatly appealed to me

as a Porsche I could use to pile on the miles. I decided to draw up a list of the options I'd like if I could pick my ideal car. A 3.8-litre flat-six in the 'we fixed that pesky IMS bearing' range, four-wheel drive, Tiptronic S, Sport Chrono, low mileage, a low number of owners, a car with full main dealer history, Basalt Black paintwork, black leather, Porsche Communication Management (full-colour information screen and sat-nav), parking sensors, multi-function steering wheel, cruise control, bi-Xenon headlights and BOSE audio kit quickly became the 'must haves', with anything extra being considered a bonus.

BLACK MAGIC

As I'm sure many of you are guilty of doing, the dangerous pursuit of sifting through online classifieds as a favourite pastime saw me consider a huge number of 997 Carrera 4Ss until I stumbled upon an advertisement for the 911 I ended up buying. Not only did it tick all but the cruise option on my wish list, the late 2006 'fourby'



Above Tiptronic S steering wheel controls can be called into action mid-travel, returning to the transmission to automatic mode when the buttons are left inactive after enthusiastic gear shifting

Left The car's 3.8-litre flat-six will be treated to new fluids and filters in time for the next issue of *GT Porsche*

came equipped with a Porsche Vehicle Tracking System, an optional fire extinguisher, stainless polished tailpipe tips, nineteen-inch staggered Carrera Classic wheels, new Pirelli rubber and a set of original centre caps decorated with colour Porsche crests. Rounding out what was on offer, a bulging folder full of paperwork, all handbooks and even a Porsche leather keyring accompanied the car.

I'm a firm believer in making the effort to travel any distance in order to buy the right vehicle. Doing so enables a buyer to vastly expand the number of cars included in search criteria, which is particularly useful when looking for exacting specification.

The Carrera 4S I'd decided to find out more about was inhabiting its owner's garage a short distance from Porsche Centre Reading, the main dealer responsible for caring for the car, mostly under Porsche Approved Warranty. On a good run, that neck of the woods is more than three hours away from where I live near North Norfolk, but the car's seller, Lee Robinson, helpfully offered to meet me at Porsche Centre Reading on the day I was on site in order to hand back Porsche Cars GB's 991 Carrera T (as featured on the cover of our last issue). Two birds, one stone. The planets, as they say, had aligned.

A test drive proved the black



997 CARRERA 4S

BIG HITTER

The 997 is the most successful 911 of all time, with more than 100k examples rolling out of dealer showrooms in the first two years of production alone.



Above If being fussy, you could argue the front end would benefit from a lick of paint to remove stone chips

Left Fire safety kit was an expensive dealer cost option specified by the original buyer



beauty to be everything I hoped and more. Hopping out of the 991 and straight into the 997 was also an excellent way to compare and contrast the driving experience between models, with seat time in the Carrera 4S confirming my opinion the 997 'feel' is similar to that of late air-cooled 911s, chiefly the 964. Satisfyingly, the 997 makes you work for reward, unlike the 991, which, though a thoroughly enjoyable drive, is more than happy to deliver smiles through an attack of the asphalt with minimal driver input.

FRIDAY FEELING

In advance of meeting in person, Lee and I agreed an attractive purchase price in exchange for a quick sale (he'd been let down by a previous buyer). Following a satisfactory inspection, I wasted no time in confirming I'd be driving the all-pawed Porsche back to Norfolk as the car's new owner, which I did immediately after returning the not-so-mellow yellow 991. Not even horrendous Friday afternoon traffic

Above Muscular Carrera 4S rear end shares the same profile as the Turbo, encouraging thoughts of a makeover using parts from a donor force-fed 997



Right Carrera Classic wheels could do with a refurb and fresh bolts, but benefit from new Pirellis



adding an extra two hours to my journey could spoil the trip home. It was nothing short of fantastic! The car didn't miss a beat, and though I've driven a variety of 997s in various specifications – from mild to wild – in the recent past, the thrill of being in charge of a 997 Carrera 4S of my own is one I don't think I'll ever grow tired of.

I'll admit, I thought I'd arrive home armed with a list of niggles I'd want to fix, but aside from a routine service, there isn't anything that strikes me as in need of urgent attention. The wheels could do with a refurb, the front end would benefit from a lick of paint to eradicate stone chips and the rest of the bodywork would welcome attention from a machine polisher, but that's just me being fussy. For the time being, I'll stockpile fluids, filters and everything else needed for a service and consider what changes I might make in an effort to personalise my new Porsche. And, of course, I'll document the work in these very pages. Subscribe and never miss an update: www.bit.ly/subscribeftp ■

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NOSE JOB

Having enjoyed a hard, party-filled existence in 1980s California, Paul's open-topped 911 is crying out for cosmetic surgery



PAUL COWLAND

There's no point owning a Porsche and not driving it quickly. While I'm the first to admire a beautifully turned out trailer-sailor, to my mind, the careworn patination of a car that's clearly seen some action and devoured a few 'press-on' miles is equally as appealing. This was certainly the case regarding my '82. Having evidently been 'enjoyed' in West Coast ownership, the car bears more than a few scars from various altercations with speed bumps, kerbs and, perhaps, other cars. The Guards Red drop-top is what we in the trade call 'a ten yarder'. Good from afar, but far from good!

At some point in ancient history, someone (or something) has tapped the front of the car, shifting its super-

rare front under-spoiler across and tweaking the front-mounted oil cooler at the same time. While the parts weren't miles out, their position was less than perfect. More importantly, the malformed oil cooler presented something of a ticking timebomb. Did I really want to risk the part springing a catastrophic leak at a doubtless inopportune moment?

I decided to bite the bullet and removed the front bumper and damaged spoiler to get a better look. Regular readers will recall the split fuel hose I referenced in last month's issue of *GT Porsche*. I had to remove the petrol tank in order to replace the faulty pipework. This job provided the perfect opportunity to liberate the bumper and, thanks to being a rust-free car, I was over the moon when everything easily span apart.

What greeted me was both good



MATERIAL WORLD

GRP composite key ingredients work to complement one another. The plastic resin is good at withstanding compression forces, but isn't great in terms of tensile strength. Conversely, glass fibres can be easily compressed, but are excellent at maintaining tension.



and bad. The general lack of corrosion was a delight to see, but the mangled 'cooler and thoroughly battered spoiler suggested a little rhinoplasty was definitely in order!

The former was easy to fix - having removed the entire oil cooler and pipework assembly, I've sent it down to the alloy artisans at Forge Motorsport in Gloucester. With several of the team's members owning classic 911s themselves, the guys will make a great job of fabbing up a new bespoke replacement oil cooler that'll sit in the original position, complete with new motorsport-quality braided fluid transfer hoses to pipe the all-important lube forward to the cooling air.

WAY OUT WEST

The bumper itself was perfect, although suffering from what appeared to be fifty layers of paint. A simple strip, prep and new colour will soon have it looking like new. The spoiler, however, hadn't fared as well. Despite the part's lashings of steel reinforcement, the concrete street furnishings of the car's former Californian locale had put up a good fight. Wearing a plethora of scrapes, scuffs and gouges, the component really did look ready for a refresh.



Above Front end will look as good as new after the Edmonds crew have worked their magic on the car's damaged spoiler and applied a fresh coat of Guards Red

Facing page It's safe to say the oil cooler is a tad bent out of shape!

Due to the spoiler's construction from a GRP composite, I wanted to use a service provider skilled in such matters and, ideally, someone with more than a little knowledge of air-cooled Porsches. Luckily, recent filming commitments led me to cross paths with the amiable team at Edmonds Classic Restos in Burton upon Trent. Although my TV mission will soon see me visiting the company's workshop to deliver a down-at-heel Lotus Elise, the sheer number of air-cooled and classic cars greeting me as I arrived at the firm's premises convinced me these were the boys to sort my Flatnose's, er, flat nose. The

sight of G-series 911s, a Splitty, several slammed buses and a '59 Beetle was all the persuasion I needed. By the time we next catch up, I should have the fruits of the firm's labour to share with you. I'll be the first to admit my car will still be far from perfect, but at least it'll have a West Coast-worthy hooter!

THANKS

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THE FLEET

PANAMERA S E-HYBRID

THIS MORTAL COIL

Mark's Panamera heads to OPC Swindon for essential repair work. Again.



MARK WILLIAMS

Coughing and spluttering in tandem with a flashing yellow warning light on my Panamera's dashboard heralded the arrival of a misfire just before this issue of *GT Porsche* went to press. Sure enough, the large barge found itself back at OPC Swindon, where a faulty coil was diagnosed and replaced in short order. The black beast is back with me now and, so far, appears to be behaving itself.

This isn't the first time the car has exhibited these frustrating symptoms, although last time, they presented themselves as a fleeting flutter. After speaking to the guys at OPC Swindon, I agreed with their suspicion "dirty fuel" was to blame. Fast-forward to the present, however, and I was barely able to make it to the top of the little hill not far from my house due to the kangaroo-esque jumping the fault was generating. As you can imagine, I was relieved when, hazards flashing, I was able to remove the car from the path of an impatient (is there any other type?) White Van Man positioned three inches from the rear bumper.

With the engine off, and after pausing to swear (profusely), I glanced over at my wife, who was shaking her head in the passenger seat. Much to her pleasure, I was able to restart the car, but upon arriving home a few minutes later, I called Porsche Assistance for peace of mind. Within a couple of hours, my poorly Panamera was low-loaded and on its way to Swindon, but not before the visiting AA operative unsuccessfully attempted to diagnose the fault. "I don't know why they call us out," he sighed. "We're not allowed to run the right software on these cars, meaning there's nothing I can do to get your Panamera operating correctly. It'll

have to be recovered". The amount of those words during the past couple of years doesn't bear thinking about. Anyway, the replacement 2019-plate Audi A4 was pleasant enough for a few days, even if the shifter felt as though it was connected to the gearbox via a sapling. The four-ringed compact had the most unresolved and vague shift of any manual car I've ever driven. It didn't like to be rushed, either.

SOUND SPEND

I'll take this opportunity to address the would-be Porsche owners among you and confirm the optional warranty available for vehicles under fourteen years old (and under 125k miles) is worth its weight in gold. Not once in the last near two years of ownership (and the many unscheduled main dealer visits I've had to put with) has there been the slightest whiff of me having to pay for anything, be it work generated through a warranty claim or recalls. Also, I'm acutely aware of the fact that Porsche's appointed delivery drivers do their utmost to ensure the car is returned with a decent amount

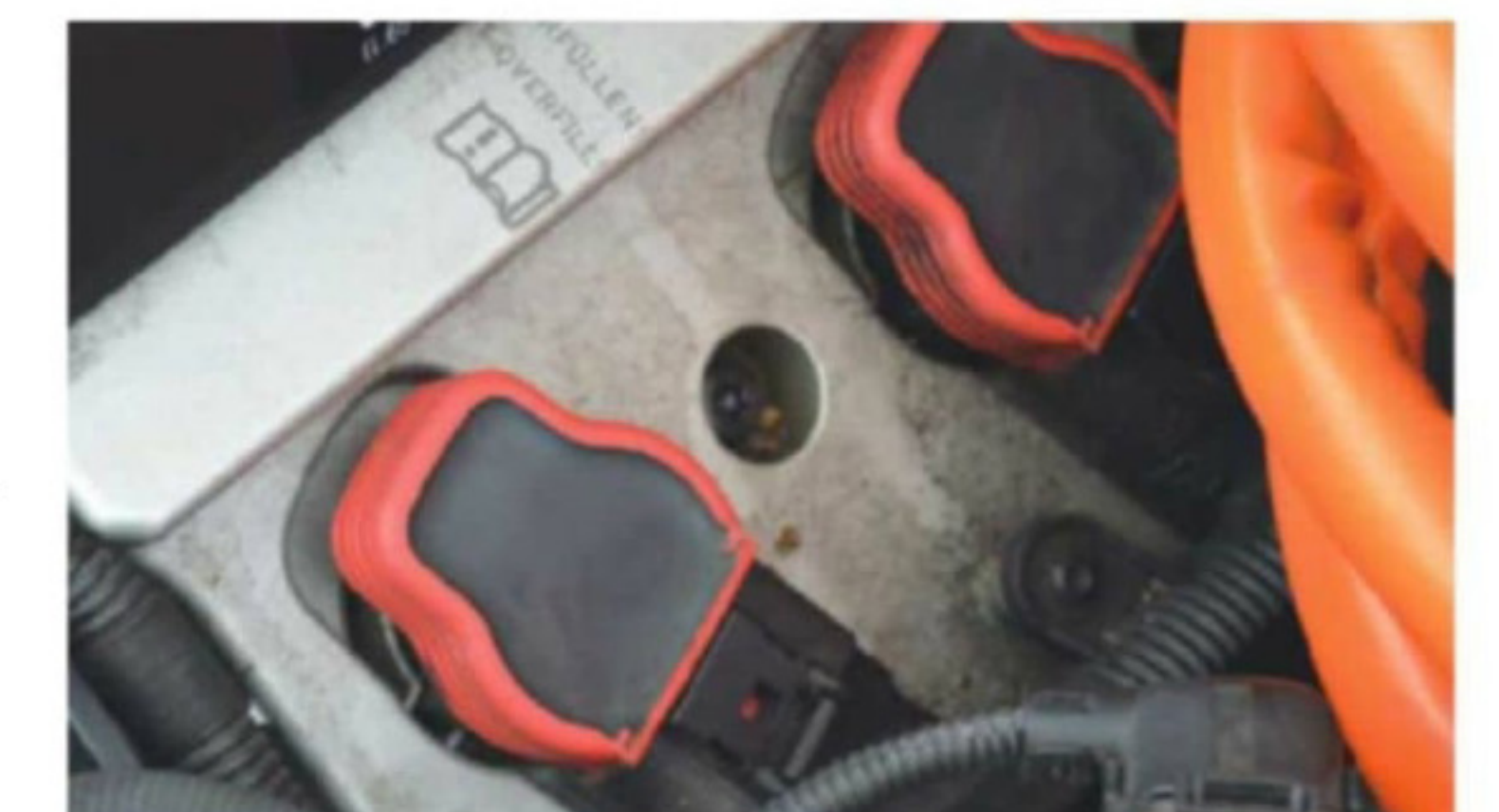


Above It might test his patience much of the time, but Mark's Panamera cuts a fine figure

of fuel in the tank. Compensation, perhaps, for the fact that Porsche Assistance doesn't always permit a car's return to its owner via low loader. At least I know the guys driving my car are professionals and can tell the difference between a bad car and a good one. It's comforting to hear them say, "Mark, your Panamera drives well," after extracting themselves from the car's cockpit.

Not that those words prevent forced retirement from the road from being a major irritation and a huge inconvenience. As always, I hope for better things from my Panamera from this point onwards. Stay tuned! ■

Below Another frustrating trip back to OPC Swindon was caused by a complaining coil



SERIOUS CHARGE

This extraordinary 1979 911 SC brings new meaning to the term 'modern classic' thanks to the appointment of an electric motor in place of the original flat-six

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

STARTER MOTOR

The 1898 Porsche P1, otherwise known as the Egger-Lohner C.2 Phaeton, was designed by Ferdinand Porsche and is considered to be the vehicle laying the foundations for Porsche as a manufacturer many years later. At first glance, the P1 looks like a horse-drawn carriage, but closer inspection reveals it to be powered by a 3hp electric motor with a range of 49 miles. The P1 is currently on display at the Porsche Museum.



A short while ago, I found myself in the fortunate position of being asked to test the UK's quickest (and quietest) go-karts. Unlike conventional mini motorsport machines, the low-slung pocket rockets I was invited to trial were kitted-out with electric motors. There was nothing linear about the delivery of power, no rising through the rev range in search of the sweet spot. Maximum torque was delivered in an instant. Pedal to the metal, it was as though I'd been fired out of a gun. Massive fun, and an experience which left me excited about the idea of a classic (or modern classic) car making use of a similar setup on a bigger scale.

Rally enthusiast, Richard Morgan, had the same thoughts after his son's BMX-sized OSET electric trials motorcycle was being put to good use whenever the family's GT-spec 914 mud machine was patiently waiting in the paddock for its next round of off-road action. "The bike was a brilliant tool. It delivered a huge amount of power from a power source about the same size as a classic 911's starter motor! You could blip the throttle and it'd send you flying," says the man many know as Moggy. "The bike was practical, too. I could throw it in the back of my service van without worrying about petrol or oil spilling out."

Richard's career in the energy efficiency sector has seen him spend more than twenty years helping some of the

AN HPEVS BRUSHLESS ELECTRIC MOTOR RUNNING AT 96V AND PRODUCING 220LB-FT INSTANT TORQUE

world's biggest brands reduce their carbon emissions. The combination of knowledge he's gained in the workplace and inspiration provided by his son's bike encouraged him to establish Electric Classic Cars, a company now regarded as the leading specialist in the field of converting vintage vehicles ("primarily those built from the 1950s through to the 1980s") to run power delivered by electric motors.

"A red Volkswagen Beetle my team and I converted a couple of years ago was featured on *Fully Charged*, a show presented by Red Dwarf actor and electric vehicle enthusiast, Robert Llewelyn," continues Richard. "One of the show's viewers immediately got in touch with me with a request for a conversion. At first, he tabled his desire for me to convert a 1990s Jaguar XJS, but after I expressed my personal preference for cars from the 1960s and 1970s, he sent me a link to a 1979 911 SC Targa he'd spotted advertised for sale. I was asked if this was the kind of car I'd be excited about converting. As a Porsche enthusiast, I replied in the affirmative. To my amazement, the very same SC was delivered to my workshop a few days later. I hadn't even quoted for the job!"

Totally standard, but tired in all the usual places, the car required complete restoration. "We tend to focus on engine or full drivetrain conversions, but it's true to say we also have one or two bare builds on the go at any one

time,” confirms Richard. This was one such undertaking. The shell was stripped, media blasted, treated to new metal where necessary and reassembled with sensible upgrades sympathetic to the car’s impending new lease of life. “We added electric power assisted steering, LED exterior lighting, uprated Bilstein suspension and Carbon 12 six-piston calipers supplied by Nick Moss at Early 911.” Fuchs-aping Braid two-piece staggered fifteen-inch wheels with nine inches of width at the rear delivered a vastly increased tyre contact patch at the same time as enhancing the car’s overall appearance, which is dictated by a freshly polished Targa hoop, gold badges, a flawless lick of paint and the removal of a previously fitted ‘whale tail’.

STAYING CURRENT

Inside the car, Boxster electrically adjustable leather seats and a MOMO Prototipo steering wheel set the tone, while an E-xpert Pro battery monitor hints at what this SC is really all about. “The brief was to build a classic 911 with an electric motor producing the same or marginally more power as the flat-six installed at the factory. Additionally, the car had to have a range of 150 miles,” confirms Richard.

There are two different approaches when it comes to an Electric Classic Cars conversion. The first option is an engine swap, where the car in question’s original powerplant is ditched in favour of an electric motor, which is attached to the factory transmission by way of a bespoke adaptor plate. Ordinarily, the gearbox will be up to the task of managing the torque being delivered – power is in keeping with what was prescribed at the factory, albeit delivered instantly – but an uprated clutch (the part Richard used was supplied by our friends at Design 911) may be added for good measure. Battery packs are stored in place of the standard fuel cell.

The second option is to replace the entire drivetrain with Tesla equipment, including engine, differential and single-gear transmission. In stock form this is a 400bhp configuration, with massive tuning potential knocking on the door of performance the soon-to-be-released all-electric Porsche Taycan develops. Richard’s customer opted for the former of the two choices available. Consequently, an HPEVS brushless electric motor running at 96V and producing 220lb-ft instant torque sits at the rear of this sensational SC, although you’d have a hard job spotting it when lifting the engine lid. The unit is so small it’s been hidden from view, with a carpeted luggage area in the space you’d ordinarily find a flat-six. And yes, the lid’s grille (decorated with a cheeky 911E badge, where the E stands for... oh, you can work it out!) has been blanked off to prevent ingress of rainwater.

Less subtle are the nine Tesla batteries at the nose end of the car. They’re the same units used to great effect in the manufacturer’s Roadster model. Another nine batteries are tucked away where the rear seats usually live. “We wanted to optimise the balance of weight across the car after removing so much bulk from over the rear axle,” Richard recalls. “We could have positioned the batteries in what was the engine bay, but our customer liked the idea of gaining customary boot space. He didn’t intend to have passengers in the back of his revitalised retro ride, which enabled us to refine front-to-rear weight distribution by utilising the »



HIGH VOLTAGE

Electric Classic Cars is a leading UK-based specialist in converting vehicles (built between the early 1950s and late 1980s) to run on electric motors. From old Porsches to Range Rovers, split-screen Volkswagen camper vans, Ferraris and pretty much any other make or model of car you can think of, Richard Morgan’s team is leading the EV charge, so to speak. Visit electricclassiccars.co.uk for further information.



Left Extra dash gauge keeps an eye on range and battery life

Facing page Not what you’d expect to see hidden behind a 911’s fuel filler flap!

Right Robert owns a string of Porsches, including a Panamera and a 991 GT3 RS, yet his desire for a civilised classic 911 offering low running costs for inner city driving saw him take the plunge and buy the electric SC seen here



PUMP UP THE VOLUME

The sound of the raspy flat-six may have disappeared from Robert’s SC, but that’s not to say his is the quietest classic 911 around. Prestigious London-based in-car entertainment and electrics specialist, Air & Sound (point your browser at airandsound.co.uk), was called upon to overhaul the car’s vintage audio system, linking Phoenix Gold speakers (Z65VX 6.5-inch door speakers and Z46CX 6x4-inch speakers for the rear shelf) and fresh wiring to a Porsche Classic Radio Navigation System, a popular manufacturer offering delivering modern functionality in a housing designed to look like an old-school factory head unit. Additionally, Air & Sound boss, Gerry Conway, installed a Focal active subwoofer in a custom cage fitted discreetly beneath the driver’s seat. The familiar sound of a flat-six at full chat might be missing from Robert’s thoroughly updated SC, but thanks to the work carried out by Air & Sound, there’s no doubting the car’s ability to bring the noise!



THE ABILITY TO CHARGE FROM A PUBLIC PLUG-IN POD OR A DOMESTIC THREE-PIN SOCKET

space where the supplementary seats usually live." A tiny Odyssey Extreme 12V battery takes care of sending charge to the windscreen wipers, lights and the nifty Porsche Classic Radio Navigation System.

As alluded to in the opening paragraph of this feature, the driving experience is totally different to that of a petrol-fed classic 911. Whereas most drivers aim for 4,000 to 6,500rpm to experience optimum power, an electric motor's maximum torque is at 0rpm and can be enjoyed all the way to 6,500rpm. The comparison is clear: the equivalent petrol engine delivers considerably less in the way of truly usable performance. Instant torque is much more than just a plus point for thrill seekers, though. Try pulling away in fourth gear at 1,000rpm on a steep incline from behind the wheel of your petrol-powered Porsche. It's not going to happen, is it? Richard's creation will do so happily, making it as practical as it is potent.

In his educated opinion, he believes the revised distribution of weight, precision geometry, alignment and corner weighting showered on this transformed 911 have ensured its handling characteristics are as effective as those

Above The tiny HPEVS motor has allowed the SC's engine bay to be put to use as conventional luggage space

of his rally-spec 914. Being fast around corners and quick to accelerate is exactly what most Porsche owners aspire to, but zero emissions, the elimination of expensive fuel bills, no required maintenance and the ability to charge from a public plug-in pod or a domestic three-pin socket are also this amazing SC's major attractions.

ELECTRIC DREAMS

"I love it!" beams the car's current owner, Robert Leitão. "I was looking for an old 911 I could use for city driving," says the banker living in London. "I was attracted to this particular Porsche due to its ability to provide true 'get in and go' motoring. The car is easy to control and suits my needs perfectly. It's a lot of fun, and even though I've owned it for less than a year, I'm enjoying covering many miles. Besides, if an electric E-Type is good enough for the Duke and Duchess of Sussex as a wedding car, then an electric 911 is good enough for me as a daily drive, although perhaps I should let them know I owned my car first?" he laughs.

Richard's conversions extend beyond the Porsche scene, as evidenced by the BMW E9, Ferrari 308, Land Rover Defender, VW split-screens and Fiat 500 projects his team are currently working on, although he's keen to continue converting Stuttgart's finest. "We're in the process of modifying a 914 to make use of a full Tesla drivetrain," he reveals. The altered roadster promises ballistic power, and we can't wait to see finished build. In the meantime, we're heading back to the karting centre. On your marks. Get set. Go!

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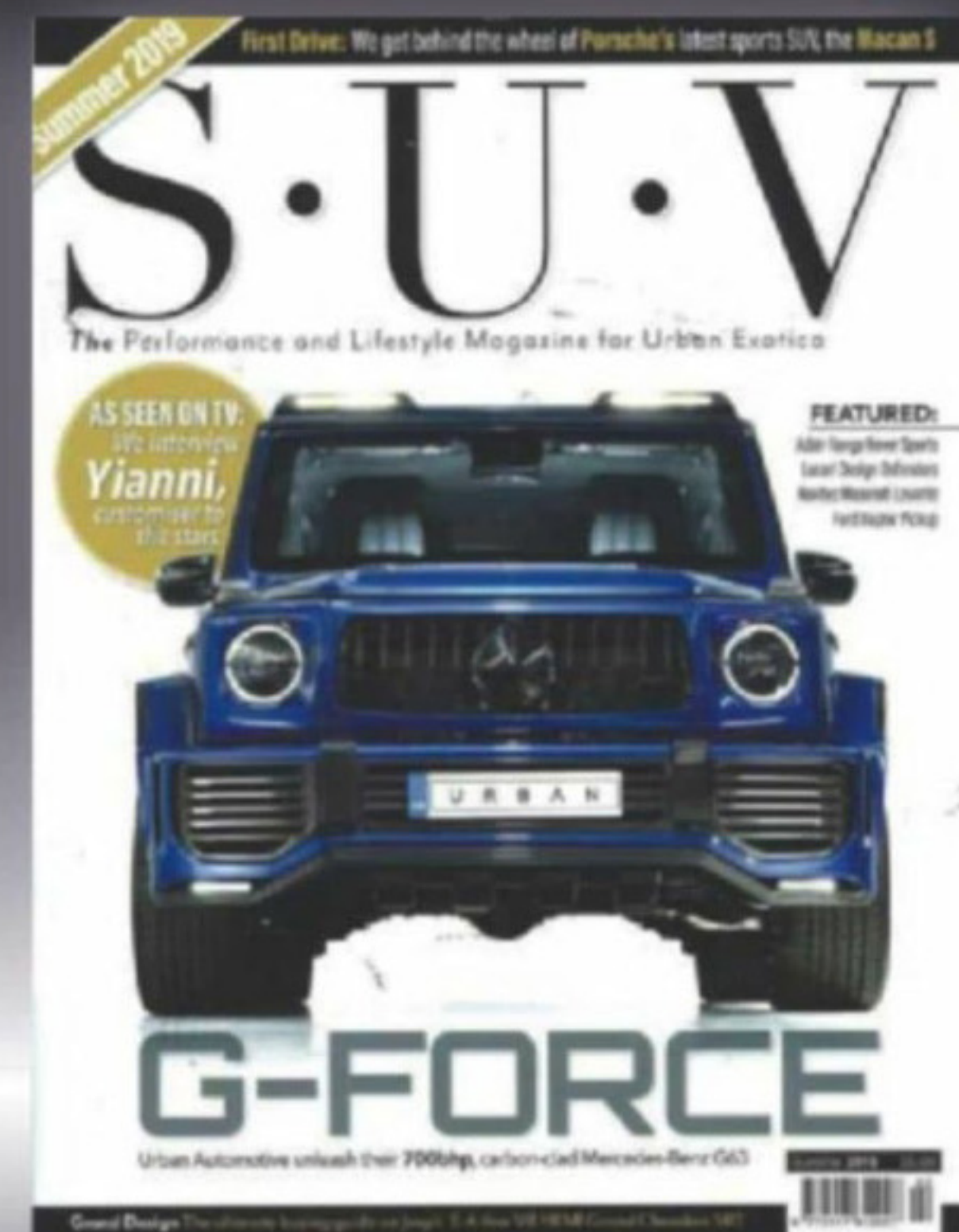
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DROP THE HAMMER

From chump change to premium price tags, here's our look at what's hot (and what's not) in auction rooms across the land

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SEE PAGE 90
FOR DETAILS



2006 997 TURBO

Although the 997 first appeared in 2004, the Turbo variant wasn't launched until 2006. Unveiled at that year's Geneva Motor Show, the force-fed fun machine was initially offered as a coupe (and later as a cabriolet) with impressive specification. The 'Mezger' 3.6-litre engine now produced close to 480bhp at 6,000rpm and featured VarioCam Plus and a duo of clever BorgWarner variable geometry turbochargers – a totally new technology for Porsche. With Tiptronic S transmission, the new car required only 3.7 seconds to reach 62mph, time

increased to just 3.9 seconds with a manual gearbox fitted. The front/rear split is continuously adjusted based on current road conditions and driver inputs, and though biased towards the rear, the front receives more power whenever the situation requires. The 997 Turbo presented here was offered at the recent Silverstone Auctions Classic Sale and is finished in Slate Grey Metallic. Much cherished, the car boasts a level of condition, maintenance and performance that would have you believe it was almost new! First delivered through Porsche

Centre West London in November 2006, this gorgeous Turbo features an excellent service record ratifying claims of low mileage, with work carried out at marque specialist, Two Plus Two, Porsche Centre Bristol, Porsche Centre Hatfield and the original dealer. The latest service was taken care of at 22,993 miles, with the odometer showing just 23,052 at the time of writing. The seller took ownership in 2015 after the car was given a clean bill of health by Peter Morgan Consulting, better known as Porsche Inspections. Unsurprisingly, this tidy 997 sold quickly.

1985 928 S2

Burgundy Red Metallic is a colour that not only takes years off an older car, but manages to show off the lines of the bodywork it's covering to great effect. This stunning Land Shark wears the shade well, a condition largely credited to dry storage for the past five years. The car's interior, however, hasn't stood the test of time quite so enthusiastically, with ruined carpets and dry, cracked leather preventing anybody from placing a bid when the car was offered the Classic Car Auctions August Sale. With an odometer showing just 98k miles and a fresh MoT certificate stuffed inside a massive folder of service paperwork, this front-engined, water-cooled, V8 grand tourer would make an excellent Porsche project.



1990 964 CARRERA 2 CABRIOLET

Another attractive offering from the Classic Car Auctions August Sale, this Venetian Blue 964 Carrera 2 drop-top shows just 86k miles on its odometer and was offered with a comprehensive history file and original Porsche book pack. Fully detailed and supplied with an MoT valid until May 2020, the car is the perfect choice for those wanting to enjoy old-school air-cooled motoring

with modern(ish) levels of performance and reliability. As anyone with a car wearing cream leather will attest, however, keeping a light-coloured cabin clean is a challenge. This 964's damp-ravaged carpets and unsavoury stains on the front seats were enough to encourage many bidders to keep quiet. The winning bid wasn't bad, but it was still much lower than many anticipated.

2002 986 BOXSTER S



Presented in Basalt Black with a matching leather interior, this immaculate first-gen Boxster was supplied new by HR Owen to the very same Porscheophile who offered the car at auction not long before this issue of *GT Porsche* went to print. Amazingly, the beautiful black pocket rocket has covered only 9,522 miles from new. Reassuringly it's accompanied by a service book highlighting no fewer than sixteen stamps, the last being applied in March of this year. Huge specification includes a hard top and the neat original cost option of Porsche Onboard Computer, but not even this could change the minds of bidders deterred by a £14k guide price.



2004 996 CARRERA 4S

In response to customer demand, the four-wheel drive Carrera S was introduced to the 996 range in 2002. Supplied with a wider body and Turbo-style wheels as standard, the new 911 featured lowered suspension and a sports exhaust helping to release power around the 360bhp mark. Aided by VarioCam Plus, the all-pawed Porsche could complete the 0-60mph dash in under five seconds, delivering a top speed of 175mph. This C4S lived in Jersey for the first twelve years of its life, but was rarely used, making it another of our 'auction watch' stars having covered little more than 9k miles from new. Glistening in Arctic Silver, this 996's strong sale price reflects absolutely flawless cosmetic condition.

SOLD FOR
£51,750

1963 356 C 1600 SC

The last revision for the 356 range was the introduction of the 356 C in time the 1964 model year. The new car featured disc brakes all around, as well as an option for the most powerful pushrod engine Porsche had ever produced. According to its Porsche Certificate of Authenticity, this smart 356 C (chassis 126301), was fitted with engine number 820059, finished in Sky Blue and trimmed in grey leatherette with pearl grey corduroy inserts. From the history file, we can see

evidence of full restoration carried out in the car's previous home of Tennessee between 2014 and 2017, although the interior is now trimmed in Light Tan leather. The engine has been swapped, though the replacement is a period-correct 1600 SC. Restoration-related invoices indicate work costing well over \$31k and, as proved by amazing cosmetic and mechanical condition, the car has been subjected to only light use since returning to the road two years ago.

1985 944 LUX




Guards Red paintwork is perfect for any Porsche, but it's a shade that brilliantly shows off the muscular bodywork of the 944. This 1985 Lux was in storage from 2012 until its starring role at the recent Anglia Car Auctions Classic Sale, where it was presented with a new fuel pump, crank sensors and battery. With the exception of BBS wheels, the car is in standard specification and was sold with a respectable service history made up of twenty-one service stamps, a wealth of MoT certificates, an original bill of sale, a stack of receipts and a Certificate of Authenticity issued by Porsche Club Great Britain. Mileage of 102,750, power steering, electric everything and an MoT valid until May 2020 ensured this B-reg beauty easily found a new home.



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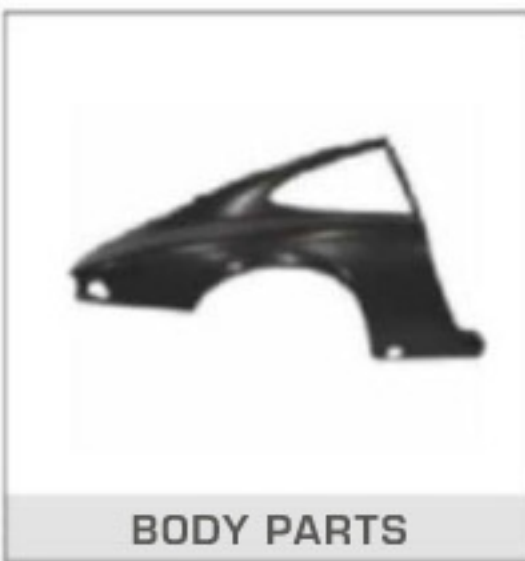
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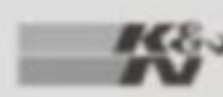
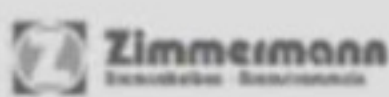
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