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April 2019

Issue 211

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Ignition



Simon Jackson
Editor [@retro_jackson](#)

It is pretty rare to see a classic Porsche 911 that stops you dead in your tracks based purely on its paint job, I think you'll agree that the car you see here does just that... This racing renegade wearing an eye-popping Lichtenstein look hails from the Porsche 2.0-litre Cup, a circuit racing championship strictly for SWB 911s. Like its fellow competitors, this car has helped breathe new life into the historic Porsche racing scene by putting on a jolly good show – and that's a very good thing because Porsche 911s were built to be driven hard on the road and raced harder still on the track. Find out more about it on page 22.

This issue also focuses on another classic Porsche, this time the 914 which celebrates its 50th anniversary in 2019. The man who literally wrote the book on the car (*Porsche 914*:

An Enthusiast's Guide), Richard Gooding, walks us through everything there is to know about this once forgotten Porsche – p50. Straight off the back of our *Ultimate Guide* to the 914 we drive an original example, not an overly restored garage queen, but an accessible and reliable car – the kind many of us could realistically afford to own, p60.

Continuing the birthday theme, we look at the Panamera in its tenth anniversary year (yes, it really has been around that long!), p38. And, with a further milestone in mind, take the outgoing 911 – the 991 Carrera – for a spin, p74. If you like what you see but your budget won't quite stretch as far as a 991, then it's worth considering the other bargain water-cooled 911 Carreras out there, the 997 and 997 (p80) – prices start at just £12,000...



The 2.0L Cup proved immensely popular last year...

Contributors



Richard Gooding
[@richgoodingcom](#)

Motoring scribe Richard has 20 years experience of writing about cars and is author of *Porsche 914: An Enthusiast's Guide*...

This month: Given that Rich literally wrote the book on the 914 it seemed fitting that he penned this month's *Ultimate Guide* to it...



Philip Raby
[@RabyPorsche](#)

Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...

This month: In a rare faux par Philip gets himself into trouble with a 996 Carrera bought for his forecourt...



John Glynn
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The man behind *Ferdinand Magazine* and *porschevaluations.com*, Mr Glynn has been writing about Porsches for more than a decade...

This month: John mourns the passing of Haynes Manual founder, John Haynes OBE, a man who DIY Porsche mechanics have a lot to thank for...



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SUBSCRIPTIONS

13 issues of *GT Porsche* are published per annum
 UK annual subscription price: £64.87
 Europe annual subscription price: £78
 USA annual subscription price: £78
 Rest of World annual subscription price: £85

CONTACT US

UK subscription and back issue orderline: 01959 543747
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 Toll free USA subscription orderline: 1-888-777-0275
 UK customer service team: 01959 543 747
 Customer service email address: subs@kelsey.co.uk
 Customer service and subscription postal address:
 GT Porsche Customer Service Team, Kelsey Publishing Ltd,
 Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

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DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT
 www.seymour.co.uk Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

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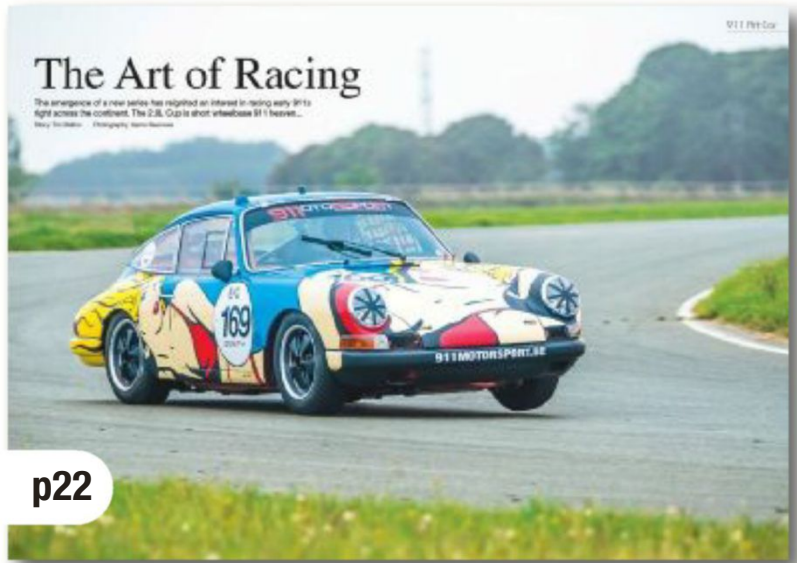
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Porsche 930 Turbo 1975

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The car will be displayed at **Techno Classica Essen 10-14 April 2019. Hall 7. Stand 506.**

FOR MORE INFORMATION p.andberg@gmail.com





PORSCHE MUSEUM CELEBRATES 10TH BIRTHDAY

The Porsche Museum in Stuttgart is celebrating its 10th birthday in 2019...

The Porsche Museum first opened its doors on January 31st 2009, which means that this year marks the tenth anniversary of the striking building on Stuttgart's Porscheplatz 1. The museum's location is no accident, this is a key area of real estate in German automotive history – the location of the former Porsche engineering office after it was relocated from Stuttgart's city centre to Zuffenhausen in 1938. That same year saw the birth of the model that ultimately evolved into the VW Beetle, which was followed in 1939

by the Type 64 – the forerunner to all Porsche sports cars. Porsche has built sports cars in Zuffenhausen since 1950...

The futuristic Porsche Museum building, created by Viennese architect Delugan Meissl, occupies a prominent position and offers 5,600 square metres of exhibition space and can accommodate more than 80 vehicles. During its first year the museum welcomed over 700,000 visitors from all over the world, a decade on 4.5 million visitors have passed through its doors...

Porsche says that the bold architecture of the building reflects its distinctiveness, confidence and heritage, but ultimately the exhibition space serves to keep the history of the brand alive. With Porsche display cars constantly changing, the Museum's staff are ultra proud that almost every car on show is functional and capable of being driven. Indeed many regular exhibits pop out to appear across the world at events like the Goodwood Festival of Speed, or last year's Porsche Sound Night. With all of

the vehicle exhibits being mobile the exhibition space itself and all the media installations can easily be reconfigured and changed, maintaining a high level of variety.

Visitors can approach the exhibits and the company's history from a variety of perspectives, learning a chronological history of Porsche vehicles. But, Porsche says that its museum consciously rejects the 'discovery zone' approach to exhibition, the vehicles it says should be able to speak for themselves. The museum embraces an educational





mission, using state-of-the-art techniques and technology to convey the passion of Porsche as a company.

As well as the exhibition space Porsche's Historical Archive and glass-fronted workshop for classic vehicles can be found inside.

There's a Coffee Bar, Bistro and gastro restaurant in addition to conference areas. This means that the Porsche Museum is also being used as an event space without impacting the running of the site's main space. Ten years on this remains a Porsche mecca.



RÖHRL INDUCTED INTO FIA HALL OF FAME

Porsche brand ambassador Walter Röhrl has become one of the first rally drivers to be inducted into the FIA hall of fame...

German motor racing legend Walter Röhrl has been inducted into the FIA hall of fame, the honour is unusual for a rally driver and non-Formula One World Champion. A ceremony for Röhrl, who has been a Porsche brand ambassador since 1993, took place at the Fédération Internationale de l'Automobile (FIA) headquarters in Paris.

Born in Bavaria, 71-year-old Röhrl began his rallying career in 1968, becoming a factory driver in 1972, immediately establishing himself amongst the world's elite drivers. Röhrl won the Monte Carlo Rally four times driving four different marques

of car, and was crowned World Rally Champion twice.

Röhrl's Porsche connections run deep. He entered the 1981 German Rally Championship in a 924, and drove a 911 in the World Championship race in San Remo that same year. During the 1980s he began assisting with the development of Porsche sports cars, starting with the all-wheel drive 964 Carrera 4.

Further highlights of Röhrl's involvement with the development and fine-tuning of Porsche vehicles include the 959, Carrera GT and 918 Spyder super cars.





49,000 PORSCHE CHARGING POINTS IN EUROPE

Porsche is expanding its charging service for plug-in and electric vehicles throughout Europe...

Porsche's rapid adoption of electric powertrains continues to gather pace. The brand has announced that it is expanding its charging network for plug-in and electric vehicles by a further five countries, and adding a host of new functions. The result is that there are now over 49,000 charging points for Porsche vehicles in twelve European countries. In addition to Germany, Austria, Switzerland, Denmark, the Netherlands, Belgium and Finland, the charging service is now also available in Norway, France and Spain with Great Britain and Italy due to follow soon.

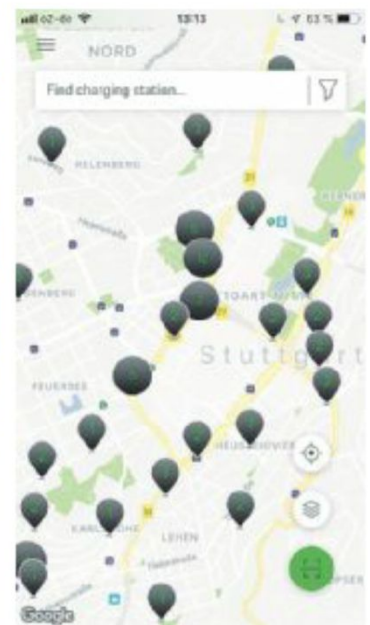
The Porsche Charging Service, the brand's digital platform for all charging-related services, was only launched in May 2018. The service searches for suitable charging stations and performs invoicing functions ensuring it is not necessary to register with different charging providers – prices are set for each market independent of currency. The corresponding free app (available on iOS or Android) and the Porsche navigation system guide customers to the selected charging station. Information on the location and availability of charging stations, and on the price for vehicle charging, are available in real-

time. At the charging station, user identification takes place either via QR code, the app or with a Porsche ID Card.

Among the new features announced by the Porsche Charging Service is a rating function. This indicates when a vehicle was last charged at a station, and lets users know how up-to-date and reliable the information is for any given charging point. In order to better plan for charging your vehicle, the daily capacity of the station is also shown. A user interface in the dedicated app, and the navigation function, have also been improved. This means that after selecting a

charging point it is now easier to switch to navigation via Google Maps, whether on a smartphone or via Apple CarPlay in the vehicle.

By way of an example the fee for using the Porsche Charging Service in Germany is €2.50 per month, costs for charging come on top of this depending on the provider and the amount of power used. Prices are shown in detail according to power class/charging speed. The service is available to all drivers of hybrid or electric vehicles, it is not limited to Porsche sports cars. To find out more visit the website: www.porsche.com/connect-store





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PORSCHE 'RECOMMISSIONS' CARRERA GT

Porsche Classic has completed a unique bespoke recommissioning of a Carrera GT...

Porsche Classic cares for Porsche vehicles of more than ten years of age. Its bread and butter tends to be cars such as the 356, 928, and 911 (up to and including the 996), but since 2016 it has also supplied genuine parts for the Carrera GT. The Carrera GT, with its 612hp Formula 1 V10 derived engine, remains an iconic Porsche supercar. One private collector in the USA commissioned Porsche Classic to thoroughly rework his or her (we're not allowed to know the owner's details!) Carrera GT.

The project involved the custom reconstruction of the vehicle, implemented at a level which only Porsche itself could achieve. The process involved the vehicle being entirely disassembled into individual component parts, with items extensively checked, and refurbished or replaced where necessary. A complete overhaul of the engine, transmission, and chassis was followed by a full colour change to Oak Green Metallic – a Porsche colour from the 1970s but one which never graced the Carrera GT.

The car's five-spoke magnesium wheels were specially designed and are more than worthy of a mention here. The Porsche R&D center in Weissach advised that polishing the wheel rim would structurally compromise it, so an alternative process was required to create the desired effect. Silver was used in an innovative procedure that had never before been used in series vehicle construction, in short a layer was applied to create a visually chrome-like surface finish.

"Because the coating on older carbon fibre parts tends to yellow and fade, we spent 350 hours manually sanding and recoating all the carbon fibre components, including the monocoque," explained Uwe Makrutzki, Manager of Porsche Classic Factory Restorations in Stuttgart.

Once ready for delivery, at the invitation of Porsche Cars North America, Porsche Classic showcased it at the Porsche Experience Centre in Atlanta to a select group of 100 invited guests – naturally including the unique Carrera GT's owner!



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Story: Benoit Lagarde

RALLYE MONTE-CARLO HISTORIQUE

Benoit Lagarde recently drove Europe's famous Rallye Monte-Carlo Historique in a 1976 911 owned by Porsche factory driver Romain Dumas...

"Good weekend?" a colleague asked on Monday as I queued for my morning coffee before starting work. What do you say after you've just spent a weekend driving a 1976 Porsche 911 RS, owned by Romain Dumas, for more than 1,400 miles in Europe's prestigious navigational

rally... None other than the Rallye Monte-Carlo Historique?

The whole affair, which involved about 70 hours of driving, was the hardest thing I've done physically or mentally. Often sleep deprived, I navigated through snow-capped mountains, hairpin bends and

numerous time checks.

Don't get me wrong, I don't want a pity party - I'm incredibly lucky to have done the race, which for me fulfils a childhood dream.

I drove a car owned by one of my racing heroes, one of the great rally drivers of his generation. Each day

was a feast for the senses — and a test of my nerve and concentration.

Together with my co-driver Mathias Dussaule, a childhood friend, I started the rally with snow, and finished with sea and sun. We had every type of weather condition in challenging and sometimes



treacherous driving conditions, including snow storms, driving rain and black ice.

In these heightened circumstances, everything is magnified. Your reaction time has to be twice or three times as fast compared to driving a normal car. Plus, there's the noise of the engine, which requires drivers and their co-pilots to wear electronic racing helmets so they can hear each other above the roar of the engine.

Ask the average person to think of a Porsche and they may picture the sensual contours, painted red, driving along an Alpine road, wind ruffling the driver's hair. What they probably don't picture, or imagine, is the freezing cold inside a Porsche rally car with no heating or climate control, or how unresponsive the car pedals feel compared to a normal car. You need to push much harder, which means that your legs ache at the end of a day's drive.

Before the rally, I (mistakenly) thought I was well prepared. After all, I had a racing license from the Sports Car Club of America (SCCA) and had done the Master Training Program at the Porsche Driving School. I had practiced at the Monticello Sport Track in New York and have been coached by legendary driver Hurley Haywood. Little did I know, but that wasn't really "well prepared" at all.

What I soon realised was that no amount of track racing with a professional driver/instructor can prepare you for the pressure of driving 10 bone-shaking hours per

day in a professional rally.

As a result, I made some rookie mistakes and had several crashes. The first – and most serious – happened early in the rally when I was still getting accustomed to handling the car. As I was taking a corner on a mountain road, I braked rather than accelerated. Big mistake. The car hit a patch of ice and skidded off the road towards a ravine. Fortunately, some trees stopped our descent, and both myself and Matthias escaped unharmed, which is more than can be said for my dented ego!

I appreciate that it could have been far worse, but that wasn't much consolation at the time. I felt shaken and embarrassed as I jogged down the mountain road to ask for help to pull the car back on to the road. This rally is definitely not for the first-time rally driver, as it's far more technical than most people would imagine.

However, for me, it was good to get out of my comfort zone. The whole point of the rally is to challenge yourself and even scare yourself, and I certainly achieved that! It's stressful, in a good way, and turbo-charged with adrenaline. It's very intense!

I don't want to make out that I completed the rally alone, though. I couldn't have done it without my co-pilot. He was the perfect sidekick: very fit (a good skier and para-glider) and good under pressure (a qualified airline pilot). Even after our first crash he didn't complain or make me feel even worse than I did.



In many ways, your co-pilot is the tactician of the team: monitoring your car's average speed, planning the route and monitoring the performance of the driver.

A navigational car rally can feel surprisingly like one of those mathematical puzzles you did at high school ("if car X is doing an average speed of Y over Z miles..."), requiring quick sums about when and for how long your car must increase or decrease its speed slightly so that you're back on the average speed for the course.

We finished the race exhausted,

but happy. Coming home in 200th place out of 238 competitors, we were slightly disappointed, as at one point during the race we were much higher on the table, not far from the top third. But finishing the race is an achievement in itself; of the 300 or so teams that started the event, only 238 finished...

As I drank post-race beers with the other drivers, I thought about how much my driving improved over the rally – and how much room there is for further improvement. I'm sure I'll be back again. As for my weekend? Not bad, thanks...





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PORSCHE TAKES A PODIUM AT DAYTONA

Round One of the IMSA WeatherTech SportsCar Championship took place at Daytona International Speedway...

Porsche fielded two cars for the opening round of the 2019 IMSA WeatherTech SportsCar Championship – both 911 RSRs wore retro Brumos-style liveries. Nick Tandy took up pole position for the 24 Hours of Daytona in the No911 Porsche 911 RSR in dry conditions. The Briton managing to hold onto his lead for first part of the race while his teammates, Patrick Pilet and Frédéric Makowiecki, maintained the top spot into the night. Meanwhile the sister car, No912, shared by Earl Bamber, Laurens Vanthoor and Mathieu Jaminet experienced bad luck early into the race – repairs to the car's front splitter saw the No912 RSR fall four laps behind. However, a strong comeback drive and clever strategy saw the second RSR quickly back amongst the frontrunners. And then

the rain came...

Early on Sunday morning torrential rain caused havoc with the race, with numerous caution periods, interruptions and incidents in perhaps the worst conditions that the endurance classic has seen in its 57-year history. In the dire conditions the pole sitting No911 RSR fell back to fifth place, the No912 entry being sat just one place higher in fourth when the race was ultimately red flagged after 24 hours and 50 minutes – a post race penalty was handed to a Porsche rival resulting in the No912 car inheriting P3.

Laurens Vanthoor commented after the race: "Everything was going fine until late at night. We'd set up our car for a high top speed and this worked perfectly in the dry, but we lacked downforce in the wet. I enjoy

big challenges and I'm a fan of old-school racing, but these conditions were just crazy. When you're driving at 290 km/h and you can only see two metres in front of you and you're flying blind with 30 other cars on your tail all going the same speed, well, that just goes too far. I don't ever want to experience something like this again."

Nick Tandy said: "The first hours were great fun. Our car was fast and reliable, I enjoyed thrilling duels against drivers of other brands. But then torrential rain came. Having to drive at Daytona in such conditions is a very different experience. But we can't complain. It could have been much worse."

One positive for Porsche was that the new 911 GT3 R, racing in the GTD class, achieved eighth

place on its race debut. The car, run by the Park Place Motorsports customer team, was driven by Patrick Long, Porsche Young Professional Matt Campbell, Patrick Lindsey and Nicholas Boulle.

Patrick Long said: "Sometimes the right timing is everything in motorsport. Unfortunately this didn't work for us today. This wasn't because of the team's performance, the interruptions due to the heavy rain cost us a better result. Still, we've earned some decent points. The season is still very long, and every point counts. The new Porsche 911 GT3 R is fast. That makes me confident for the upcoming races."

Round two of the IMSA series will also be held in Florida – the 12 Hours of Sebring will be contested as a doubleheader with the FIA WEC.



CARRERA CUP GB

CARRERA CUP GB ADDS WEC SUPPORT RACE

The Porsche Carrera Cup GB has revised its 2019 calendar to include a blue-riband event in support of the WEC at Silverstone...

In a revision to its planned 2019 calendar, the Carrera Cup GB will now race on Silverstone's full Grand Prix circuit in support of the World Endurance Championship (WEC). The new diary date will see the Carrera Cup GB circus visit Silverstone over the weekend of the 30th August to 1st September, accompanying the opening meeting of a new season of the WEC, following its current Super Season.

The Carrera Cup GB last supported the WEC at Silverstone in 2016 when a freak snowstorm cancelled qualifying. Then, as now, the link-up presented drivers with the opportunity to showcase their talents on the world stage in front of the WEC's professional endurance racing drivers, teams and fans. Furthermore the opportunity provides Carrera Cup GB drivers with an opportunity to gain experience of racing on the same circuit layout as used by the top tier Porsche Mobil 1 Supercup every summer.

The calendar, originally finalised late in 2018, had scheduled a feature weekend at Circuit de Catalunya in Barcelona, Spain, this was planned to run alongside the European Le Mans Series. However the opportunity to join the high-profile WEC for its season-opening



Carrera Cup GB last supported the WEC at Silverstone in 2016...

weekend on UK soil, combined with current political uncertainties relating to Europe, led to a change of plan. The duration and timings of the races have yet to be confirmed, but in 2016 they took the form of one 30-minute race together with a 'feature' 45-minute race.

The rest of the Carrera Cup GB season, all seven weekends and fourteen rounds of it, will continue to run alongside the British Touring

Car Championship as part of the TOCA package – the championship has supported the BTCC since 2003. Several drivers have graduated from

Carrera Cup GB racing into the BTCC, and vice-versa, or have gone on to race in the WEC, underlining its status in the wider motorsport world.

Revised 2019 calendar:

Brands Hatch (Indy)	Rounds 1&2	5-7 April
Donington Park	Rounds 3&4	25-28 April
Croft	Rounds 5&6	14-16 June
Oulton Park	Rounds 7&8	28-30 June
Thruxton	Rounds 9&10	16-18 August
Silverstone (GP)	Rounds 11&12	30 August–1 September
Silverstone (National)	Rounds 13&14	27-29 September
Brands Hatch (GP)	Rounds 15&16	11-13 October





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From
The
Archive

918 Spyder rolling test chassis,
2012

The Art of Racing

The emergence of a new series has reignited an interest in racing early 911s right across the continent. The 2.0L Cup is short wheelbase 911 heaven...

Story: Tim Walton Photography: Aaron Seacross





911MOTORSPORT.BE

“The cars are identical, and the grid is packed. You should expect very close racing – I’m talking door-to-door. Winning is tough: it’ll come down to preparation beforehand, and once you’re out on the track, nothing more than driver skill.” It’s a pretty good synopsis for what has to be the most exciting event on the historic racing calendar right now. We’re talking about a single-make race series for 2.0-litre short wheelbase 911s prepared to pre-66 regulations. Welcome to the world of the 2.0L Cup.

The idea behind this special one-make championship first surfaced at the 73rd Goodwood Members’ Meeting in 2015, where a 30-strong field battled it out for the headline John Aldington Trophy. Far removed from today’s Cup cars or more closer descendants in

the form of RSRs and 934s, the race dedicated purely to short wheelbase 911s proved a resounding crowd pleaser. Soon after, plans were put in place by James Turner (proprietor at Sports Purpose), Lee Maxted-Page, and the team behind Peter Auto, to create a year-long championship purely for these early, lively Porsche 911s. The 2.0L Cup was born.

To conform with FIA regulations, each 911 entered for competition must be presented as they would have been if homologated for racing in 1965. That means each car uses an original 1,991cc flat-six, mounted in the correct position, run using Solex carburettors (rather than later Webers as used on the ‘A’ series 911S), Bosch single-coil ignition, and an aluminium rather than magnesium crankcase. The minimum weight of each vehicle is 1,002kg, and there are restrictions on brakes,

(which must be non-ventilated), anti-roll bars, ride height, as well as wheels and tyres, which must be 5.5-inch wide and using Dunlop L-section tyres. In short, the 2.0L Cup is designed to take us right back to the glorious days of the original, unfettered 911.

Right from conception, this new competition was well received by owners and teams alike, with British racing supremos Historika and Tuthill Porsche quick to sign up. The first season saw some 30-odd early 911s take to the track at thrilling European venues including Spa-Francorchamps and Paul Ricard. Incredibly, Peter Auto is hopeful of more than 40 lining the grid for this year’s calendar, which has been doubled to six exciting races around the continent, though British and German dates (given it’s a German marque and the field is dominated by British entrants)





remains elusive... for now.

Not only is it a feast of motorsport for the spectator, it has added a welcome new dimension for the drivers too. "Rather than a class win, it's nice to be battling for outright victory for a change," one competitor told me after an action-packed second round in Dijon last year. It pretty much sums up the main appeal of the competition: often out-gunned by its bigger-engined rivals in historic racing, in the 2.0L Cup, such advantages no longer

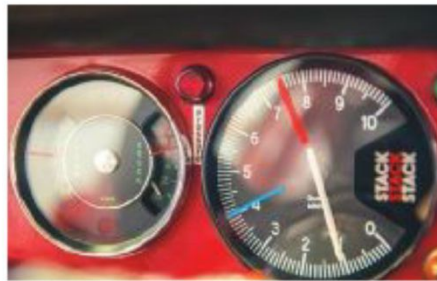
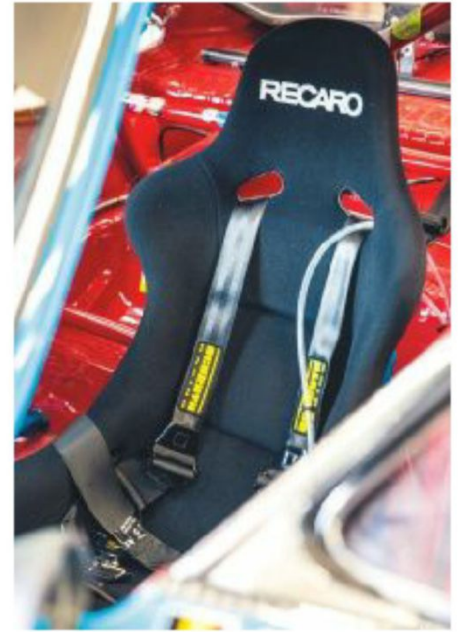
Peter Auto is hopeful of more than 40 lining the grid for this year's calendar...

exist, the playing field now level.

There's a noticeably different feel around the paddock at a 2.0L Cup race, too. Sure, competitors are there to win, but there's something of a gentleman's edge here which is arguably missing in many other motor racing championships. Racing is indeed life, to agree with Mr McQueen, but in historic it's not life and death. Fun is there to be had, therefore, in racing these very expensive and historically important 911s against like-minded enthusiasts, some of whom just happen to be ex-works drivers or current marque specialists.

Each event in the 2.0L Cup consists of a 30-minute free practice session, followed by 30-minutes of qualifying, and a 90-minute race. Some teams have driver changes, some do not (though drivers competing for the full 90-minutes are required to perform a 'stop and go' in the pits in the interests of fair racing). Some teams have comparatively large budgets, others do not. As with any decent motor-racing championship, it's the regulations which keeps things equal in this





'Supercup of the Sixties' – so we thought we ought to take a look up close at a car which raced in the 2018 championship, and is going back for more in 2019...

Owned today by Johan Dirickx, a dedicated Porsche collector from Belgium, the 911 in our pictures left the production line somewhere between June and July 1966, though it is built to FIA Appendix K regulations (class GTS 11, period F: 1962-1965), making it eligible to take part in every race where 1965 is the cut off date.

Originally prepared for historic racing (and sold to Johan with the appropriate FIA Historical Technical Passport NL5165) by the well-known Dutch specialist for early 911 race cars, Duel Motorsport, its minimum permitted weight of 1,002kg is attained by a lead ballast of 60kg.

The 911's featherlight mass is the result of a comprehensive paring back on equipment. Anything deemed superfluous for the racetrack including rear seats, carpet, sound deadening and the radio have all been removed, the 911's bare floor painted red inside. An FIA-spec roll cage including door bars has been fitted for safety, alongside a single Nomex Pole Position bucket seat from Recaro. Everything else simply has to be as per pre-1966 Porsche 911

specification, as certified by the car's in-depth technical passport, which allows it to race.

And what of that rather standout hue? "Most early 911s run in white, silver, red or blue colours. We decided to be a little different and create an Art Car," Johan says as his team begins the process of warming the car up, from the engine bay, with systematic pulls of the throttle linkage. It's not the first time genuine artwork has appeared on the side of

"We decided to be a little different and create an Art Car..."

a racing car: the trend was started by French race driver and auction house owner, Hervé Poulain, in the 1970s. He had the idea to ask a well-known artist to paint or decorate the cars he raced. At the time Mr. Poulain started out with BMWs that ran at Le Mans, and as such the likes of Calder, Lichtenstein and Warhol have painted BMWs that were consequently entered in the famous 24-Hour race.

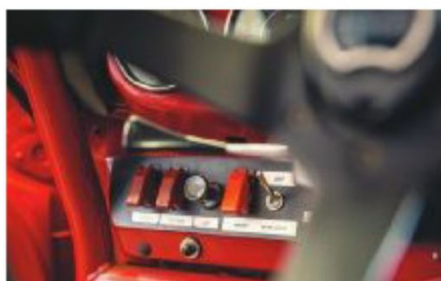
Taking the same idea, this 911 got its own imaginative look after Johan enlisted the services of Antwerp-based artist, Bart Verheyen, to make a Lichtenstein / pop art-style painting

of a woman that would be used as a basis for the 'art car' decoration. Following the painting, a specialist company, Dam's Grafix, was asked to wrap the car, ensuring that in the event of a collision (and such is the door-to-door nature of the 2.0L Cup, contact is perhaps inevitable) a fast and largely unnoticeable repair can be made, protecting the artwork beneath.

The roof makes for a brilliant finishing touch, as Johan explains. "As the roof of the car was kind of 'naked' in its deep blue sky-like colour, I decided to write down some well-known race dictums. It's amazing and funny at the same time to see spectators come close to the car and read all of them."

Johan's veritable art on wheels arrived at the inaugural 2.0L Cup race in 2018 with a fully rebuilt engine and gearbox after the engine blew up in qualifying during the 2017 Spa Six Hours. He and driving partner, Quinten Devreker, enjoyed a successful campaign overall, competing in all three races, with a highest finish of tenth.

Today's track session is merely to ensure the car is in fine fettle for the year ahead. Johan and I watch as Quinten climbs into the 911 and heads out onto the circuit. It's not long before the young Belgian is dancing the car through each corner, giving himself a busy





The car is extremely fidgety going into a turn, Quinten fighting oversteer on the way out...





workout at the wheel to best manage the limited traction available. The car is extremely fidgety on its skinny tyres going into a turn, Quinten fighting off oversteer on the way out. It's exciting to watch, even with just one early 911 on a track – imagine if it were joined right now by the other 30-odd competitors!

As Quinten shoots past us, the 911's rasping exhaust note piercing our ear drums, Johan provides an apt example of the more gentlemanly nature of the 2.0L Cup, as experienced last year at the second race:

"In Dijon we had a very good qualifying and Quinten was able to qualify the car in fifth place," he recalls. "Later on an 'alleged' rule infringement was found on the car. Usually you'd be disqualified and that would be that. However, we'd travelled a long way and wanted chiefly to enjoy ourselves, so we offered instead to start from the back of the grid, which was accepted."

After being given grace to race, Johan, Quinten and the 'Art Car' had a cracker, crossing the finishing line in 12th place in a 27-car field. They finished the season in 10th place overall, which Johan admits was somewhat unexpected.

So what did he make of the championship's inaugural year? "Put it this way, we enjoyed indulging in the art of racing with the 2.0-litre Cup. I'm looking forward to the new season," he says. Based on what we've seen already, so are we ○

2.0L CUP 2019 DIARY DATES:

Round 1

5-7 April
Barcelona, Catalunya
(Espíritu de Montjuic)

Round 2

17-19 May
Spa Francorchamps, Belgium
(Spa Classic)

Round 3

7-9 June
Dijon, France
(Grand Prix de L'age D'or)

Round 4

12-14 July
Hungaroring, Hungary
(Hungaroring Classic)

Round 5

20-22 September
Monza, Italy
(Monza Historic)

Round 6

18-20 October
Paul Ricard, France
(Dix Mille Tours)

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89th Geneva Motor Show
Geneva, Switzerland
www.gims.swiss

7-10th

Retro Classics Stuttgart
www.retro-classics.de

APRIL

5th-7th

Porsche 2.0L Cup
Round 1 – Catalunya, Barcelona
2litrecup.com

6-7th

Members' Meeting
Goodwood Circuit
www.goodwood.com

6th-7th

Porsche Carrera Cup GB
*Rounds 1 & 2 –
Brands Hatch (Indy)*
www.porsche.com

7th

Porsche Collectors Day 2019
*Porsche Classic Center, Heteren,
Netherlands*
www.porsche-model-club-europe.nl

10-14th

Techno Classica Essen
www.siha.de

28th

Porsche Carrera Cup GB
*Rounds 3 & 4 –
Donington Park*
www.porsche.com

MAY

11-12th

Porsche Supercup – Catalunya, Spain
www.racecam.de

JULY

4-7th

Goodwood Festival of Speed
Goodwood House, Chichester
www.goodwood.com

20th

914/50
Brooklands Motor Museum
www.porscheclubgb.com

AUGUST

17-18th

Oilcooled
Boxengasse, Langford Lane, Bicester
www.boxengasse.com/oilcooled



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911 RS (964)

Rubystone Red • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 79,701 km (49,813 miles) • 1992 (J)

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Panamera Turbo

Jet Black Metallic • Bordeaux Red Leather Adaptive Sport Seats • PDK Gearbox • 21" Turbo Design Wheels 85 miles • 2018 (18)

£114,995



911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sport Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 26,917 miles • 2008 (08)

£84,995



911 Carrera T (991)

Jet Black Metallic • Black Half Leather Sport Seats • Manual Gearbox • Sport Chrono Pack • Touchscreen Satellite Navigation • 65 miles • 2018 (18)

£84,995



911 Turbo (997 GEN II)

Carrera White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 20,913 miles • 2010 (10)

£79,995



911 GT3 (996)

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

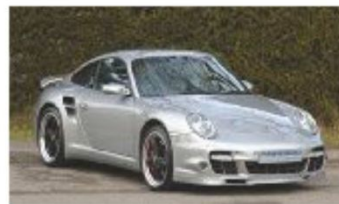
£74,995



911 Carrera 4 GTS (997)

Guards Red • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels • 28,593 miles • 2011 (61)

£74,995



911 Turbo (997) GEN 1.5

GT Silver • Cocoa Leather Bucket Seats Manual Gearbox • 19" Fuchs Wheels Touchscreen Satellite Navigation 51,436 miles • 2009 (58)

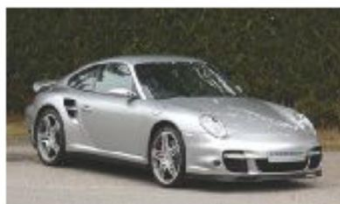
£64,995



911 SC

Guards Red • Tan Pasha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • 70,186 miles 1982 (X)

£59,995



911 Turbo (997)

GT Silver • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation • Sport Chrono Pack Plus 53,315 miles • 2007 (07)

£57,995



911 Carrera 2 S (997 GEN II)

Basalt Black • Black Leather Seats PDK Gearbox • 19" Carrera S Wheels Touchscreen Satellite Navigation 35,019 miles • 2009 (59)

£42,995



911 Carrera 2 S (997 GEN II)

Meteor Grey • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Carrera S II Wheels 48,312 miles • 2011 (61)

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by John Glynn



The man behind Ferdinand Magazine, John has been writing about Porsches for more than a decade

John mourns the death of John Haynes OBE, the man behind the iconic Haynes Manual...

The death of motoring publisher John Haynes was a sad note to the start of 2019. Haynes made his fortune publishing service repair manuals for cars and motorcycles after printing his first one in 1965. A friend had bought a clapped out Austin Healey Sprite and needed help to rebuild it: Haynes saw that the factory manual was too complex for the average man working on his own cars at home, so developed a simplified version, with photographs. Word of mouth made it a huge success and the first run of 3,000 copies sold out in just three months. A legend was born.

Haynes manuals played their part in my mechanical apprenticeship. Attached to a Renault garage in the mid-1980s, our workshop had the full range of factory manuals, but the garage also sold and worked on other marques, so there was a drawerful of Haynes manuals by the service manager's desk. College was also awash with them: workshop demonstrations on Fords or Toyotas were always accompanied by the familiar book with the equally familiar brightly-coloured cover.

The design of Haynes manuals always struck me as particularly British. Artists like Terry Davey and Robin Levey would create fabulous cutaway drawings for the cover, which would then be surrounded in a block of vivid colour. Even when covered with oily fingerprints, the books could not be mislaid in a dingy garage workshop, and a spine-out line of Haynes manuals on a bookshelf created an inspirational stripe. The bright colours were reminiscent of Bryan Cook's timeless illustrations for Batsford British travel guides of the 1930s: Haynes created a similarly British-speak travel

guide through a single machine, rather than a pastoral landscape.

All the writers I've ever known have had sizeable libraries and no car writer's collection is complete without a Haynes book or two. God knows how many Haynes books I have owned over the years, but it must be in the hundreds. All bring the same potential to keep a car on the road, when in the right hands. Most of the cars and bikes I've bought as unfinished projects have come with a Haynes manual: having the book alone is no guarantee of success though!

A quick look in my garage this morning showed five workshop manuals, three of which were Haynes: a Porsche 924, Porsche 911 and Honda CR-V (for the dreaded daily driver). Two (much

from a new job as a motorcycle sales manager in Exeter, I stopped at Sparkford on the way back to London and waited for the doors to open. I had the museum to myself that morning and quiet time in the church of Haynes helped bring some perspective.

The publisher has recently taken a sideways look at its heritage, printing DIY guides and even manuals for the Space Shuttle in the familiar Haynes layout. Merchandise now includes mugs and t-shirts. I particularly enjoy seeing the Haynes relationship manuals: anything that might open up a discussion around basic communication and relationship techniques for people who would normally run from overtly self-help titles is a good thing.

Broadening the Haynes manual

palette is at least partly in reaction to slower demand for manuals as cars become increasingly amateur unfriendly, needing factory equipment to read codes and diagnose issues. Add to that the fact that fewer older cars are on the roads, people have less leisure time and more people are running cars as monthly payment items covered by a full service and warranty package, we could easily imagine that the golden age of home mechanic has already passed.

I don't think it is excessive to describe John Haynes as a cultural icon, so his death marked a sad day indeed. If losing the home mechanic's most ardent champion takes us another step closer to cars that cannot be worked on by anyone other than the manufacturer, that would be a great loss to the garage retreats of the future. Of course we have online forums to help bridge the gap and share hard-earned technical wisdom, but I for one will still miss those colourful books on my shelf ◯

*It is not excessive to describe
John Haynes as a cultural icon...*

thicker) manuals were better thumbed - a Clymer manual for BMW 1100 and 1150 motorcycles and a American Bentley manual for the air-cooled 911 SC - but you just never know when a Haynes manual is going to come in handy.

I sold a car to some trustees of the Haynes Museum last year. They had met Haynes senior when living as neighbours and the families had become close. Still great friends, they were on the board of the charity that oversaw the running of the Haynes collection near Sparkford in Dorset. I told them about my only visit to the museum twenty years ago, when having walked away



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



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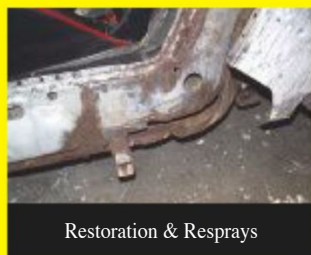
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Simon has worked across several automotive publications for more than a decade

Porsche has been linked to different political news stories recently, Simon takes a look...

This magazine usually steers clear of divisive political statements so, with that in mind, I'll tread carefully here... Rest assured that I'm not about to launch into a political tirade! During the recent 'yellow vest' anti-government riots in France a number of cars were vandalised in violent political protests, some completely torched – amongst them were Porsches. I saw evocative images of a vandalised 996, 997 and 991 amongst the various casualties, all were obliterated in the name of political protest designed to, from what I understand, show French President Macron and his supporters a thing or two.

It seems that some of these hi-vis types see a Porsche of any kind, even an older and affordable one, as a motif – the four-wheeled epitome of what they are fighting against; the rich, banks and corporations. Though I dislike the term, 'luxury cars' are being targeted as a result of this – because they are all owned by the rich elite, right? As we all know, a Porsche driver can be the very antithesis for they come from all areas of society.

A case in point: I read that the incinerated 996 was owned not by a city fat cat, but a painter and decorator – a working class chap who had saved his whole life for the car of his dreams – a Porsche 911 – only for it to be smashed to pieces and burnt to a crisp as a political statement. I don't know if the story is entirely accurate, but I like the sentiment of it nonetheless for it highlights a problem with the brand we all love, like it or not it is representative of a minority's views of Porsche. There are people out

there, not just in France but the world over, who see a Porsche purely as a grotesque statement of wealth, which is as narrow-minded as it sounds. It is part of the reason that Porsche was singled-out in a recent story relating to Brexit.

There is a possibility that some imported vehicles will be subject to a rise in price after Britain leaves the EU, for Porsche that could see a 10 percent increase. Porsche was hung out to dry by the mainstream

media over this as if it were the only marque to be potentially affected, of course it is not, it was merely the first to flag the possibility in a worst-case scenario. Sadly the tone of the story across the media smorgasbord painted Porsche in a negative light as a brand for elitists, focusing on the price increase of a 911 from £93,110 to £102,421 rather than Porsche's best-selling model, the Macan SUV, for which prices currently start at £46,344.00. That's not prohibitively expensive for a car in the Macan's sector with the its level of equipment and, importantly, its residual values. Porsche's official statement is as follows:

"We have chosen to inform customers whose cars are likely to arrive after Brexit occurs to warn them that they may be affected by this tariff – allowing them to be fully informed at the point of sale and, if they wish, to adjust their order

accordingly. This is a precautionary step in the interests of allowing our customers to plan ahead."

Regardless of how much the cars we love cost or anyone's perception of the Porsche brand, minority or otherwise, I'm confident that little can dent the way us, the enthusiasts, view the marque. Brand loyalty might be one reason, but more importantly the reason we hold it in such high regard is that Porsche has been building amazing cars for more than 70-years, and that doesn't look set to change anytime soon.

If some of the non-believers out there were to experience Porsche vehicles first hand they would ultimately give them the respect they deserve and understand that a Porsche is not a vehicle for the elite, it is a car for the automotive connoisseur and that person can come from any walk of life... ○

I saw images of a vandalised 996, 997 and 991 amongst the various casualties



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



Philip Raby messes up with a 996, but everything turns out alright in the end...

Everyone makes mistakes, and I'm (usually) happy to admit when I do. We're always on the lookout for good Porsche 996s – they sell quickly, are great cars and values are holding up nicely. The problem, though, is finding decent examples, as so many these days are tired and neglected. So when I was recently approached by someone selling a nice looking early Tiptronic 996, I was immediately interested. It was an unusual colour, had a good history and had recently had money spent on it, which is always a good sign. The vendor and I exchanged emails, and a colleague and I arranged to go and see the Porsche, which wasn't far away.

We were greeted at the house by the owner's wife who, because of some confusion over dates, wasn't expecting us but, after a quick call to her husband, she was happy to let us see the car. It ticked all the boxes so a deal was agreed and we took it away there and then. The owner did say on the phone that someone else had arranged to see the Porsche later that day and he'd be disappointed that it had been sold.

But not as disappointed as we were. After a few miles, it was apparent that something was amiss with the Tiptronic gearbox – very little power was being transmitted to the wheels. We really should have given the car a thorough test-drive before committing. I was kicking myself; Tiptronic faults are very rare but, when they do occur, they can be expensive.

I was sitting at home that evening feeling sorry for myself when I received a text message from someone asking if I'd "bought a

green 996 today". I replied in the affirmative and it turned out that the message was from the disappointed party who had planned to see the car later that day. The owner had apologised to him, saying that he'd sold the Porsche to a dealer. The mystery texter had then done some research into local Porsche specialists and taken a punt that we were the guilty party. He explained that he had fallen in love with the 996's Oak Green colour scheme and was keen to buy it from us. I explained about the transmission fault and suggested that he was lucky not to have bought the car in its current state, and he'd be better waiting until we brought it up to retail standards.

The next day, the poorly 996 went into the workshop and, before long, the problem was identified. Someone had filled the automatic box with manual gearbox oil, rather

It was apparent that something was amiss with the Tiptronic gearbox...

than the correct special (and expensive) automatic transmission fluid, which is much lighter. Seems like it's not only me who makes mistakes. After a thorough drain and a refill, the car was test driven and, lo and behold, the gearbox performed faultlessly. Thank goodness for that!

That, though, was only the start

of the work. Every 996 we buy we know we are going to have to spend money on, to bring it up to our retail standards, and this one was no exception. Although it was better than most, we still gave it a major service, changed the brake fluid, plus undertook myriad of other jobs to make it as good as possible. The result is a fantastic 911 which is a pleasure to drive.

Although we enjoy reviving 996s,

it can be an expensive and time-consuming process. We currently have a Carrera 4S sitting under a cover waiting for a workshop slot. Again, it's basically a good example but also needs a major service plus work to the exhaust and suspension system – typical 996 weak areas as these Porsches get older. I'm looking forward to seeing it through, though, as it's going to be a stunner. Watch this space, as they say! ○



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Perfect Ten?

The Panamera celebrates its 10th anniversary this year, we look back at the genesis of Porsche's super saloon which has its roots not in the 2000s, but rather in the 1980s...

Story: Simon Jackson Photography: Porsche

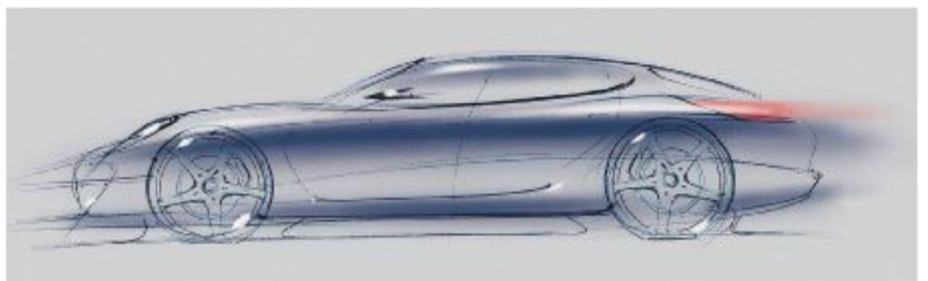
Hard to believe as it might be, the Porsche Panamera celebrates its tenth anniversary this year. However, far from being a story merely of the past decade the genesis of Porsche's super saloon can be traced back some 20-years – to 1988. Towards the end of the 1980s Porsche was in one of its cyclical periods of change, the 911 needed a redesign, sure, but the 944 and 928 were getting leggy too and calling for complete replacement. The plan was to blow a cool one billion deutsch marks (DM) on a new idea – to replace the front-engined cars with a single new vehicle meaning Porsche would put its eggs in two distinct baskets; the 911 and this all-new, as yet unformed,

second model. Coinciding with this shift in direction two things happened. Firstly, off the back of a weakening dollar, and the strongest competition yet from both its regular competition (read BMW and Mercedes) and a somewhat new angle – the Japanese, Porsche would move its business model distinctly upmarket. Secondly, head honcho Helmuth Bott took early retirement leaving the running of Weissach to one Ulrich Bez – Bez arrived at Porsche clutching not just a metaphorical new broom, but the controls of a bulldozer.

An ex-BMW man, Bez used the experience he gained in Munich to restructure much of Porsche's working practices – he made some big decisions. While many disliked his

approach and intense style of working, these were, admittedly, changes Porsche needed were it to survive a new era. As a result, profitability would soon return to the company. With Porsche's exploits racing in CART ceased at Bez's command, an involvement in Formula One replacing it, he next looked to the firm's model line-up. As a stop-gap the 968 would be created, the 993 born and at the same time Porsche would need to look ahead with an open mind to a completely new type of car. Bez also took the decision that the budget for the all-new model of Porsche should be spent on designing a BMW M5 rival – “a Learjet for the road” as he put it – if Porsche's board wanted ‘upmarket’ then that's what it would







This was a continent crushing machine capable of shrinking maps by devouring distance...

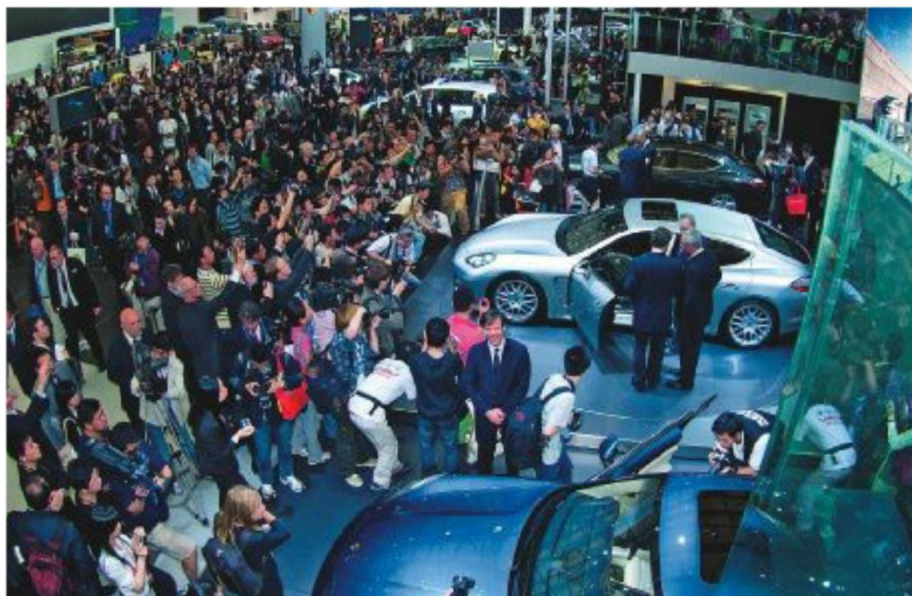


get. The 'Type 989' was born – it would be the genesis of the Panamera.

Having recently taken over at Porsche, Harm Lagaay was in charge of styling the 989, he and his team worked with Italdesign – famed Italian designer Giugiaro's design house – on the 989. In its most basic form it would be an expensive two or four door saloon which was still 'Porsche', while offering a rather radical package. What they came up with fused 968 with 911, yet offered something completely new – a four-door front-engined saloon – it's impossible not to look at the 989 and see the Panamera. In many respects the design was way ahead of its years. Power was proposed to come from an all-new lightweight V8 engine good for 300hp, four-wheel drive and rear-steering was a possibility, so too sophisticated driver aids using radar systems. By the early 1990s work on the 16-foot project was progressing apace, even Ferry Porsche was a fan and track testing at Paul Ricard in France was going well. Then, in 1991, Bez was ousted from Porsche...

Politically volatile as ever, the Porsche management mincemeat machine spat Bez out and with him, the 989 project for which he was the main driving force. All this at a time when Porsche was in the midst of committing to tooling for the car's production slated for 1994 and following a DM150 million investment in its creation. Yet, still no finalised prototypes existed and the car's eventual asking price was looking likely to exceed DM150,000, which would've made the 989 the most expensive Porsche yet offered. The final nail in the project's coffin was its projected build numbers, which as its anticipated price began to climb had reduced by half to just 5,000 units per annum. The 989 was for the axe. Never before had Porsche spent so much money on a potential new vehicle with nothing to show for it at the end. Rough estimates, for that is all which can be made, put Porsche's losses on the 989 project in the region of DM300,000 million. However, while the 989 was dead and all of Porsche's work on it largely redundant, the seed of an idea remained – some at Porsche still fancied the idea of creating a luxury executive saloon. They would have to wait a decade to realise that dream.

Following the success of the Cayenne, Porsche's first SUV, minds began to turn back to the idea of a Porsche super saloon. Might it be time to dust-off the plans for the 989? Porsche debuted the first Panamera, its name derived from the Carrera Panamericana long-distance race in Mexico, at the Shanghai International Automobile Show in 2009. Internally dubbed 'Type 970', the Panamera's proposition mimicked closely that of the 989, Porsche called it a 'premium class sports coupé with four seats and four doors'. As a package the front-engined, rear-and four-wheel drive, four-seater ticked the same boxes and even bore a striking resemblance to its presumed inspiration – the 989. Porsche



built the new model's engines in Stuttgart, but expanded its facility at Leipzig – today home to Cayenne and Macan production – to accommodate initial Panamera body and chassis production. Launched first were the Panamera S, 4S, and Turbo models, the early cars using a water-cooled 4.8-litre V8 engine, later came the Panamera and Panamera 4 models which used 3.0-litre and 3.6-litre V6 engines derived from same the eight-cylinder motor – this engine having been adapted from the unit found in the Cayenne. Sharing the same Direct Fuel Injection V8 came the naturally-aspirated Panamera (400hp) and Panamera Turbo (bi-turbo 500hp) and it was really these powerplants which suited those in search of true Porsche performance.

The Panamera's reception was mixed, not least because of its styling, which remains divisive to this day. Retaining what the 989

started while conveying what many at the time (and since) referred to as a "stretched 911". Critics likened the existence of the Panamera to the Cayenne, stating that Porsche had no business sticking its nose in a market away from the traditional sports car model, however as Porsche's Managing Director at the time of the 989 project, Arno John once said, "Where is it written that a sports car has to be a two-seater? Porsche will newly define the term 'sports car.'"

For many with the Cayenne and Panamera, Porsche did exactly that. And, like the aforementioned SUV, the Panamera sold well. Porsche added a range of additional models in 2011; a Diesel, Turbo S, GTS and a Hybrid. While the diesel may have added fuel to the purists' fire it delivered the right package to the market at the right time. The Turbo S and GTS meanwhile extinguished any arguments that

this new saloon was not a 'driver's car' in the truest Porsche sense. Here were two Panamera models with earth-shattering performance to rival most sports cars and handling ability point-to-point to outshine a sorted hot hatch. The advent of the hybrid version signalled the brand's future intentions in presenting some technologically impressive forward thinking. By the time a facelift was announced in 2013 Porsche had sold 100,000 examples in four years – a damn sight more than the 5-to-10,000 989s per year it had been predicting to shift at the front end of the 1990s... What few detractors had accounted for it seemed was the Panamera's USP. Not only could it eat up back roads in supreme comfort, this was a continent crushing machine capable of shrinking maps by utterly devouring motorway distance.

The 'facelift', which arrived in showrooms



in 2014, was just that, largely the usual conservative Porsche mid-life refresh in terms of styling with re-profiled bumpers, redrawn lighting and tweaked swage lines. Mechanical changes were mainly concerned with mild power upgrades, the six-speed manual gearbox found in the early cars was no longer offered, leaving just the seven-speed PDK (interestingly a different PDK system to the one found in the Cayenne) or eight-speed Tiptronic S. The new model welcomed a fresh 3.0-litre V6 which was actually the old normally aspirated V8 with two cylinders removed. The real step-up here though was the introduction of a new plug-in S E-Hybrid model, replacing the outgoing S Hybrid. The same supercharged 3.0-litre ICE unit was retained (333hp / 324lb ft torque) but the electrics were all-new, unsurprisingly given that the 918 Spyder was a matter of months from launch and set to use the same technology. Delivering 97hp where the old electric motors provided 47hp running batteries with five times the energy capacity – the new setup was impressive to say the least resulting in combined power figures of 410hp and 550lb ft torque. That equated to a 0-62mph time of 5.5 seconds – not bad for a vehicle of five metres in length and weighing two tonnes, retuning 91mpg and 71g/km...

The second-generation Panamera launched in 2016 (Type 971) brings us full circle with the Panamera's first decade in our lives. After sales of more than 150,000 vehicles worldwide the second-generation Panamera looked to redress the one recurring criticism levelled at it, rightly or wrongly – its

styling. The new model's silhouette was more 911, more 'Porsche', and ultimately more successfully resolved. A range of new V6 and V8 bi-turbo engines and an interior boasting the latest Porsche Advanced Cockpit styling and technology, plus additional levels of quality inside genuinely raised the Panamera's game several notches up the post. And then of course came the Sport Turismo of 2017.

Reminiscent of the 928 'shooting brake' realised just before the 989 concept, this new Porsche 'estate' was first teased at the Paris Motor Show of 2012 and, despite the five-year gap until its official launch it remained extremely true to the concept. Arguably this was the Panamera in its finest visual form yet...

Porsche may have spent a decade debating the benefits of releasing an executive super saloon, then in some people's eyes a further decade getting the recipe right, but no matter your view it's safe to say that the Panamera four-door Gran Turismo has been a success. The Panamera, Porsche's fourth model line, might no longer be the new kid on the block at Stuttgart, but it continues to excel at the job it, and the 989 before it, were designed to do – allowing Porsche not just to get a foothold in the luxury saloon car sector, but to become a major player within it. As it has become a mainstay of the Porsche model line-up, undoubtedly the Panamera, in whatever guise it might take going forward, is more than likely to be in rude health come its 20th birthday. That will mark four decades since Ulrich Bez and his team first helped its ancestor take shape... ○





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Period Perfect

Having undergone extensive works at Dorset specialist Canford Classics, this matching-numbers 911 S looks stunning in its original Coppa Florio Blue...

Story: Simon Jackson Photography: Richard Pearce



It really is absolutely no secret that over recent years the world of classic air-cooled Porsche 911s has evolved beyond all recognition. The cars themselves remain rewarding to own and drive, of course, but these Porsches now largely represent investments – used only occasionally (if at all) rather than taking a daily role in owner's lives. There's nothing wrong with that, to a certain extent, it is part and parcel of the

way older Porsches are used in these times, which is different from the old days. But this fact is perhaps difficult to swallow for those who have been fans of classic Porsches for many a decade, and is part of the reason that some take umbrage with the Porsche scene in modern times. The other reason is prices – it is no longer possible to pick up an air-cooled Porsche for peanuts, and that has left those on

the 'wrong' side of the market with their noses out of joint. However, is buying an old 911 really as financially prohibitive as some may think? Perhaps not...

The classic Porsche 911 market might fill the uninitiated – and their bank managers – with dread, but buying your slice of Stuttgart air-cooled cool doesn't have to involve a six-figure investment, far from it in fact. A case in point







is this stunning matching-numbers 1977 911S, offered for sale at the time of writing by independent Porsche specialist, Canford Classics in Dorset. We'll cut directly to the chase here, this car was being advertised at £55,000, which you'll either look upon as a bargain or which will see you recoiling in horror. I say that some of you might not like the sound of that figure for there were, as we all know, days when classic 911s like this were trading hands for far, far less than £55k. However, those days are long gone – which is good and bad. Here's why.

Admittedly it is bad news for those with smaller budgets looking to make the first rung on the classic Porsche ownership ladder. Conversely it is good because it means that it is now financially viable to invest money into the maintenance and restoration of a classic 911 without exceeding its market value. Ultimately this means that today cars are being maintained and renovated to the standards they deserve, leaving the wider Porsche scene (and the market place) stronger – breeding a market full of good, well maintained, cars. The 911 you see here is an example of just that and one of many classic Porsche vehicles to be offered for sale by this respected Dorset Porsche authority.

"We're in love with this matching numbers 1977 Porsche 911S," Canford Classics frontman, Alan Drayson, admits. "It is in the original Coppa Florio Blue with a fabulous and original Cork interior."

We have to agree with Alan, this is a striking little car. Further good news here comes in the form of recent works performed by these experts in Blandford Forum.

"The original 2.7-litre engine and gearbox were comprehensively rebuilt using brand new barrels and pistons," Alan explained. "It has all new inter shaft, sprockets, chains, ramps, guides and valves. All oil feed pipes, spray bars, bearings and small end bushes have been replaced too."

"The warm up regulator and metering head have been rebuilt and a new heat exchanger fitted. The gearbox has also been fully stripped, detailed and rebuilt. On top of that the alternator and starter motor have been rebuilt. The drive shafts have also been rebuilt and a new set of tyres fitted."

Mechanically then this 1977 car is a fine example in very fine fettle, and as we can see it certainly looks the part too, which makes an ideal example of what's available at this kind of budget. It's often said that 2.7-litre 911s of this era are the best value air-cooled 911s. They occupy something of a sea-change period in 911 history, signifying as they did a transition between the 911 being a basic, raw, 1960s era sports car, and the 1970s and 1980s era 'all-rounder' it would shapeshift to become. These 40-year old classics do suffer from rot, as many cars of this era did, what is key here though is that these Porsches were once not worth significant values and as such some were not very well maintained. What you want is a

car that has seen the tide of time held at bay during the intervening period of time when it was, arguably, not quite so coveted. And perhaps one which has subsequently had time and money lavished upon it to being it up to standard. Keep in mind that most, if not all, 1970s era 911s will have required some (if not total) restoration work by now.

So, what would you be getting here? Well, not the most focused or performance orientated 911, that's admittedly for sure, but don't let that put you off. The 2.7-litre cars of this era boasted around 175hp, enabling them to reach 62mph in under eight-seconds, which is not too shabby even by modern standards. Naturally that might not set your world alight these days when most modern SUVs are more powerful, and quicker to accelerate to the 62mph, but it fits with a mantra I'm constantly championing in these pages. In a classic 911, nay a classic or modern classic car or bike of any vintage, outright speed is not vitally important. Driving a classic car like this is more about having fun, and importantly, the sensation of speed. Drive a car of this age at 50mph down a nice B-road and it will feel like you're travelling at double the pace than in a contemporary car. For me that means that you do not need a quick classic Porsche, merely one that communicates with its driver and imparts a thrilling set of sensations. Any 1970s era 911 will provide just that.

A major concern when it comes to owning any classic car is reliability. Porsche 911s of this era fitted with K-Jetronic fuel injection systems are pretty simple to maintain and work on. Common issues such as failing camshaft chain tensioners are well documented, so do your homework before even entertaining the idea of purchasing a 911 of this period. When well maintained a 2.7-litre flat-six such as this is good for at least 125,000-miles, likely more, before its cylinder head requires a rebuild,



clutches might last that long but will serve you well for a minimum of 70,000-miles. Mechanical works such as this might well be a case of replacing items based on their age rather than the car's overall mileage. Like any classic, routine running costs for stuff like regular fluid changes are likely all you'll need to budget for on a regular basis if you secure a good car to start with, such the 911 you see here. Any project, which can often require in-depth work, is one of those 'how long is a piece of string' equations – there's absolutely no telling how much time and money will be required to get things running sweetly.

Parts are readily available via Porsche Classic (talk your local OPC) if you enjoy spannering a car yourself, and many do, but outside of that there are a wealth of specialists, many advertised in these pages, who can take care of your specific parts requirements. Naturally, should you not wish to get your hands dirty then independent specialists such as Canford

Classics can take complete care of your car no matter what it requires, from a ground-up restoration to a simple oil and filter change.

Buying a sorted 911 like this will, within reason, offer trouble-free classic Porsche motoring and, at the same time, provide said owner with an investment that might not appreciate in a big way like classic Porsche 911s of old did over recent years, but in our opinion these cars won't loose money either. However, more important than the financial aspect is that anyone in the market for such a car will find something like this the perfect balance of financial outlay versus fun, a classic 911 to enjoy and one certain to entertain, providing the true Stuttgart experience while turning heads for all the right reasons.

"This 'stand out' car is ready for you to hop in, drive off and enjoy!" Alan summerised. And that's really the gist of a car like this, isn't it? So, there's only one question – what are you waiting for? ○



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Fabulous at *Fifty*

Once shunned as an enthusiast's Porsche, the 914 is now appreciated as a 'proper' Stuttgart sports car. Five decades since its rocky entry into the world, a look back at the 'Volksporsche' finds that the road to being accepted hasn't been smooth...

Story: Richard Gooding Photography: Various



Porsche has formed an enviable heritage over the past 70-years. Pre-dating the untouchable (and 56-year-old) 911 by 14 years, the 356 is, of course, the oldest Stuttgart machine. But, a less obvious Zuffenhausen star has been around almost as long as Porsche's first icons. Now accepted as a 'proper' Porsche despite its unshakable Volkswagen associations, the 914 is 50-years young in 2019. Its characteristically very un-Porsche-like styling is as divisive as it

is different, but its mid-engined layout took the template of the very first 356 and made it hugely successful. Two decades after the 914's demise in 1976, the Boxster updated the formula for the 1990s and undoubtedly proved its worth. So much so it's now just as much of a Porsche powertrain cornerstone as the rear engine layout is for the 911. But just what is it that makes the angular 914 so beloved by a devoted merry band of enthusiasts?

The story of the Porsche – or VW-Porsche 914 to give it its full and proper title – is one of a troubled but much-needed birth. A tale littered with broken promises born out of necessity and need rather than want and desire, the odd but daringly-styled two-seat sports car consistently faced challenges through its six-and-a-half-year life.

The idea of a non-911 Porsche in the late 1960s horrified many and a Porsche with an engine that wasn't slung over the rear



axle was to some simply unthinkable. But with an entry-level model that was creeping up in price, a cheaper solution was needed. While the 912 married the six-cylinder 911's curvaceous body to the 356's 'Type 616/36' four-cylinder engine, US emission regulations and a realigned model range ensured it only stayed in production for four years. However, it did ironically enjoy a US-only reprieve in 1975 ahead of the 924's arrival just before the 914 passed on.

North of Stuttgart in Wolfsburg, Volkswagen was also suffering. Relying on the successful Beetle had become a problem and its long-serving one-model policy had made it hard for VW to move on. New car ideas had come and gone and the 914 was seen as a car which could inject a shot of glamour to Volkswagen's worthy and dependable range of air-cooled cars. A plan was hatched between it and Porsche to build a low-slung and low-cost sports car, which would be constructed

by Karmann, and built alongside VW's own potential in-house rival, the Karmann Ghia.

Porsche had carried out most of Volkswagen's developmental work since the company's inception so the closely-aligned car makers already enjoyed a strong relationship. VW general director Heinrich 'Heinz' Nordhoff and Ferry Porsche were the linchpins of that formidable bond and many agreements between the two men and companies were based on verbal agreements



and handshakes rather than a physical contract. And it was the same with the 914. To complete its development contract, VW needed to commission one last project to Porsche and with retirement beckoning, it was one of Nordhoff's last deals. Sadly the ex-Opel man never got to take things easy, as he passed away suddenly in April 1968. Ferry Porsche reportedly said that the 914 came "from the realisation that we needed to broaden our model programme at a less costly level, and that we couldn't do it alone".

Nordhoff's successor, Dr Kurt Lotz, also had an agenda to wind down reliance on the Beetle, but he saw the 914 project as a low-volume folly. Considering the 'gentleman's agreement' between Nordhoff and Porsche void, he insisted the 914 should become a standalone VW project if Porsche did not share in the car's tooling expenses. Intense negotiations between the two companies resulted in a fresh compromised agreement where both companies would market the new car which would be known as a VW-Porsche. A new jointly-owned sales company – VW-Porsche Vertriebsgesellschaft mbH – was set up to look after the marketing of the joint-venture baby which was unveiled to the world at the Frankfurt motor show on 11 September 1969.

A two-seat sports car project had been presented to Volkswagen and Porsche among others by Gugelot Design GmbH of Neu Elm (creators of the Kodak Carousel slide projector and several Braun appliances) at the start of the project in 1966. A front-engined coupé featuring an advanced composite fibreglass sheet construction, the concept provided inspiration for particular details of the final 'Typ 914' shape. Penned by Heinrich Klie, Porsche head of design and creator of the Carrera 6 racer, the new roadster was unlike any Volkswagen or Porsche before it.

Mid-engined cars such as Porsche's legendary 904, 906, 908 and 917 had been racking up notable motorsport victories in the 1960s and Ferry Porsche's son, Ferdinand Alexander 'Butzi' Porsche, was inspired by these racing successes. The superior road holding, handling balance and braking performance mid-engined cars enjoyed wasn't lost on Butzi either and the designer amended Porsche's Gugelot-inspired concept to share the layout. The resulting 914 had a near-optimal 46/54 per cent front/rear weight balance and shared the lower polar moment of inertia as well as the quicker steering responses common to mid-engined cars. An added benefit of the racing-type layout was that the 914 posted higher cornering g-forces than a contemporary 911! Bright young engineer Ferdinand Piech was appointed project leader and was in charge of getting things moving. The first prototype was presented on 1 March 1968 and although the Gugelot concept had covered headlamps, safety legislation heralded the arrival of pop-up units and integrated front and rear bumpers. A very visible roll-

over hoop added to the car's crash protection, and the front and rear of the roadster were designed as crumple zones, bookended by four bulkheads.

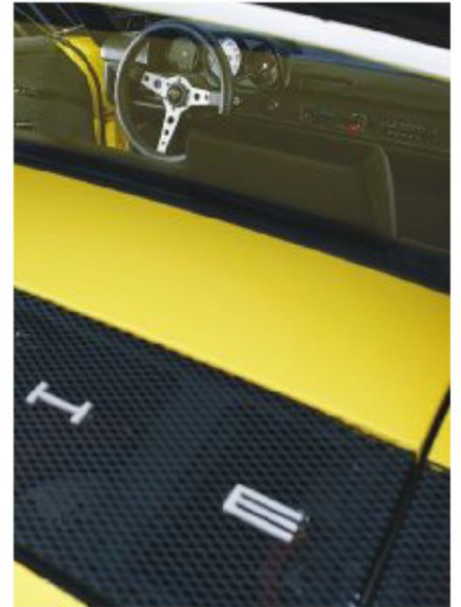
The entry-level four-cylinder 914/4 used a fuel-injected version of the 1.7-litre, 80hp engine from Volkswagen's 411E saloon. As part of the renegotiated contract with Lotz, a 110hp six-cylinder version named the 914/6 would also be sold to give Porsche a base model more in keeping with its sporting image. The 2.0-litre engine from the 1969 911T wasn't the only mechanical element borrowed for the 914: the front suspension and '901' gearbox – modified for the new mid-engined layout – were also donated. The 914/6 also borrowed 911 brakes, wheel hubs and rims. Four-cylinder 914/4s used Volkswagen parts purloined from the 411 range. The rear of both cars was suspended by a semi-trailing arm and coil spring set-up.

The mid-engined layout paid dividends with luggage space. Offering panache and practicality, the 914 boasted 160-litre front and 210-litre rear compartments. The removable fibreglass targa top could also be stored in under the rear luggage compartment lid, and the interior, while bereft of much high-end kit, was wide and could accommodate a third 'seat' cushion in-between the pair of seats. The passenger seat was fixed in position, but a movable footrest ensured the 914 accommodated all heights of passenger. The instrument dials and heating controls recalled the 911, the dashboard switches donated by Volkswagen. Due to cost issues the 914 was only to be officially offered in left-hand drive form.

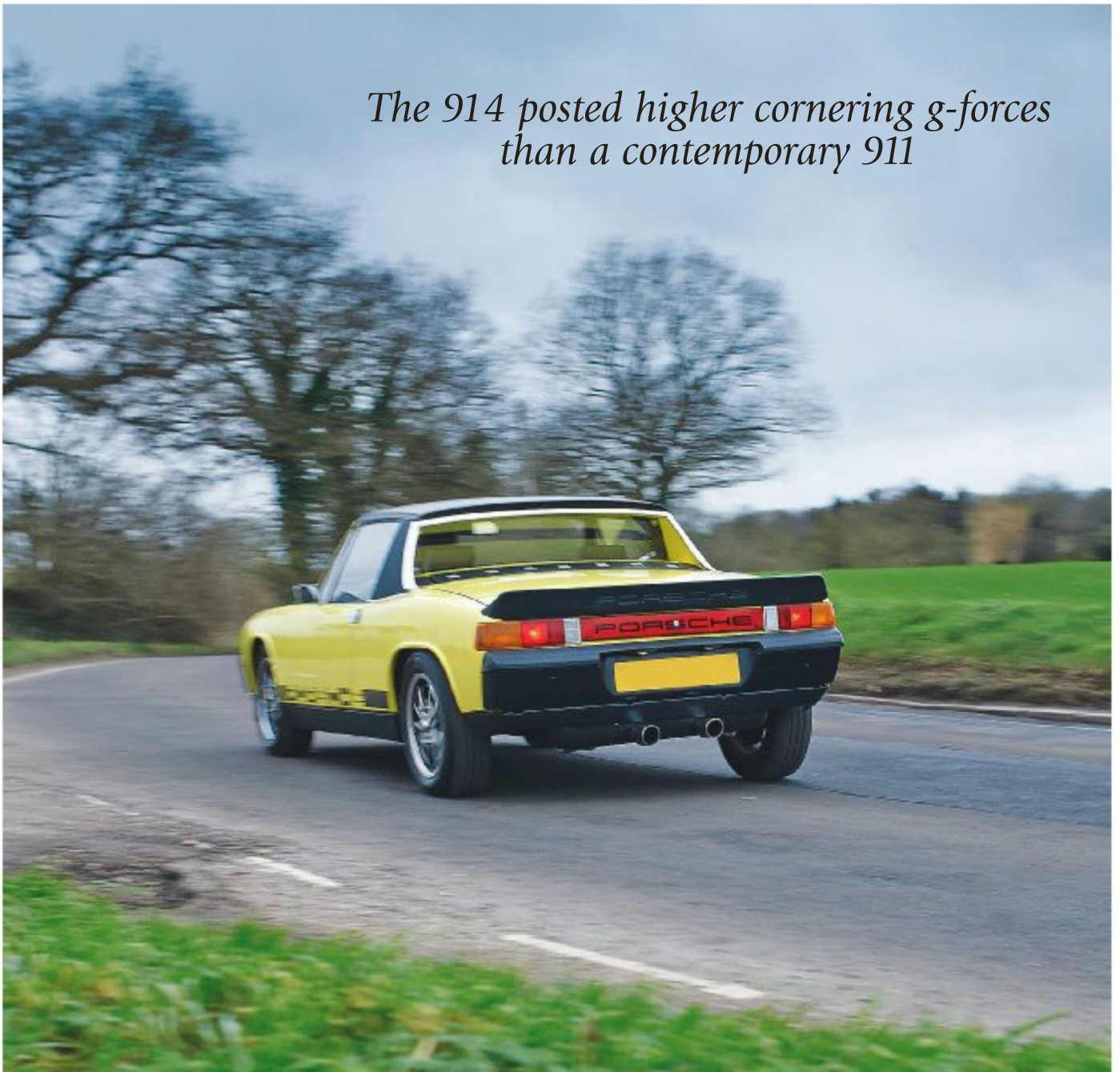
Cost was also a bone of contention between the two companies. Lotz agreed to the new joint contract, but maintained that Porsche would be charged for the new car's bodies. The bodies for the 911 were also made at Karmann's Osnabrück site, but, ironically, the cheaper 914's panels cost more than those of Porsche's signature sports car. Compromising the new project from the very beginning, the price of the 914/6 was pushed skywards thanks to final assembly at Zuffenhausen. Lotz's new agreement also called for all four and six-cylinder European market 914s to be called VW-Porsches, with US sales of the new roadster handled through a joint Porsche and Audi organisation. A Lotz endeavour where Audi would be a separate entity from Volkswagen, all traces of the Wolfsburg connection were banished, the cars simply referred to as Porsches.

Production of the four-cylinder car started in October 1969. UK customers took delivery from March 1970 at a cost of £2,261, after a debut at the Earls Court London Motor Show. US four-cylinder cars retailed at \$3,495, an increase of \$1,500 over the 912 of a year earlier. As it was, the 914/6 only lasted until the 1973 model year, its 3,341-unit sales figure indicative of its inflated price: in the UK, a 1970 914/6 cost £3,475, a six-cylinder





The 914 posted higher cornering g-forces than a contemporary 911





Triumph TR6 less than half that at £1,621. So close was the price to an entry-level 911, it should be no surprise Porsche pulled the plug.

Production capacity and global 914 sales targets were set at 30,000 units per year, but the car was slow to take off. Little than half the projected number were built during the first year, no doubt hampered by the joint-parentage and mixed message marketing campaigns. In terms of popularity, the four-cylinder model was forecast to sell three times more than the six-cylinder version, half of the annual production tally exported to the US. To bolster sales, Porsche even published a press release stating that the car was not to be known as the 'Volksporsche' ('People's Porsche') or more fatally, the 'Vo-Po' which was a nickname of the border guards in the still-separated East Germany.

Porsche quietly killed the 914 at the end of 1975, with the final cars selling in June 1976. A foundational and pivotal model, even though the tiny targa top was born of shared parentage, the principal of a Porsche body over Volkswagen mechanicals was essentially the same as the 356 of two decades earlier. No-one had questioned the provenance of Porsche's first series production car, so why should it be any different with the 914? With a total of 118,962 914s produced, the car did attract buyers, even though at times it cost at least 50 per cent more than an E-Type Jaguar! The US market was the car's biggest taker, with over 80 per cent sent there. It was forecast at the start of the 914's life that a quarter of all the cars that rolled off the Karmann production lines would get the six-cylinder Porsche engine, but in reality only three percent ever did.





The spectre of the baby roadster haunted the halls at Zuffenhausen, the car not directly replaced for another two decades when the Boxster became the new 914 incarnate. But, as the 1970s developed an appetite for more economical, practical and cost-effective transport, the 914's immediate replacement was the front-engined 924, itself another casualty of a VW and Porsche joint project. Finally after decades of non-acceptance, the car is now seen as a fully-fledged Porsche with prices on the up. That's bad news for most of us who crave a piece of air-cooled 1970s pop-up headlight Porsche fun but good news for a little car whose star is in a long overdue ascension. It's only taken 50 years...



914 IN MOTORSPORT

Porsche and motorsport are as inseparable as the rear engine layout and the 911, and it was natural that the 'sports car with the race design' would take to the track. In advertising literature, Porsche played the shared 914 and 917 mid-engined layout card, but the roadster wasn't just limited to asphalt; it went rallying, too.

Essentially a 914/6 with an 'R' package, the 914/6 GT was the weapon of choice. Group 4 GT racing called, and the strengthened and widened 914/6 borrowed the Carrera 6's 220hp '901/20' six-cylinder engine, as well as the 904's transmission shaft and 911S front brake callipers. Twelve 'M491' works cars were made at a cost of DM44,480 each (along with 47 more DM24,480 'M471' 914/6 GTs converted by the factory or privateers), the standard 914/6 priced at DM19,980. The 160hp rally version was DM38,480.

One 914/6 GT was entered in the 1970 Le Mans 24 Hour race by French Porsche importer Sonauto, driven by Claude Ballot-Lena and Guy Chasseuil. It finished an amazing sixth overall, beating its 911 sisters, and winning the GTS category outright. A trio of 160hp 'Porsche System Engineering' factory cars entered in the epic 1970 Marathon de la Route 86-hour race at the Nürburgring headed the finishing 24-car field, too, while later success in the US in SCCA and IMSA GT series proved the 914 had true competition pedigree. An outing at the Monte-Carlo Rally in 1971 also heralded a first in class win for rallying legend Björn Waldegård and Hans Thorszelius. Third overall, the 1971 'Monte' was the 914/6 GT's final flourish in factory-backed competition appearances.



THE FOURTEENER FAMILY

Only in production for a little over six years, an evolutionary system of updates dictated that the 'Fourteener' family was an extensive one. Let us guide you through the 914 model maze...

1973-1976 914 2.0

The 100hp four-cylinder 914 2.0 replaced the 914/6 for the 1973 model year. Powered by the 1,971cc fuel-injected engine from the VW Type 4, with 118lb ft of torque developed at 3,500rpm, the new unit posted performance figures not too far removed from its six-cylinder predecessor. Top speed was 118mph and the 0-60mph dash was over in 10 seconds, the 914 2.0 was eight miles per hour faster and two seconds quicker at the benchmark sprint than the 1.7. European cars' engines were coded 'GB100', while lower compression ratio and reduced power 95bhp US cars' motors were designated 'GA95'.

Sold briefly as the '914S' in the US, European 2.0s were initially known as '914SC'. As with the 914/6, the 914 2.0 was priced above its rivals, UK cars costing £2,799. Included in that price, though, was the 'Appearance Group' package, with two additional packs – 'Comfort Kit' and 'Sport Kit' – also added to the extras list. Downgraded because of anti-smog laws, a 'GC88' version of the 2.0-litre unit hit the US for the 1975 model year with power down to 88hp. With the arrival of the 2.0-litre model, final assembly at Zuffenhausen ended, all 914s subsequently built at Karmann's Osnabruck factory.



1974-1976 914 1.8

For the 1974 model year, the 1.7-litre 914 was dropped, the Volkswagen 412 donating its 1,795cc engine for a new 1.8-litre model. European 914 'AN85' engines had a power output of 85hp thanks to twin-choke Solex 40 PDSIT carburettors, while lower compression ratio 76hp 'EC76' units bound for the US

employed Bosch L-Jetronic fuel injection. All cars gained the latest VW design of steel wheel (often referred to as 'sport' rims and commonplace on contemporary Beetles) and tartan seat inlays brightened up the interior. Torque dropped to 89lb ft for 1975 model year 1.8s in the US, thanks to anti-smog kit

and catalytic converters, and the car died a silent death a year later, when Volkswagen discontinued the engine, leaving the 2.0-litre the only 914 from which to choose. Shockingly, between 1970 and 1974, UK Porsche concessionaires AFN Ltd officially sold just 85 914s of all variations!





1970-1972 914/6

The six-cylinder 914/6 was more in keeping with the pedigree of a 'proper' Porsche, and was priced accordingly. At £3,475 in the UK, it cost just £200 less than a 911T 2.2. The 1,991cc '901/36' flat-six was borrowed from the 1969 model year 911T and used twin Weber 40 IDT 3V carburetors in place of the 914/4's fuel injection system. An output of 110hp was a useful boost over the four-cylinder car, the top speed rising to 125mph. Torque climbed by 18lb ft, the 0 to 62mph time tumbling to 9.9 seconds.

Upgrades over the 914/4 included ventilated front brake discs and wider 5.5J x 15-inch rims with 165 HR-rated rubber. Inside, an 800-8,000rpm rev counter and 150mph speedometer marked out the extra performance on offer and an oil temperature gauge shared

space with the fuel gauge. Electric operation of the windscreen washers, a hand throttle, and an ignition switch on the left-hand side of the steering column were also practical luxuries exclusive to the 914/6.

Externally, the differences between 914/4 and 914/6 were more obvious. Chrome bumpers decorated either end of the six-cylinder car, while the targa roll bar and 'sail panels' were covered in black vinyl. Buyers of the six-cylinder car could also choose between 911 Fuchs alloys or eight-spoke Mahle rims which were half the weight of the car's standard five-lug steel wheels. Optional 'Appearance Group' (US) and 'S-pack' (Europe) packages for the 914/4 which added most of the 914/6's exterior embellishments were available at additional cost. Owners of

the 914/6 could also turn their cars into a competition 914/6 GT lookalike. The 'M471' option package was essentially a wheel and body styling kit, and included steel wheel arch extensions with fibreglass flared-end sill covers and front valance, as well as 6J x 15-inch Fuchs.

During the 1972 model year, the 'Sportomatic' automatic version of the 914/6 was dropped from the range, the six-cylinder car made special order only in the US. A near-price parity with the contemporary 911T sounded the death knell for the 914/6 in Europe for the 1973 model year, too, the car selling nowhere near its projected annual tally of 6,000 units. Only 3,341 914/6 were produced in total, 2,658 of those in the first year of sales. It is believed that only 11 914/6 ever officially made it to the UK.



ALL 914S – 1969-1976

Cost restrictions ensured that all 914s were left-hand drive, but enterprising right-hand drive conversions were offered by Crayford Auto Developments in the UK. Priced at £631, only 11 cars are said to have been switched, even though the Crayford conversion included a new dashboard moulding, handbrake re-routing, a modified petrol tank, as well as new bulkhead and seat mouldings. The total price including the four-cylinder donor car was a steep £2,891, twice that of an MGB. Unsurprisingly, no 914/6s are believed to have the steering wheel on the 'right' side.



914 SPECIALS

To celebrate Porsche's victory in the US Can Am racing series during 1972 and 1973, a series of special 2.0-litre 'Can Am' 914s was produced for the North American market in April 1974. Officially known as 'Limited Edition' or 'LE' all were fitted with equipment which was optional on standard 914s and made up the 'M-778 Can Am Equipment' package. Exterior additions included a unique front spoiler and reverse 'Porsche'-engraved side stripes, driving lights, and black-painted rather than chrome roll bar trim. Anti-roll bars (15mm front, 16mm rear), dual horns, a leather-covered steering wheel and gear shift boot, and a centre console housing oil temperature and voltmeter gauges as well as a clock were also fitted. Not widely known why, but some optional kit varies from one LE model to the next.

Two very striking colour schemes were available: 'Bumblebee' cars were black with Sunflower Yellow accents, while 'Creamsicle' 914 LEs featured Phoenix Red highlights over a Light Ivory base colour. A thousand 'Bumblebee' 914 LEs rolled out of Karmann's factory, 'Creamsicle' cars numbering 400. Sold in Europe as the 914 GT or GT Jubilee to celebrate the 100,000th 914 built in May 1974, these milestone cars boasted a 40mm 'medallion' on the dashboard to mark their place in the production run. Further specials included 20 Japanese 'SL' ('Sports Limited') cars, as well as 142 'Silberseries' 914 2.0s in 1975, which, as the name suggests, were all painted Diamond Silver ◯

Enterprising right-hand drive conversions were offered by Crayford Auto Developments in the UK...





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Missed Opportunity?

Fifty years on we drive the joint venture with VW that was supposed to expand Porsche's horizons, and take it beyond the 911...

Story: Johann Venter Photography: Douglas Abbot

The Porsche 914 was developed as a cheaper alternative to the 911, giving a wider audience entry into the Zuffenhausen stable...at least that was the intention. For the naysayers it is considered an outcast, spawned between Porsche and VW, giving rise to a mongrel which should never have been. Yet in March 2018, a 1974 914 four-cylinder 2.0-litre, sold for \$93,500 at the Gooding & Company auction at Amelia Island. Some pundits obviously know something we don't? We therefore thought it prudent to re-examine the 914, and found this completely unscathed example bought new in Milan in 1972. But before we get better acquainted with this Light Ivory 1.7-litre, let's just recap how we got here.

Porsche needed a more affordable entry-level volume car, and to broaden its model line-up, which in the mid '60s comprised of one model – the 911. VW, on the other hand, needed to add some pizzazz to its somewhat drab line-up – its cars being more akin to kitchen appliances at the time. VW offered the

expertise and logistics for volume production, while Porsche had the flair and prowess for developing sports cars. Ferry Porsche and Heinz Hordhoff therefore entered into a gentleman's agreement with a handshake (the good old '60s, hey?), to develop the 914, a car that would suit both their needs. VW would fit its newly developed 1.7-litre four-cylinder engine (from the 411E) with Bosch electronic fuel-injection, producing 80hp. Porsche would rely on the 2.0-litre six-cylinder engine from the 911T, producing 110hp. The project seemed like a match made in heaven... Porsche and VW had been joined at the hip since the beginning. Not only were they kissing cousins, but Heinz Hordhoff's youngest daughter, married the eldest son of Anton Piëch (Ferdinand Porsche's son-in-law and former lawyer and business partner). What could possibly go wrong?

It was agreed from the outset that the 914 would not look like anything VW and Porsche had done before. I am sure that there were those both in the boardroom and factory that

wished the 914 would be an incarnation of the beautiful 904. Gugelot Design had shown an interest in designing a car for Porsche, and when Porsche approached them they pretty much had the 914 penned with a scaled clay mock-up. The design however was for a front-engined car and made use of expensive composite materials. Not much recognition is given to Gugelot by Porsche but it penned the shape of the 914. Butzi and the Porsche design team ensured that it accommodated their need for a mid-engine layout, and submitted specifications of a steel structure to Karmann, who was to manufacture all bodies in Osnabrück.

To avoid confusion in its most important market, the US, Porsche convinced VW that both the four and six-cylinder cars should be sold as Porsches. These cars would only carry the Porsche marque, and would be sold under the new banner (derived from the joint venture) Porsche+Audi. In Europe the waters were a lot murkier. Both the six- and the four-cylinder cars would be sold as





VW-Porsche, through dealerships known as VW+Porsche – both models would be exempt from wearing the Porsche moniker on the nose. To make matters worse was the death of Heinz Hordhoff, the chairman of Volkswagen. His successor Kurt Lotz chose not to be tied to the verbal agreement between Porsche and Volkswagen. When an agreement was finally reached, Porsche ended up paying more for the 914 chassis, produced at the Karmann factory than for their own 911 bodies produced at the same factory – which were far more complex to assemble. The 914 had the makings of a great sports car for both VW and Porsche. For Porsche, it offered for the first time a mid-engine configuration in a road car, showcased a wedge shape design with pop-up headlights, which was so a la mode in the 1970s. For VW, it came with Porsche's prestige and racing pedigree, pop-up headlights, a purpose looking Spyder with disc brakes all round and electronic fuel-injection. The 914 was first shown at the Frankfurt Auto Show in September 1969 and went on sale the same year. From the onset pricing on the six-cylinder 914 proved to be problematic, coming in just below the entry level 911T. Porsche pulled the plug on the flat-six in 1972, after barely three years, having sold approximately 3,340 units. Initial sales of the four-cylinder derivative were not great either, performance was considered lacklustre.

Porsche engineers therefore significantly

reworked the 1.7-litre flat-four, increasing capacity to 2.0-litres, with an improved fuel-injection system and fitted with the notably better gearbox, the 914/12. The 2.0-litre flat-four capable of 100hp now sporting Fuchs wheels was launched in 1973, it was only slightly more expensive than the 1.7-litre, which remained as the entry level model. The 914 2.0-litre received stellar reviews from the motoring media and became the jewel in the crown in the 914 line-up. In 1974 the 1.7-litre was replaced with a new 1.8-litre flat-four engine, producing 85hp. By 1976 the game was up, currency fluctuations saw the deutsche mark strengthen against the US dollar and with VW moving to water-cooled engines, meant the 914 was no longer a viable option. It had been estimated that 30,000 units a year would be produced, over the six year lifespan approximately, 115,600 flat-fours and 3,300 flat-sixes rolled off the production-line. The 914 was by no means a complete failure, but had circumstances been different it could have been a much greater success. It did have its '15 minutes of fame', in 1970 it finished sixth overall at Le Mans and won the 2.0-litre class. The same year it became Motor Trend's first 'Import Car of the Year', and in 1973 became Formula One's first safety car, at the Canadian Grand Prix. The 914 was also used as a basis for experimental wedge design, for example the one-off Carrozzeria Eurostyle, designed by Albrecht Goertz, showcased in

Turin in 1970. At the same show Italdesign showed off the Porsche Tapiro, designed by Giorgetto Giugiaro. Then there was the Hispano Alemán Vizcaya, designed by Pietro Frua, shown at the 1971 Geneva Motor Show. These show cars had a significant impact on car design, think of Lamborghini and several other Italian marques... not forgetting Lotus. Porsche also experimented with the 914, knowing that the chassis could handle significant more power. A 3.0-litre flat-eight from the 908 racer producing 350hp was installed into a 914 and given to Ferdinand Piëch (son of Anton Piëch), the Porsche engineer responsible for the highly successful 917. The second flat-eight was presented to Ferry Porsche on his 60th birthday, also making use of the 908 engine but slightly detuned, producing 300hp, using carburettors instead of the Bosch Kugelfischer mechanical fuel-injection. Ferry's 914 had a fixed steel roof which included a sunroof and had the fuel filler cap inserted into the front lid, avoiding the need to open the lid when it was time for refuelling.

Let's now turn our attention to the 1.7-litre flat-floor we have here. It was acquired by Bobby Lange in 1998. Bobby has an interesting Porsche history, he is one of the eleven founding members of the Porsche Club in South Africa, founded in 1968. His first encounter with Porsche was at the 1961 9-Hour at Kyalami; he was mesmerised,



watching a 550 Spyder coming down the start/finish straight. And after reading an article in a magazine entitled, 'Love Affair with a Bath tub' he was set on a course that would see him behind the wheel of a 1951 356 Pre-A, 1958 356A, three 356 Speedsters in right-hand drive (only 22 were made in right-hand drive) and a Carrera Abarth. It is worth noting that one Speedster was sold to Reinhold Joest, former racing driver and owner of the highly successful endurance racing team, Joest Racing. To this day Joest has the Speedster. And then for a 25-year period Bobby was without a Porsche, as he explains:

"I've loved the 914 from the very first time I saw one up close in our Porsche Club.

When I had sold all my 356s I didn't have a Porsche for many years, and when I decided I needed a Porsche in my life again, my memory returned to the first 914 I had seen. All the 914s I looked at had been butchered in some way or the other. I found this one out in the countryside, in a much unloved state, but I could see straightaway that it had been completely unmolested. The original owner, an Italian immigrant brought it with him to South Africa, by the time I got to it his son had been using it with disregard.

"I spent hours cleaning and tidying it up, through this process I could appreciate that what I had found is as true to the car that left the Karmann factory, so many years ago. I

discovered a Lira coin underneath the carpet which I attached to the key ring.

"The trickiest part to get it running smoothly was figuring out the quaint electronics of the fuel-injection system, today those electronics would fit on half a finger nail. Truth-be-told my initial intention was to drop in a flat-six into the 914, but because the car was in such original condition, I could not bring myself to do that. Instead I built my own 914 GT, which I recently sold. For many years Porsche-philis displayed only contempt towards the 914, but in the last eight years or so there has been a new-found appreciation by motoring enthusiasts for the 914."

The 914 recently changed hands to the





third owner, Tim Abbot a well-known Porsche enthusiast and proprietor of Tim Abbot Porsche Master Craftsman (GTP 05/17).

As I approach the 914 it reminds me of the Fiat 850 Spider, designed by Bertone. Most would probably not agree with me? But think of the only Porsche designed by an Italian outfit, Bertone, no less, commissioned by John von Neumann, the California Porsche dealer in 1965 and the connection might become clearer. The 914 however had more in common with another Bertone design, the Fiat X1/9 which has led to an ongoing comparison over the years. This 914's Ivory White paint is original and wears a lovely patina. Immediately one notices the additional round indicators on the front wings, which were compulsory in Italy, Denmark and Japan. Cars sold in Italy also had front indicator lenses that were completely clear, whereas the rest of Europe had an amber and clear section. This obviously is no longer the case and a Porsche badge has been added to the bonnet.

I unlatch the door by pulling on what looks like a miniature knight's shield, the door

handle... nice touch. A certain amount of dexterity is needed to access the low swung cockpit by stepping over the rather large sill, which seems just slightly smaller than that of the Gullwing. I am by no means a rugby player, but find it difficult sliding my thighs underneath the broad-rimmed Wolfsburg steering-wheel. The Recaro seats look and feel similar to those used in the BMW M1, the padding might be thinner but they are adequate. The upright section of the centre console houses the radio which Bobby installed, it has a factory finish to it and looks period correct. I've been instructed not to depress the accelerator when turning the ignition over. The recently rebuilt motor starts immediately and the drone from the flat-four permeates through the cockpit. Engaging the dog-leg first gear is a bit of a guessing game and an awful lot of revs are needed before the wheels find traction. The gears on the earlier cars always have been a sticking point, but I find once on the go it's easy enough to swap cogs all the way into fifth. Acceleration is by no means brisk but soon enough the speedo

climbs up to 100kph (62mph) – bear in mind that it weighs slightly less than 1,000kg. I am traversing a narrow undulating country lane with plenty of twists and turns, having to contend with the occasional heavy goods vehicle. I've no intension of exploring the limits of this 47-year old Porsche, but what I can say is the low centre of gravity, plus the mid-engine layout allows for tighter turn-in through the bends.

The suspension is quite firm but not overly harsh and deals with the undulations in the road rather nicely. With the top down and the wind in your hair it does create the impression that the pace is more brisk than it actually is. Realistically what you will get from this flat-four is a leisurely jaunt on the back roads with the sun on your face. But for all intents and purposes this fine is topless air-cooled Porsche motoring. If you want to blast through the B-roads you're better off looking for a flat-six, but they are as scarce as hens' teeth. Which leaves you with the 2.0-litre flat-four option, but if I were you I'd hurry up in buying one as the secret of this classic Porsche is out... ○

*The motor starts immediately,
the drone from the flat-four permeates
through the cockpit*

































Thanks: Ron Silkes



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 911 (997) "2S" 3.8 TIP (07 - 2007) Basalt black with black leather £32,000 45,000 MILES	 911 (997) "2S" 3.8 TIP (07 - 2007) Basalt black with black leather £32,000 45,000 MILES	 911 997 "4S" 3.8 (06 - 2006) Basalt black with black leather £32,000 65,000 MILES	 911 997 "4S" 3.8 (56 - 2006) Basalt black with black leather £31,000 63,000 MILES	 911 997 "4S" 3.8 (55 - 2005) Silver with grey leather £30,000 47,000 MILES

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N-rated Tyres

With its certified N-rated tyres, Porsche takes the rubber wrapped around your wheels seriously. We explain how it all works...

The jumble of letters and numbers on the sidewall of your tyre has been intriguing and confusing people for generations, not least for the fact that the digits combine both metric and imperial measurements. The individual meanings of the codes are reasonably common knowledge among savvy car enthusiasts; for example, let's say you're looking at a set of markings which reads 235/40 R19 97 W. In this case, 235 is the width of the tyre in millimetres, and 40 is the aspect ratio of the sidewall – that is, the height expressed as a percentage of the tyre's width, so the sidewall here is 40 percent of 235mm. The R means that it's

a radial tyre, which is by far the most common format these days, with the plies of tyre cord stretching across the casing from bead to bead. 19 is the diameter of the wheel that the tyre fits, measured in inches, 97 is the load index – when a tyre is inflated to its optimal pressure, it's rated to carry a particular weight; a load rating of 97 means that the tyre can carry a maximum of 730kg/tyre. Slightly confusing, but there's a whole table of these indices – best thing is to follow manufacturer recommendations rather than getting bogged down in calculations. And finally, the W is the speed rating; in ascending order, tyre speed ratings can be Q, R, S, T, H, V, ZR, W or Y – a W is

safe up to 270km/h.

As with so many elements of Porsche ownership, however, there's a further point to consider. If your Porsche is wearing the correct manufacturer-approved and/or dealer-fitted tyres, you may also spot the letter N along with a number on the sidewall. The N-rating is Porsche's own set of rules to ensure that the rubber is appropriate to the car, and there's a heck of a lot of science behind it.

It may seem obvious when you put your mind to it, but tyre technology is a far more integral element of vehicle design than many people might think. It's not simply a case of popping





on some quality rubber as a final flourish when the whole car's been bolted together; at every stage of the design calculations, the tyres have to be factored in terms of physical size (in each dimensional plane), weight distribution, load rating, torque distribution, rolling noise, wet grip characteristics, rolling resistance...

"We set clear targets for the tyre manufacturers," says Porsche's Head of Tyre Development, Carsten Hoffmann. "These include the braking distances and Nordschleife lap times we're aiming for."

Performance and safety are equally important, and the tyres that are fitted have to share the

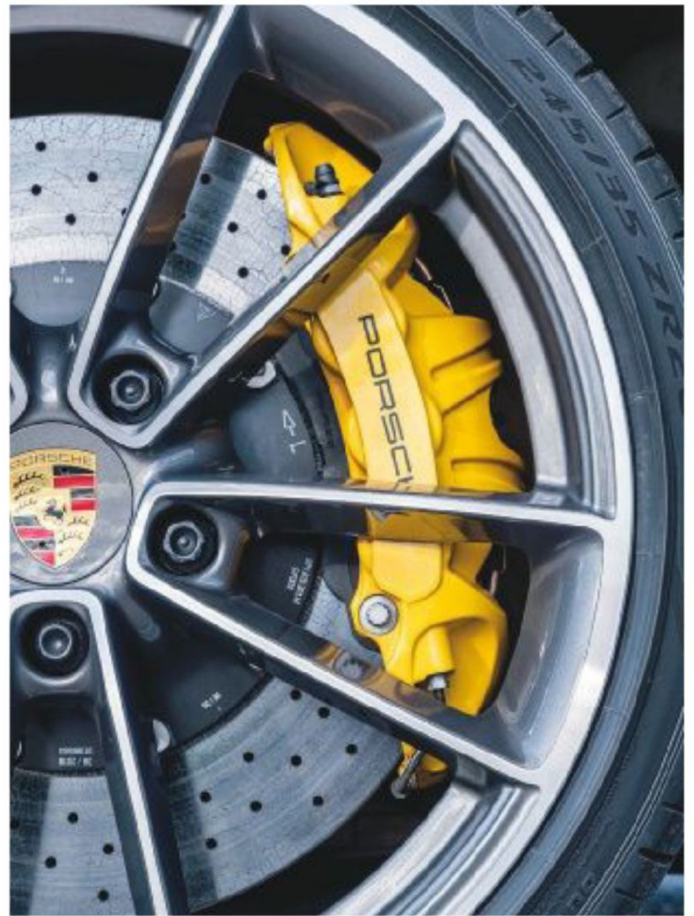
brand's values and appropriately complement the car's ethos.

As such, the development of any car's given tyre starts up to four years before the model reaches full production. The manufacturers in question will have around three months to deliver a variety of initial prototypes to satisfy Weissach's demands, comprising numerous front- and rear-axle variants. These are then exhaustively tested side-by-side, and it's only the best of the best that Porsche will choose to adorn with an official N-rating.

There are seven points on the N scale – N0,

N1, N2, N3, N4, N5 and N6. The increase in numbers doesn't imply an increase in speed or load rating or anything like that; simply that the first official approval of any given tyre will be indexed N0, and then if the design of the tyre is refined internally or externally and the tyre is re-tested, it'll then be labelled N1 – each subsequent approved evolution will then gain a higher number in logical order. If the tyre is redesigned so much that it essentially becomes a new tyre, it's assigned N0 and the process begins again. One thing that's particularly worth noting is that you may find exactly the same model of tyre





The tyres that are fitted have to share the brand's values and appropriately complement the car's ethos...





from a manufacturer in the same dimensions as an N-rated one, but not wearing an N number. Does this matter? Yes, actually it can – because it may not adhere to the rigid production and quality demands that Porsche requires. The testing criteria are fastidious and include (but aren't limited to) five main areas: speed, noise, wet grip, braking, and handling. The acceptable parameters of, say, Michelin or Pirelli for these five areas may not be as stringent as Porsche's, hence the constant development and evolution. An N2-rated Michelin Pilot Sport Cup 2 will be markedly more expensive than a standard Michelin Pilot Sport Cup 2 in the same size that outwardly appears to be identical – but you're paying for a lot more than those little digits on the sidewall.

The N-rating system is by no means a monopoly. Owners still have plenty of choice when it comes to replacing their tyres, with Porsche working alongside a variety of manufacturers –

Bridgestone, Continental, Michelin, Pirelli, Dunlop, Yokohama and Goodyear are all partnered in the system. And with any N-rated tyre, you'll know that its limits have been pushed by Porsche's own in-house test drivers. This team of hotshoes are based at the Weissach Development Centre, but are very rarely there; you'll usually find them on the Nürburgring's Nordschleife, or on any number of test grounds including the company's own Nardò Technical Centre in southern Italy and the Contidrom near Hanover. Most of these drivers come from a motorsport background, such as Formula-racer turned 24hr endurance helmsman Timo Kluck. "A Porsche is a high-performance vehicle," he reasons, "and with the right tyres, our customers can feel the perfect performance even better." Having been testing tyres for Porsche for eighteen years, Kluck is well placed to offer such insights. Naturally it's not just a case of pounding lap times to beat a personal best on any given

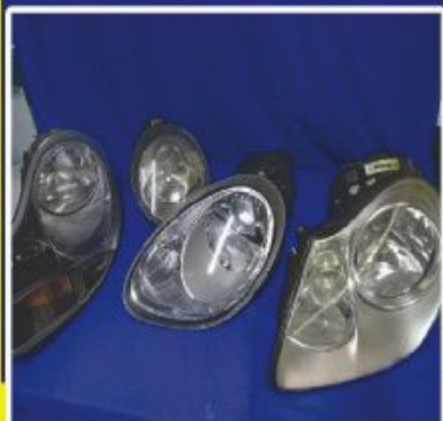
tyre – the purpose of testing is to produce provable and repeatable results; consistency is key, with incremental increases in speed or cornering loads feeding directly and scientifically into the overall pattern of results. A key task is to evaluate tyre characteristics on dry, wet, snow-covered, and iced-over road surfaces – it's not simply a system to find which tyres help the car go fastest. N-rating is far more holistic than that. That little reassurance tells you that your Porsche can take a thrashing on track and then carry you home in comfort, all within Porsche's own strict and fastidious parameters. Of course there's much debate in ownership circles around whether or not it's worth shelling out the extra for the approved tyres when the non N-rated equivalents could offer comparable performance, but it's like any form of car maintenance and/or modification – it's ultimately a question of balance – striking the right one for your car can be a case of trial and error ○



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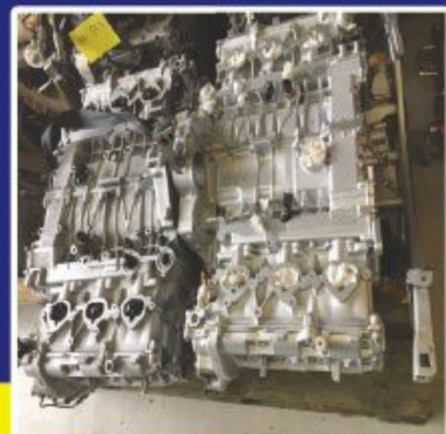
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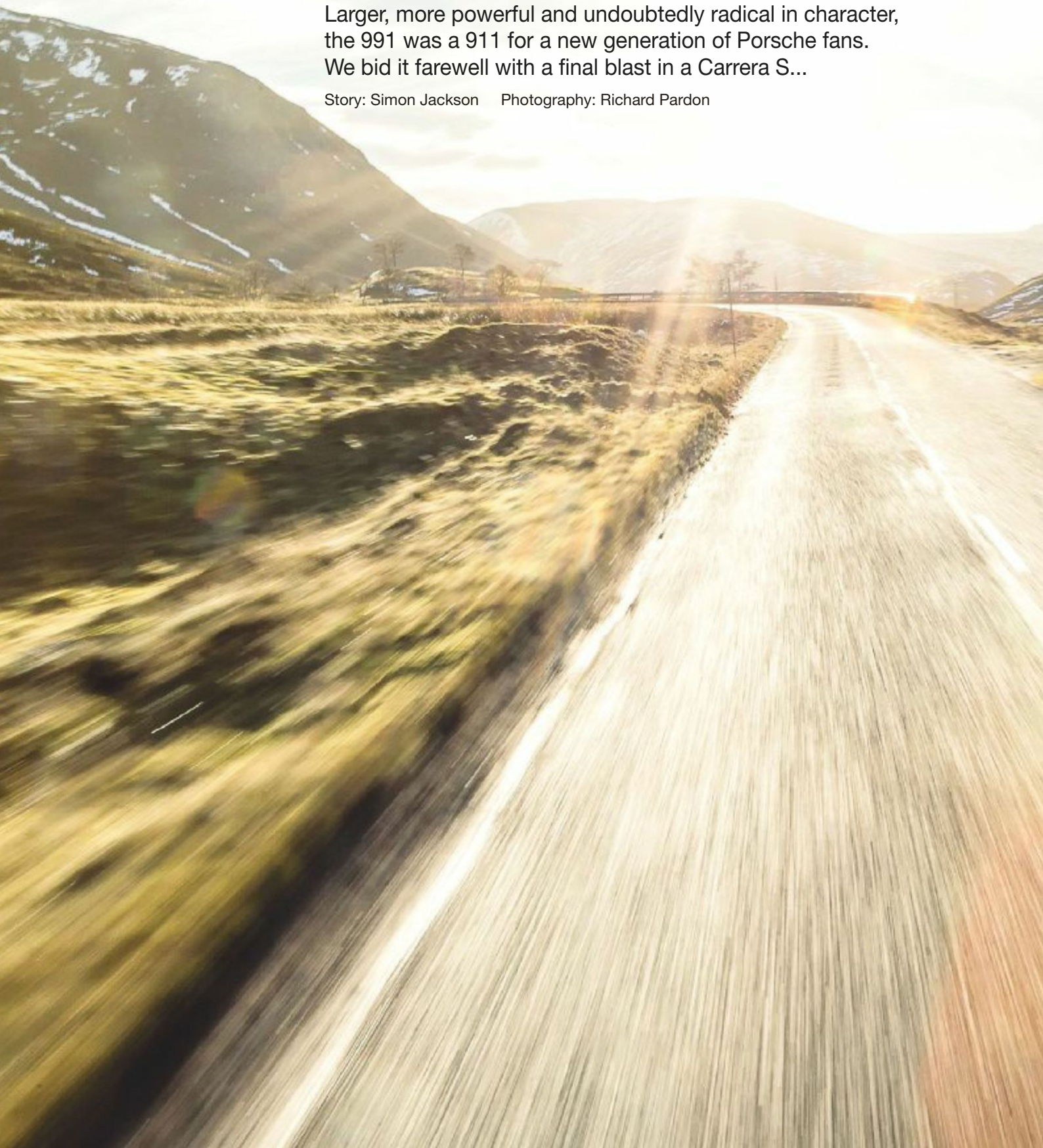
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A Proper Send-Off

Larger, more powerful and undoubtedly radical in character, the 991 was a 911 for a new generation of Porsche fans. We bid it farewell with a final blast in a Carrera S...

Story: Simon Jackson Photography: Richard Pardon







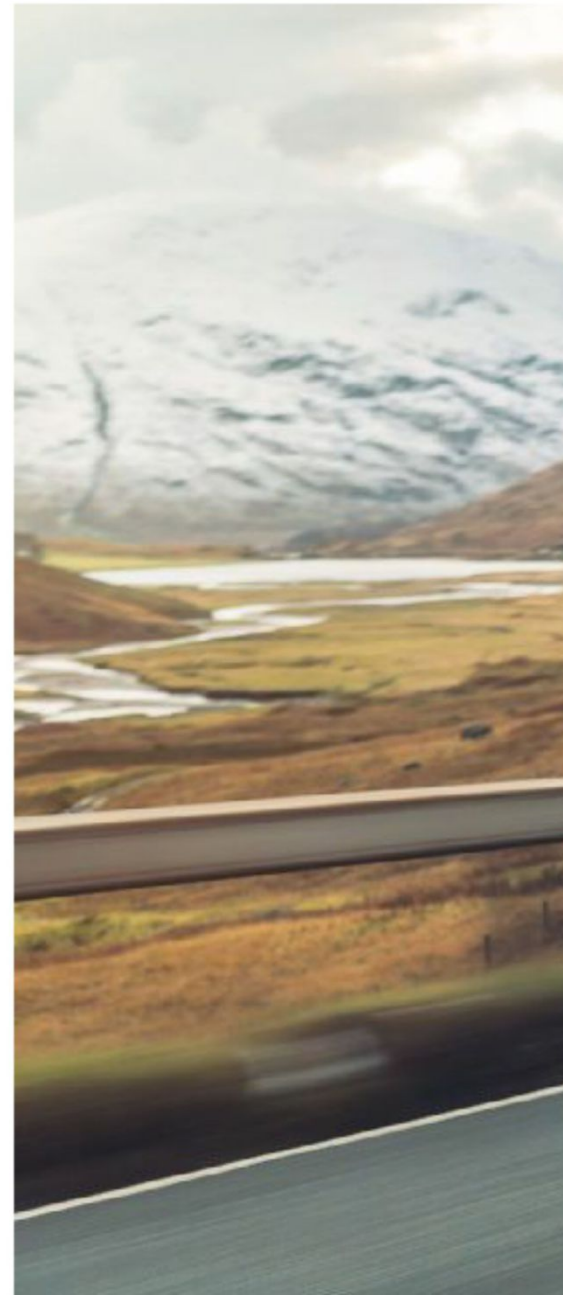
Eight years ago we welcomed the first all-new 911 since the 997 of 2004. Arguably the 991 was as radical a shift in 911 evolution as the move from 964 to 993, and 993 to 996. In fact, in comparison with the transformation from 996 to 997 the changes between 997 and 991 were somewhat seismic. Here we had a 911 built – for the first time – almost entirely from aluminium, a car which had grown in proportions and underneath its curvaceous panels – the front axle enlarged by some 50mm. Not just a step up in terms of interior ergonomics, comfort and convenience, but a giant leap – the 991 represented something of a new dawn for the 911, here was a quality product. However, it wasn't without its critics. Viewed by some not as a 911 sports car but as a Porsche Grand Tourer, the 991 it was said had lost the imperfect edges unique to the 911. Fuel was added to that fire by the virtually flawless, cosseted, driving experience offered by the new car – beautifully balanced and utterly user-friendly, the 911 was now largely 'idiot proof'. For some that was not what a Porsche was all about – in its competence and compliance had the 911 lost some of its character?

The entry-level first generation 991 Carrera came with a 3.4-litre DFI engine putting out 345hp and 288lb ft of torque while its sibling, the Carrera S, was adorned with a 3.8-litre unit developing 395hp and 325lb ft of torque. Though we're talking about a heavier car than those of its type before it, the 991 in either guise was no slouch. Advanced technology was undoubtedly a selling point of this car, and while those so equipped with all the latest electronic bells and whistles, such as torque vectoring, dynamic engine mounts, Porsche Dynamic Chassis Control (PDCC) and the

like, were incredibly impressive to drive, so too was a pared-back version. Indeed, strip the 991 of its party tricks and revealed underneath was new wave 911 character. More powerful and soul stirring versions of the 991 followed, but as is often the case with 911s, there remained a lot to be said about the common-or-garden Carrera or Carrera S – mostly for its purity.

With the second-generation 991, first revealed in 2015, came not just another 911 sea-change but, for some purists, a tsunami. The naturally-aspirated Carrera was no more, its once melodic beating heart replaced by a new 3.0-litre twin-turbocharged flat-six engine. Forced induction might have been a necessary evil for Porsche to get the 911 through myriad global emissions regulations, but should it change the very nature of the 911's driving experience then welcome this change was not. Without doubt this new 991 Carrera lacked the aural drama of its predecessor, but here came the most powerful Carreras of all time with the entry-level 911 boasting a whopping 365hp and 332lb ft of torque. Despite weighing 1,430kg, this Carrera could reach 62mph in 4.4-seconds (with PDK) while its bigger brother, the Carrera S, came with an even more impressive 420hp and 369lb ft of torque. The S could hit 62mph in 4.1-seconds with PDK... This would be the final form of the 991 Carrera, the way it would be remembered, and that's why we've grabbed one to take for a farewell blast...

As is traditionally typical of Porsche mid-cycle refreshes, the visual changes from first- to second-generation 991 were subtle on the face of it. The aforementioned dramatic power unit switch aside, revised headlights and bumpers were the only big differences – certainly to the untrained eye at least. Driving one of these





cars though, well, the changes were very much apparent. The sonorous growl of the naturally aspirated motor might have been lost in favour of (slightly artificial) forced induction noises, but now the driving experience was much more refined, more relaxed and yet still rewarding. The first generation cars needed the driver to work a bit, chasing the redline around the rev counter in order to extract best performance. No longer was that the case with this new turbo car – it had punch from low down in the rev range right around the dial, meaning knocking the car down a gear

or two to make the quickest progress possible was no longer a retirement. Improved too was the steering. Many criticised the earlier 991 for a lack of steering feel on account of it moving from hydraulic to electrically assisted steering. Personally I never fully subscribed to the argument, yes this larger, wider, 911 had a more ‘assisted’ and effortless feel to its steering, but it still managed to communicate with its driver in the way 911s always have. However, without doubt the second-generation cars offer a more textural feel and a further level of detail in their feedback. But really, no matter

your position on this point, this is a 911 that is simply very easy and utterly superb to drive.

Reacquainting myself with the second-generation 991 Carrera S reaffirms how accomplished this 911 is, and how easy it is to drive – perhaps the most fluid and relaxing variant yet. Is that a good thing for a Porsche sports car? I think it depends on your experience of driving 911s and, therefore what expect and plan to use your car for – the daily commute or weekend runs on fast rural A- and B-roads. For the former this is a 911 that proves a worthy companion with an ease-of-use





like no other before it, a Carrera that can eat continents and supermarket runs with equal ease. And should that not be the job of an entry-level, non-GT product or Turbo model Carrera? By the same token while this is not a focused track terror, it has the performance and handling prowess to impress when you stretch its legs on those hypothetical weekends blasts. Let's not forget that this Carrera is not slow so in short, the speed it can muster and carry is more than enough to raise the heart rate. It also depends on the specification of your car, the PDK gearbox certainly suits this car but the seven-speed manual, though not the sharpest Porsche 'box of all time, is engaging and a vast improvement on the 997 manual. And then of course there's the choice between two- and all-wheel drive Carreras, the latter adding sure-footedness, the

former regarded as the purer drive. Neither are difficult to pilot, both telegraph to the driver plenty of information to ensure that the person holding the steering wheel and squeezing the pedals knows what to expect next. In all honesty both Carrera and Carrera S have enough power for all but the most enthusiastic of drivers...

It's true that without that hair-raising naturally-aspirated Carrera roar this final variant of 991 does not offer the same exhilarating and immersive sensations as cars of old, but it delivers in ways. Undoubtedly this was the quickest Carrera yet, not just in a straight line but point-to-point, and in a real world scenario and that counts for a lot.

So, how will the 991 Carrera be remembered in the pantheon of all-time great 911s? With every new generation of 911 comes the same

old adage; "it's the last of the true 911s" – so much so that you might be tired of hearing it by now. Of course you can make a case for most iterations being the 'final' 911 of a certain style; the last air-cooled car; the last naturally-aspirated car – the list goes on. But, with the advent of the 992, a 911 with its engine moved further forward than any road-going series produced 911 before, a 911 that might see no (or very few) naturally aspirated versions in its entire line-up, there comes another sea-change and a chance to reiterate that statement. Perhaps this really is 'the last true 911'. Only time will tell how the 991 will sit in the grand 911 hierarchy, but one thing is certain: the 991 took the Carrera badge to new heights in terms of performance and sophistication, for that if nothing else we can all remember it rather fondly indeed... ◯





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- 118D/218D/318D » 225BHP
- 120D/220D/320D/420D » 240BHP
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- 991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
- 997 CARRERA S » 376+ BHP
- 997 CARRERA PDK » 368 BHP
- 997 CARRERA S PDK » 400+ BHP
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Waterworld

Budget won't stretch to the outgoing 991 Carrera? There are two bargain water-cooled Carreras that should be on your radar; the 996 and 997 Carrera – prices start from just £12,000...

Story: Simon Jackson Photography: Various



If you've just arrived here from the previous feature in the magazine then you should be brimming with positive thoughts for the 991 Carrera, the outgoing entry-level 911, but you might be frustrated that your finances can't stretch to purchasing one. Well, never fear, because there are two budget friendly options for those who fancy a taste of the champagne

water-cooled Carrera life style for lemonade money. Those cars are, as if you hadn't already guessed, the 996 and 997 Carrera – naturally-aspirated flat-six heaven on a budget. Prices for 996 Carreras have been climbing over the past few years but there are still bargains to be had for the canny buyer. Prices for a 996 Carrera start at around £12,000, for that

budget you'll typically be looking at an early 1998 or 1999 Tiptronic (automatic) two-wheel drive 300hp 3.4-litre coupé, likely being sold privately with a mileage of anywhere between 90,000 and 130,000 miles. Slightly later (from 2002) face-lifted 315hp 3.6-litre cars can be found for this money, though they tend to sell for a touch more, while Carrera S



cars are available for a slightly higher outlay still, upwards of £14,000. However, it must be stressed that these are all privately advertised cars lacking in the after sales support offered by an independent Porsche specialist, for this peace of mind and, most likely, cars prepared to a higher standard, expect to pay more.

During our research for this article we

found a number of interesting prospects priced extremely competitively. One particular 996 which stood out from the crowd was a privately advertised 2002 3.6-litre Carrera 2 manual (facelift) with 83,000-miles on its clocks, resplendent in Seal Grey metallic with Black leather, the car boasted a full service history (with a major service having

been carried out at OPC Bournemouth last summer), it wore N-rated tyres all round and was priced at £14,000. Targa, Cabriolet and four-wheel drive examples of the 996 Carrera seem to start at upwards of £16,000 on the used market these days, but many buyers will gravitate towards the car that they see as the purest of the bunch, and that is the most



driver-focused Carrera – that with a manual gearbox – just like the example that we found. So, what can one expect from such a car?

The first water-cooled 911 Carrera, as we all know, spent a number of years in the shadows before in more recent times emerging as a bargain Porsche 911 with plenty to offer. Built between 1997 and 2004, the 996 had a tough task in being the first water-cooled 911 following its air-cooled relations. It was a radical departure for the model which is always a dangerous path for any Porsche, to navigate but of all the changes it was its 'fried egg' headlamps which generated the most criticism. Today there are those who still detest them, but in our view they have aged pretty well, like the rest of this model. When it comes to a cheap 996 Carrera for us simplicity is best – so no Aerokit or aftermarket wheels (17s are standard, 18s were an option and suit the

car well) – let the purity of the car's lines do the talking. A factor in ageing a 996 can also be its colour. At this price point you should buy the best car you can find irrespective of its colour, but without doubt certain hues suit the 996 better than others; greys and blacks seem to work well, while green, red and blues can date the car. However, given that we're talking about the turn of the millennium when silver was enormously popular, there's a high chance that this is the colour that you'll see most often. That's no bad thing for silver suits this Carrera well, and matches with the most common interior colour ways. Some buyers will seek out black or grey hide, shying away from the more attention grabbing colours, but (if it has been well cared for) something a little brighter, such as red or even green, can really lift the cabin in these cars so don't rule such an option out unless you really can't

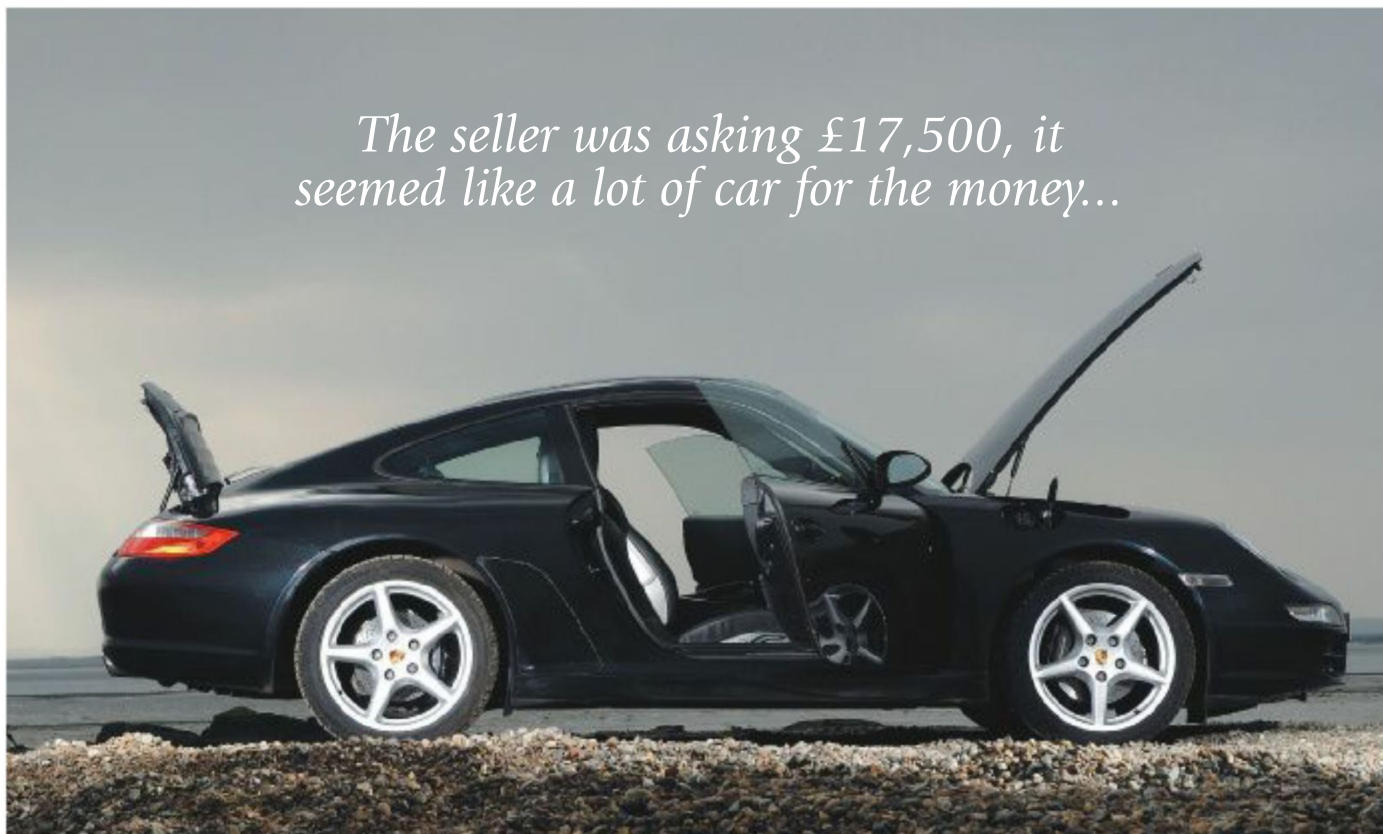
stand the idea.

On the road a 996 Carrera 2 offers a beautiful mix of typical 911 rear-drive balance and engagement. Small by today's standards, this is a 911 that can afford to move around a bit and with around 300hp on tap it has enough power to do just that. Light in weight – these are the lightest water-cooled Carreras you can buy – the flat-six in either 3.4- or 3.6-litre guise provides enough shove to keep up with the torrent of modern hot hatchbacks and warmed-up SUVs on our roads, providing a damn sight more fun for its driver in the process. These Carreras will understeer a bit more than their replacements but they'll oversteer too in a mostly progressive and certainly manageable fashion, this simply adds to the fun. All this is best exploited on wet roads, dry handling balance is unlikely to ever catch you out should that be a concern.





The seller was asking £17,500, it seemed like a lot of car for the money...



Now, no piece on purchasing an early 996 Carrera is complete without talk of the Intermediate Shaft (IMS). Both early engines are susceptible to this problem which involves the intermediate bearing leaking, running dry and breaking up (often with no warning) leaving owners with huge engine rebuild costs approaching £10,000. This is not as prevalent as the internet might have you believe but nonetheless it is a serious consideration, many owners upgrade their IMS bearings so look out for a car which has had this work completed. Replacement requires the removal of the transmission and flywheel, most owners therefore conduct IMS upgrade work when a new clutch is called for – inspect the car's paperwork carefully. Lastly, bore scoring has been known on the 3.6-litre cars, this is another consideration – though more so for those looking at 997s, which as a neat segue, is what we'll move onto next.

Prices for low-mileage 996s tend to overlap

with high-mileage 997s, which means depending on your preference between the two cars and your budget, the later 997 Carrera could be brought into view. If your budget extends to £16,000-£17,000 then a 997 Carrera could be yours. Again we're taking about privately owned cars here. For many the 997 offers the perfect balance between old and new generation 911s, it's easy to see why. Gone are the controversial headlights, retained is a purity of line. Inside, the cabin is a far more modern and pleasant place to be, the switchgear is, for the most part, neater and more pleasing to both eye and fingers. Built between 2004 and 2012, the 997 Carrera was launched in 325hp 3.6-litre guise (the engine being carried over from the 996) and 355hp 3.6-litre Carrera S form. A sub-£20,000 budget will most likely see you behind the wheel of a common-or-garden Carrera, in which there is no shame. The S model outsold the Carrera by quite some margin, however

the entry-level car offers all the fun of the fair for less of a financial outlay. We found a privately advertised 2005 997 Carrera which had covered just over 100,000 miles, manual. Seal Grey metallic (again!) with a Black leather interior, it boasted a full service history (the last service having been carried out just a few months previous), unmarked 18-inch 'Lobster Claw' alloy wheels and it was said to be always garaged under a Porsche cover while connected to a trickle charger – all good signs. The seller was asking £17,500, it seemed like a lot of car for the money.

The 997 Carrera was undoubtedly a more technologically advanced car than the 996, but regardless of which version you might entertain, with or without PASM (Porsche Active Suspension Management) or Sport Chrono, you'll be looking at a peach of a car to drive. Once more the six-speed manual cars are the purist's choice over the five-speed Tiptronic automatic found in the



first-generation cars, though later examples received the far more engaging PDK dual clutch automatic 'box. Of the all-wheel-drive Carreras is it the 4S that is held in the highest regard but for the purposes of this look at 'budget' options those are probably too rich for our blood in this instance.

Like the 996 before them, early cars suffered IMS bearing failures, second-generation cars received a stronger bearing. Bore scoring is more common on 997s than 996s, but experts generally think that the problem has been exaggerated over the years with, in reality, a small proportion of cars being affected. A borescope inspection is the best way to determine the health of the engine in this regard, talk to an independent specialist about this such as those found in the pages of this magazine. The only other expensive factor to be aware of are the radiators and air-conditioning condensers, debris can easily get through the front air vents, it collects in front of these systems and rots them out – replacement is around £1,000 so give this area a good look.

Now that's out of the way we can revel in the glory of the 997 Carrera's driving experience. Without doubt this is a 911 of

great importance, not only does it look ace in a timeless and classy way, it also drives beautifully. The pick of the bunch at the entry-level is the rear-drive 'Carrera 2', it benefits from more performance than the 996 before it and an even greater level of driver engagement. Light on its feet and communicative, this is a 911 from when feedback to the driver was important and electronic interference was unheard of – in short it feels modern to drive while also delivering that classic Porsche feel through the wheel. Nimble but fun and surprisingly practical, the 997 Carrera is seen by many as the last of the 'true' 911s – a useable 'everyday' sports car not a 'Grand Tourer' like the 991 that followed. A big driving tour in a 997 is not only extremely plausible, it's an idea to be wholly encouraged in our view!

Of these two Carreras, increasingly the 996 is being used by owners as a second car, though there's nothing stopping enthusiasts from driving these 911s on a daily basis – provided the correct regular maintenance is undertaken they can cope with eye-watering mileages both mechanically speaking and in terms of their hardy body, chassis and interior elements. The 997 Carrera is, generally

speaking, the better prospect if this is your only car; it has a great deal of modernity about it and (in some cases) a few more creature comforts to make life easier. Ultimately though if your potential budget falls in the middle of these two offerings then making a choice between them comes down to one thing: whatever your decision you'll be the happy owner of a bargain 911 Carrera – that is something to smile about... ○

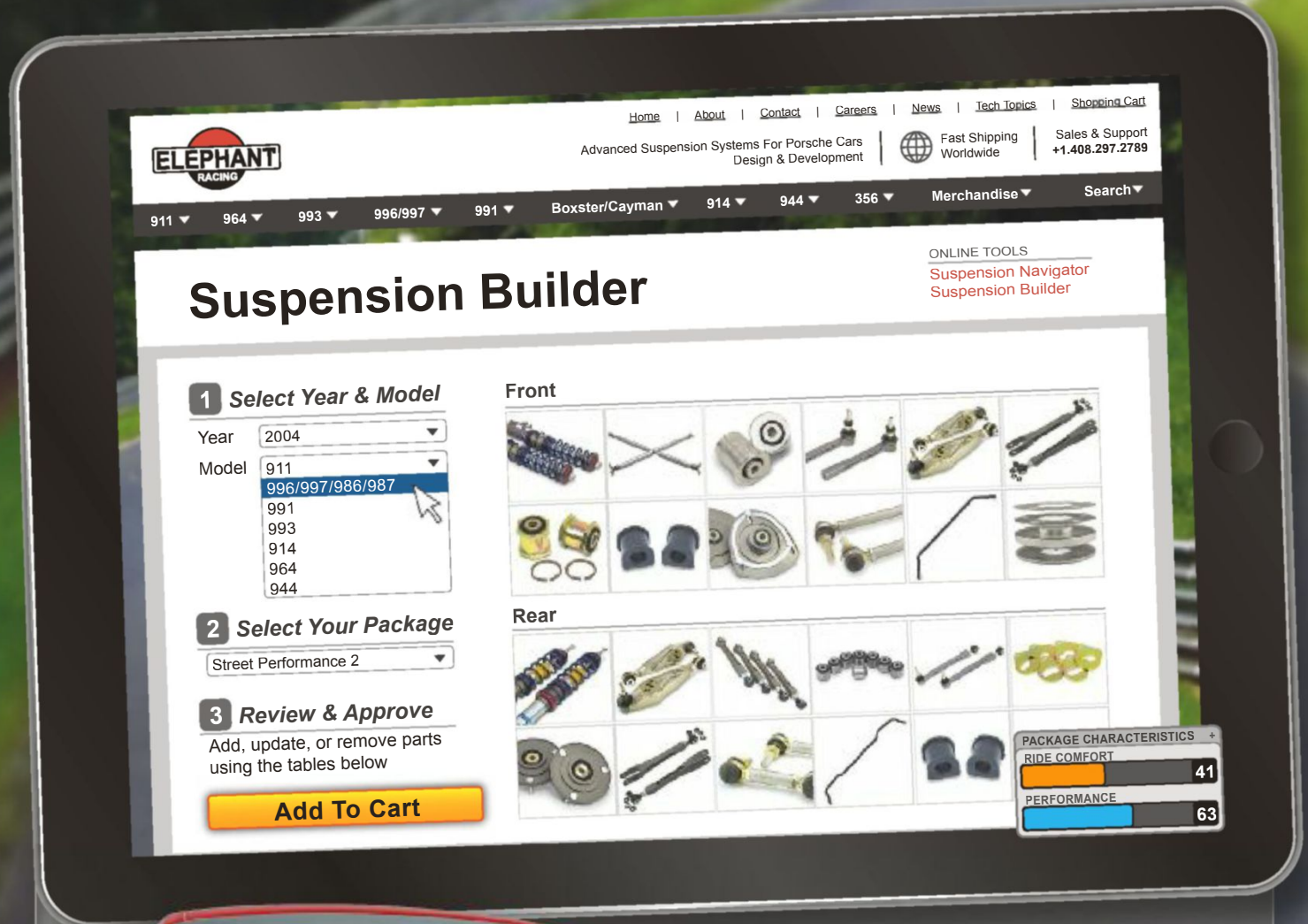
PORSCHE INSPECTIONS

Buying from an expert independent Porsche specialist is always something we'd recommend considering, but should you wish to buy a 911 Carrera from a private seller then the network of specialists advertised in these pages can still help. Many offer inspection services or would be happy to offer an unbiased opinion on your potential Porsche purchase if you can arrange for it to visit their premises. Some may even travel to assist you. Flick through these pages or check out our 'Specialist' pages for businesses that can help...



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964 Suspension

The last 'classic' iteration of Porsche's sports car icon, the 964 debuted four-wheel drive and Tiptronic transmissions with timeless 911 style. But the extra technology doesn't mean there isn't necessarily room for improvement...

BILSTEIN

Bilstein PSS10 B16 Coilover Kit

Billed as Bilstein's top 'peak performance' suspension upgrade kit, the PSS10 B16 is a ride height-adjustable coilover set-up. The company claims that none of its B12 or B14 kits are as easily customised as the B16, and the – rounded – threaded body makes it much simpler to make adjustments 'on the fly' for either road or track use. The B16's monotube gas pressure system enables damping and compression to be changed by an adjustment knob to one of ten presets and ride height drops of between 30mm-50mm.

Fits: All 964 models (1989-1994)

Approx Price: From £1,773.65



EIBACH

Eibach Pro-Kit Lowering Springs

The beauty of Eibach's Pro-Kit sport springs is that they can be used in conjunction with both OEM or aftermarket dampers. Eibach claims the Pro-Kit strikes a balanced relationship between sporty looks, improved handling and stability, as well as safety and performance. A degree of driving comfort is promised for everyday driving, along with progressively firm spring characteristics as well as increased spring compression. Ride heights of between 30-40mm are available, and the springs enjoy high-quality corrosion protection. Tested to demanding TÜV standards and produced in compliance with ISO/TS 16949, the Eibach Pro-Kit springs feature a five-year warranty as standard.

Fits: 964 C2 and C4 (1989-1994); 964 Turbo 3.3, Turbo S 3.3, Turbo 3.6 (1990-1994)

Approx Price: £293.97



ELEPHANT RACING

Elephant Racing Adjustable Front Drop Links

At a static ride height, the ideal anti-roll bar is completely unloaded. Due to various factors such as a slightly unlevel stance or driver weight, OEM drop links almost always pre-load the anti-roll bar. A pre-loaded anti-roll bar shifts the weight carried by each of the tyres which causes uneven handling when turning, as well as premature brake lock-up. Elephant Racing's adjustable-length front drop links for the 964 C2 and C4 are stated to eliminate pre-loading and optimise anti-roll bar performance. Direct bolt-on replacements, the Elephant Racing links have maintenance-free precision road ends and are weather sealed for corrosion protection.

Fits: 964 C2 and C4 (1989-1994)

Approx Price: \$325.00 per kit



H&R SUSPENSION

H&R Suspension Anti-Roll Bar Kit

In the late 1970s, H&R Suspension's founders Werner Heine and Heinze Remmen started to create high quality suspension components that offered superior handling and control. Central to H&R's philosophy, that quality is recognised by TÜV certification and every part is planned, built, and tested in the company's German factory. H&R's anti-roll bar kits are produced from high-grade steel alloy for tenacity and strength and each bar (24mm and 26mm diameter front and rear respectively) is forged as a single piece to eliminate weak spots. Cold-formed and then heat-treated, H&R anti-roll bars can cope with very high stress loads and have a durable finish. The company states its anti-roll bar kits offer a notable reduction in body roll by maximising the roll stiffness of the vehicle's suspension and the they can be easily tuned for the perfect setting. Also included are H&R exclusive bushings made from a Urethane/Teflon composite which eliminates any annoying squeaks.

Fits: 964 C2/C4 3.6, 964 C2/C4 3.6 widebody (1989-1994), 964 Turbo (1990-1994)

Approx Price: £350.99



RENNLINE

Rennline Sealed Front Adjustable Camber Plate Top Mount Set

Rennline's pair of sealed front adjustable top mount camber plates allow for the increase of negative camber – and more tyre contact patch – for performance driving. They feature FK Motorsport's Teflon-lined spherical bearings in place of OEM rubber mounts for sharper feedback. There are also integrated GT3 weather seals for longer bearing life, and a rigid bearing mount. The Rennline plates are fully rebuildable and can be used with all factory – including non-adjustable – and aftermarket suspension struts. Made from CNC machined 6061 anodised aluminium with stainless steel hardware. The Rennline plates also have the option of longer stud lengths for easy installation of the company's strut brace, will fit 12mm or 14mm struts, although separate hardware is required for cars with KW struts.

Fits: all 964 models (1989-1994)

Approx Price: £499.00 per pair



POWERFLEX

Powerflex Black Series Polyurethane Suspension Bushes

The number one-selling performance bushes in Europe, Powerflex's upgraded Black Series bushes are suitable for track use. Manufactured using a 95 Shore A compound which can up to 80 percent more resistant to load than rubber, as well as 25 percent stiffer than Powerflex's signature purple material for maximum chassis geometry control, the company states the bushes offer the most precise and accurate alignment. They will also last longer than rubber items and are backed by a lifetime warranty. Options for the 964 include bushes for the front wishbone and anti-roll bar as well as inserts for the rear trailing arms and gearbox mounting. The OEM rear trailing arm front bush is no longer available from Porsche unless bought with the rear arm which costs in excess of £1,000, but Powerflex's replacement bushes have similar torsional characteristics to the uprated RS fitment. Included in the low compliance design are a pair of OilLite bearings allowing the arm to pivot around the central sleeve with the minimum of drag.

Fits: all 964 models (1989-1994)

Approx Price: from £35.34 per bush



ULTRA RACING / RENNLIN STRUT BARS

Ultra Racing Strut Brace

Attaching to the OEM strut mounts, a strut brace bar is a cost-effective way to stiffen up the chassis and sharpen up the handling of a Porsche (yes, even more!) and also helps to reduce flex for improved cornering and extra grip. Ultra Racing's strut braces come in a white finish, and are made from steel tubing 1.2-1.6mm in diameter. Where applicable, they are supplied with mounting brackets fashioned from 4-5mm high-strength steel and all come with a lifetime warranty.

Fits: 964 C2 (1989-1994)

Approx Price: £119.46



A FEW HANDY CONTACTS:

www.autoatlanta.com
www.bilsteinuk.com
www.dcp-performance.co.uk
www.design911.co.uk
www.elephantracing.com

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Mythbuster:

914: MORE THAN AN ENTRY-LEVEL SPORTS CAR

The four-cylinder 914 may have been Porsche's entry-level sports car star at the dawn of the 1970s, but it wasn't always set to be that way...

As you've read elsewhere in this issue, the four-cylinder 914 was Porsche's entry-level sports car hero. In theory, development shared with Volkswagen made the car cheaper, and while the 80hp 914/4 was never going to set the world alight, the six-cylinder 914/6 was nearer the mark for those Zuffenhausen enthusiasts who couldn't stretch to the ever more expensive 911. But even the 110hp 914/6 was, in some quarters, deemed not powerful enough to be a proper Zuffenhausen sportster, entry-level or not. Porsche knew this, and a plan was hatched for a 'Super-914' to hit the roads in 1972.

Dubbed the '916', the car was, like its 914/6 sibling, a six-cylinder 914. Rather than borrowing an engine from the discontinued 1969 model year 911T however, the motorsport inspired 916 cribbed the flat-six units from the 190bhp 911 2.4 S and the 210hp Carrera RS 2.7. Even in 2.4-litre guise, a seven-second 0-60mph time was mooted, along with a top speed of 145mph. The 916 was set to be quite a performance machine. A wider track was necessary for the 7.1x15-inch Fuchs alloy wheels, and the mechanicals were beefed up, too. Front and rear anti-roll bars, heavy-duty Bilstein shock

absorbers, all-round ventilated disc brakes, and a new version of the '915' transmission destined for Porsche's rear-engined cars were all added.

Pumping up the mechanicals meant pumping up the body, too. The most visible sign that the 916 was not a run-of-the-mill 914/6 was its steroidal appearance. The wider flared wheel arches of the competition-spec 914/6 GT remained and added much-needed aggression. Body colour glass fibre bumper mouldings with extended 'winglets' and an oil cooler opening at the front replaced the standard 'girder'-type items, while the non-removable targa roof panel was made from steel. The 916 was a fixed-head coupé only.

Inside, the cabin was lined with leather and featured some very 'individual'-patterned seat facings. A standard 914 four-spoke steering wheel sat ahead of the driver, complete with instruments borrowed from the 914/6. The left-hand group featured additional temperature and oil pressure gauges, the displaced fuel gauge mounted in the centre console. Rather neatly, a radio aerial was hidden in the windscreen.

Eleven cars (three 2.4s and eight 2.7s – a single 914/6-based model and ten pre-production prototypes) were prepared in

readiness for the official launch at the October 1971 Paris motor show. Sales material had been printed and official press photos shot. But, two weeks before opening of the event, Porsche pulled the plug. Why? Ironically, cost, or rather the price. The production 916 would have been more expensive than the top-of-the-tree 911. In the US, the car was rumoured to cost around \$15,000, making it Ferrari Dino 246 GT money. Porsche's marketing department doubted it could sell enough 916s to make the venture profitable and got cold feet. The car never even made a public appearance.

It is believed that while six cars remained with the factory, the remaining five were sold to very special Porsche customers. Since then, more have escaped the factory gates and inhabit the garages of some very lucky 914 devotees. And although the 916 may have been the one that got away, that's not quite the end of the story. In 1969 a pair of eight-cylinder 914/8s had been built, one a 300hp car for Porsche engineer and later VW Group luminary Ferdinand Piëch. The other 260hp machine was a sixtieth birthday gift for Ferry Porsche. But the 914/8's fable is another tale entirely, that will have to wait for another day... ○



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the market place

Dan Bevis

Dan Bevis takes a unique look at the current Porsche market trends...



We were surprised to see many high-quality cars going unsold...



Silverstone Auctions' sale at the Autosport International show at Birmingham's NEC represented a mixed bag of fortunes – a stellar line-up of lots, but perhaps not the optimal crowd of bidders in the room or hanging on the phones. Yes, there were some big numbers, but we were also surprised to see many high-quality cars going unsold, as well as a few unexpectedly low prices – a pristine, low-mileage Sierra Sapphire RS Cosworth sold for a whisper over £20k, while just £7,300 bought Nigel Mansell's old Ducati 906. And the Porsches? Well, unfortunately the 1967 911 2.0 S rally car didn't find a buyer – this first-year S has been built as a faithful tribute to Vic Elford and David Stone's 1967 Monte Carlo Rally Winner. The matching-numbers car was specced with Recaros and an LSD from new, spent its life in the States, found success in recent years on the concours circuit, before receiving this sympathetic nut-and-bolt homage treatment. It's still out there!

However, a couple of rally 911s did find willing bidders; indeed, the 1973 911E looked like great value at £28,125. This car has an interesting history – registered RGO 5L, it was originally Porsche importer AFN Ltd's 911E demonstrator, and sister car to RGO 4L, the 2.7 Carrera that recently snagged £225k at auction. 5L went on to race in the Porsche Cup series in the 1980s, winning in 1989 and '90, before being converted to a Marathon-spec rally car and competing in the 1993 London-Sydney. Alright, it doesn't have an engine right now, but that's still a lot of history for the money.

A rather more complete offering was the Safari-spec 1975 911. This matching-numbers SC was rebuilt in 2008/09 by Tuthill Porsche to full East African Safari spec. There are receipts for over £150,000 of work, and the car competed in numerous African rallies. Tuthill continue to look after it and it's ready to compete – somebody paid £81,000 for this one, which sounds like money well spent.

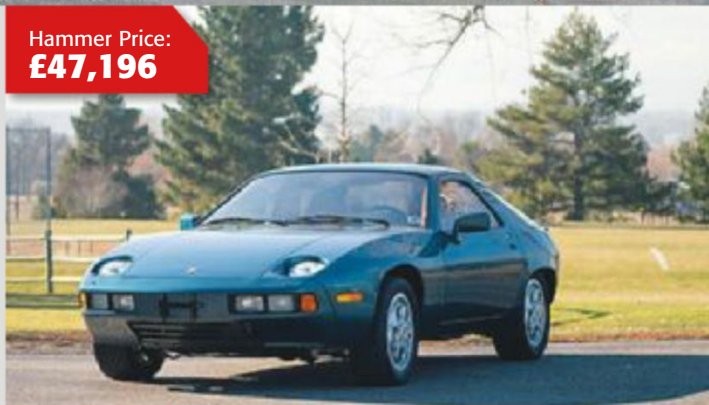
And if you prefer your 911s to be more track-biased than muddy, how does the idea of a 964 Carrera RS N/GT take your fancy? These gold-dust RS specials are seriously hot property with collectors; just 290 of these lightweights were built, with their stripped-out interiors, seam-welded chassis, close-ratio gearboxes and thinner window glass. This one was supplied new to a German owner, originally specced in Ferrari yellow paint, with the option-003 interior – which meant a weld-in rollcage, bucket seats, harnesses and twin fire extinguishers. It's been in the UK since 2003, and recently enjoyed a repaint and a MASS engine rebuild. The selling price? A juicy £129,275.

the market place



Hammer price:
£766,558

The official logo of the city of Scottsdale, Arizona shows a silhouette of a cowboy seemingly about to be thrown from a horse, which tells you all you need to know about this vibrant and devil-may-care locale. Bonhams' January auction in the city certainly captured that spirit of excitement, with a broad and eclectic catalogue incorporating a huge number of top-flight cars including quite a few Porsches. The one that really had us mopping our brows and weighing up the pros and cons of selling some of our less important organs was the 1963 356B Carrera 2 GS by Reutter. This lipstick-red drop-top was one of just 64 Carrera 2 Cabriolets made, with a fully documented history from new and single-ownership for the last thirty years; back in the 1980s the original four-cam motor had been replaced, so the owner went to incredible lengths to track down the actual matching-numbers engine and put it back in. Unsurprisingly, this fascinating car lit up the room at Bonhams, eventually selling for a mighty £766,558.



Hammer Price:
£47,196

Slightly more affordable, but no less beguiling, was the 1969 912 Outlaw, built into a 911R tribute. This beautiful machine was packing a 2,500cc flat-six with twin triple-choke Webers; the body was soda-blasted and had most of its panels replaced with lightweight fibreglass items, it's got uprated brakes and suspension and weighs practically nothing... And given the lack of history, someone was able to snap up this fresh build for £36,040. A lot of smiles-per-pound there! There was another very cool 912 on offer too, this one is a '67 still running its original flat-four. A light restoration complements the impressive originality, and it's got race roundels which look ace next to the steel wheels. A well-deserved £47,196 for this one.



Hammer Price:
£175,913

Bringing things into the modern era (well, ish) was the 1994 968, which sold for £46,767 – this Guards Red example sports the Cup-style staggered wheels, leather trim, and looked to be largely original. Very nice indeed. As was the 930 slant-nose – we love a flachbau, and this 1989 car was rather special: an end-of-run G50 cabrio with just 24k miles on the clock, it's all original and well-optioned, and sold for £175,913.

Someone was able to snap up this fresh build for £36,040. A lot of smiles-per-pound there!



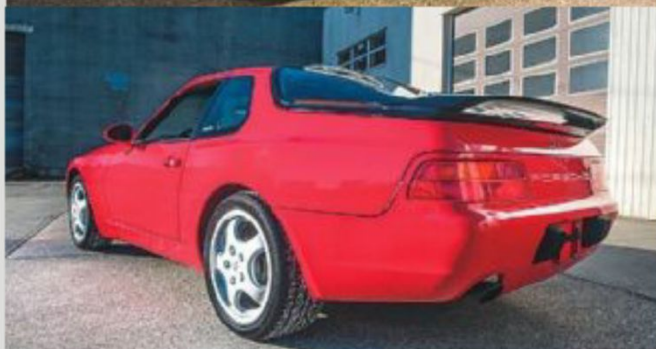
Hammer price:
£36,040



Hammer Price:
£15,017



Hammer Price:
£46,767



If open-top 911s float your boat, the '89 Carrera Speedster was a fantastic-looking thing, presented here in Titanium Silver over Bordeaux leather. Having only covered 3,768 miles it's a proper timewarp, for which somebody paid a juicy £133,008. We loved the look of the early 928 as well, the 1979 model wearing the cooler disco taillights; this one was perfectly preserved as-new with 11k on the dial, with the desirable Petrol Blue paint and tan interior – £47,196 was the hammer price for this little treat. And finally, proving that premium Porsche ownership caters to all budgets, £15,017 was the thoroughly reasonable price for the 1975 914 – with only three owners from new and 50,000 miles covered, it had recently had \$14k spent on bodywork and paint, so this was definitely a canny purchase.



Hammer Price:
£9,500



The start of 2019 has been pretty seismic in terms of Porsche auction prices, but let's first ease ourselves in gently with a look at the SWVA auction house in Poole, Dorset. Here's a family-run company who run twice-weekly car auctions, rounding up the classics for quarterly auctions, and their January classic yielded a couple of decent Porsche lots which caught our eye. The first was a 1982 911 Targa, in single ownership for decades and always fastidiously maintained – a well-used car with a gentle patina rather than a show queen, it sold for £27,750. A properly usable 1980s 911. The second was a 996 Carrera – full history, in daily use, well maintained, and crossing the block for £9,500. Is there a cheaper way into 911 ownership than the Tiptronic examples of these early water-cooled models?



Hammer Price:
£133,008



Hammer Price:
£27,750

BUYING GUIDE: 968

Built from 1992-95, the 968 was the ultimate evolution of the line of water-cooled, front-engined coupes that the 924 kicked off back in 1976. This delicate model grew into the 944 before finally becoming the 968, although don't make the mistake of thinking that this nineties run-out was just a tarted-up 944 – the 968 was a thorough redesign, sharing only around 20 percent of its components. The most significant change was the all-new, all-aluminium, four-cylinder twin-cam engine, offering 250hp straight out of the box. This sported Motronic ignition and VarioCam technology, and was engineered for energetic power but also provided plenty of torque, which suits the car's grand-tourer credentials. In coupé form, the usable rear seats make this a practical tourer, and the options list was generous with all sorts of toys on offer – although you're unlikely to find a UK car equipped with air-con, it just wasn't popular over here. Indeed, the model as a whole wasn't all that popular – just 12,776 of these cars were built, and that's the global total.

The 968 could also be had as a convertible (a strict two-seater), and Tiptronic was available across the range, although this did blunt performance somewhat. The halo of the range, however, was the Club Sport of 1993, of which around 180 were sold in the UK. This was mechanically identical, but with a load of weight stripped out, making it sharper and more aggressive. It had lightweight

Recaro seats, no rear seats, body-colour 17-inch Cup wheels, and a digital stopwatch for lap times. The list of things removed was impressively extensive, and included: sunroof, electric windows, heated mirrors, sound deadening, central locking, alarm, rear wiper, headlight washers, underbonnet and boot lights, and the stereo. Those few parts that remained were stripped down to the bare bones – the battery was smaller, the loom simplified, it only had one radiator fan instead of two, the alternator was smaller, there were fewer plastic trim pieces in the engine bay... this was a comprehensive gutting. All of this meant that the Club Sport was around 100kg lighter than a regular 968 – half-a-second quicker to 62mph, with much sharper handling. And contrary to popular belief, they weren't all yellow; you could also buy a Club Sport in black, red, blue or white, and the massive decals were a no-cost delete option. 1994 saw the introduction of the 968 Sport (pictured), which existed in the middle ground between the regular car and the Club Sport – this was a UK-only model of which 306 examples were sold, offering the thrills of the CS with just enough refinements to make it everyday-usable. It's also worth noting that the 968, in any form, is generally considered to be one of the best-built modern-classic Porsches there is – so if water-cooling and a front-engined layout are on your list, it's a model well worthy of consideration.

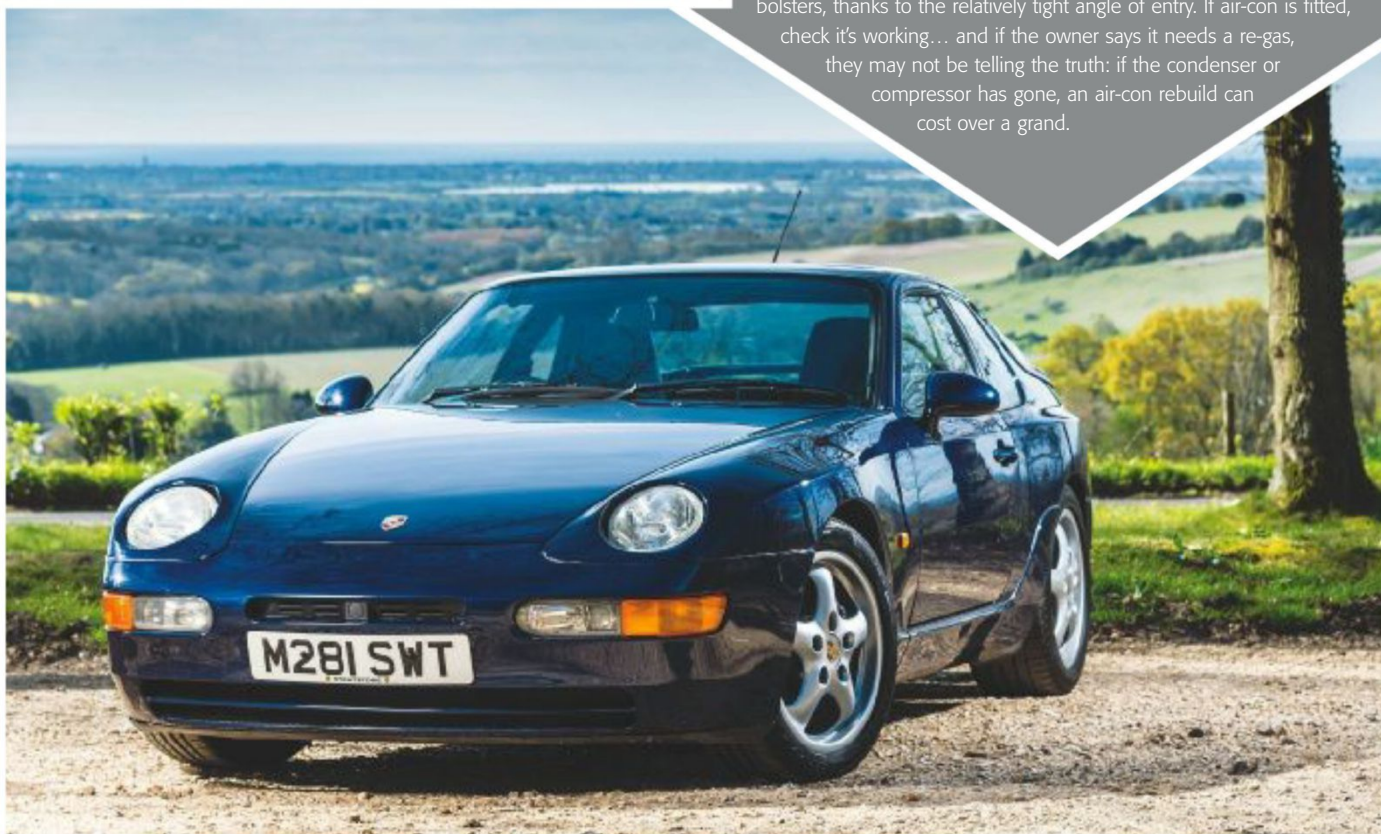


PRICE GUIDE:

Project: £7,500

Usable: £13,000

Excellent: £20,000 (Club Sport £25-33K)



BUYING TIPS:

- Rust issues aren't all that common, although you may well find corrosion in the sills thanks to drainage holes becoming blocked. Bubbling also occurs at the base of the A-pillars, if the paint's been compromised while the windscreen's been replaced. An easy fix if it's not too advanced, although this does of course require taking the screen out.
- The 968 is a robust thing, mechanically speaking – well-maintained examples can achieve huge mileage. Cam/balance shaft belts need changing every four years or 48k, and it's not a bad idea to change the cam chain if there's no evidence of it having been done before; while this is an involved and pricey job, teeth have been known to shear off camshafts and that's obviously not the sort of thing you want going on inside your engine.
- The brakes need inspection, as this system can swallow money – as well as the replacement of discs and pads having the potential to cost four figures per axle, the rigid brake pipes are prone to corrosion and can cost another thousand pounds or so to remedy.
- It's not uncommon for gearbox pinion bearings to wear in 968s – you'll hear a whining from the rear, which is basically a siren call that there's a huge garage bill approaching. Noisy torque converters and leaky Tiptronic boxes are also cause for concern.
- Is there any evidence of the carbon canister having been changed? If not, get that done – the carbon might start escaping and block up your breather pipe, which will then have the knock-on effect of compromising the fuel system.
- If the original owner ticked the sunroof option-box, have a poke around the rear carpets. Are they wet? That'll be those blocked drain holes again.
- Floaty handling will be attributable to worn shock absorbers, while shimmying front wheels is caused by worn lower control arms and/or ARB droplinks.
- Interiors are hard-wearing, although you'll probably find worn seat bolsters, thanks to the relatively tight angle of entry. If air-con is fitted, check it's working... and if the owner says it needs a re-gas, they may not be telling the truth: if the condenser or compressor has gone, an air-con rebuild can cost over a grand.

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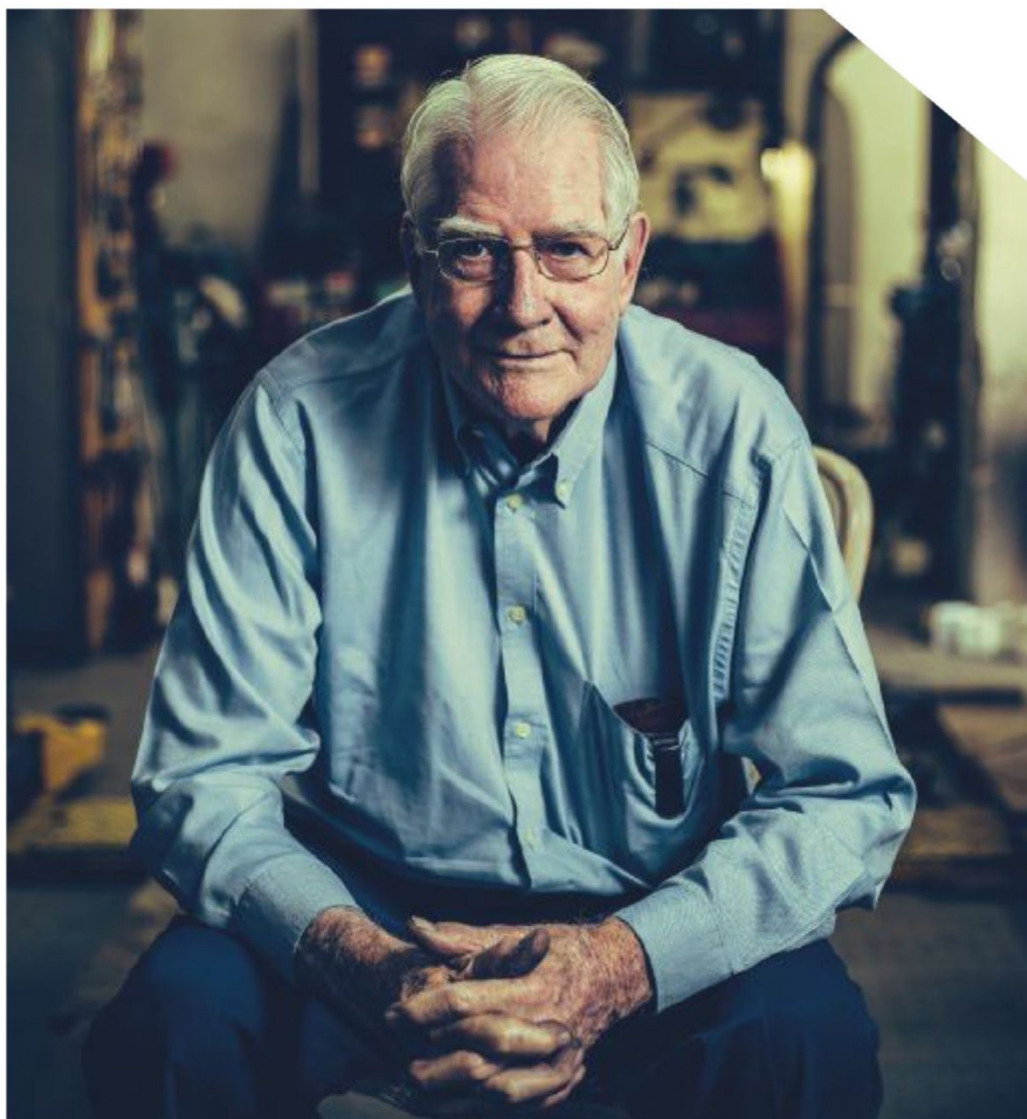
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Brian White

At 79 Brian White still restores and modifies air-cooled Porsche engines for clients. His illustrious Porsche-centred life spans several decades, continents and race tracks...

Story: Wilhelm Lutjeharms Photography: Peet Mocke

Neatly spread out piece by piece, in Brian White's garage is a 930 Turbo engine. He is rebuilding it (and twin-charging it) for a client who has a 917 tribute that is being built.

As I stroll past Brian's own 930 Turbo (more on this car later), I notice a nondescript shelf, surrounded above and below by car parts and lubricants, proudly displaying the results this car achieved over numerous years. The shelf is filled to the brim with trophies, leaving me in no doubt this car and driver combination was a force to be reckoned with at top speed runs and drag races over a

few decades. Outside the workshop Brian's 993 Cup car is cooling its heels on a trailer as he just returned from a day's outing at the track.

Brian has been part of the local and international Porsche fraternity since shortly after he finished his studies. Even at the age of 79, he is still very much involved! Although showing a clear interest in Mechanical Engineering, Brian's bursary pointed him towards Chemical Engineering, as he explained:

"It helped me a lot to be studying Chemical Engineering by day and then after-hours learning about



“They wouldn’t believe me that my 911 S was turbocharged...”



Mechanical Engineering. Developing engines you have to often research the chemical processes involved. I also gained valuable information about aerodynamics through my studies.” It was in his first year in 1958 that he built his first, very elegant, car from scratch, which included making the moulds for the body parts and fitting it with a Vauxhall engine.

“It was during a trip to Germany in 1971, accompanied by a host infatuated with Porsche, that I made first acquaintance with these cars. At first I thought to myself, ‘he is mad’, these are really only glorified Volkswagens. Then I started reading up about these engines. I noticed the camshaft wasn’t in the block, it was an overhead camshaft. It had a dry sump system. Also, the fact that their cars had been winning races since the introduction of the 356 tickled me.

“Following another visit to Germany and experiencing a 2.7 RS passing us at speed, I returned to South Africa and started searching for a 911 of my own. I found a 1972 911 2.4 S.

“Then Porsche introduced the 930 Turbo, which was astonishingly expensive. I started using my background to see what I’ll need to turbocharge my 2.4 S. Two years after purchasing the car, I decided to take the plunge and turbocharge it.

“At the time, turbos had been used on diesel engines for a very long time, so in the end I simply bought a used turbo that came from a Fordson tractor. I started analysing turbochargers and you quickly learn a lot. A turbo, for instance, only knows air and air movement. The unit doesn’t know if it is a 3.0-litre engine doing 6,000 rpm or a 6.0-litre engine doing 3,000 rpm, it is only aware of the amount of air it needs to deal with. Obviously I had to design and manufacture bespoke inlet and exhaust manifolds for the unique installation.

“During a breakfast run with some motorcyclists, four other 911s turned up. We didn’t know each other and they wouldn’t believe me that my 911 S was turbocharged. After all, it didn’t have the wing, wheels or flared ‘arches associated with ‘charged 911s. However, after the run, they were impressed with the car’s performance and asked if I wanted to join the local club.

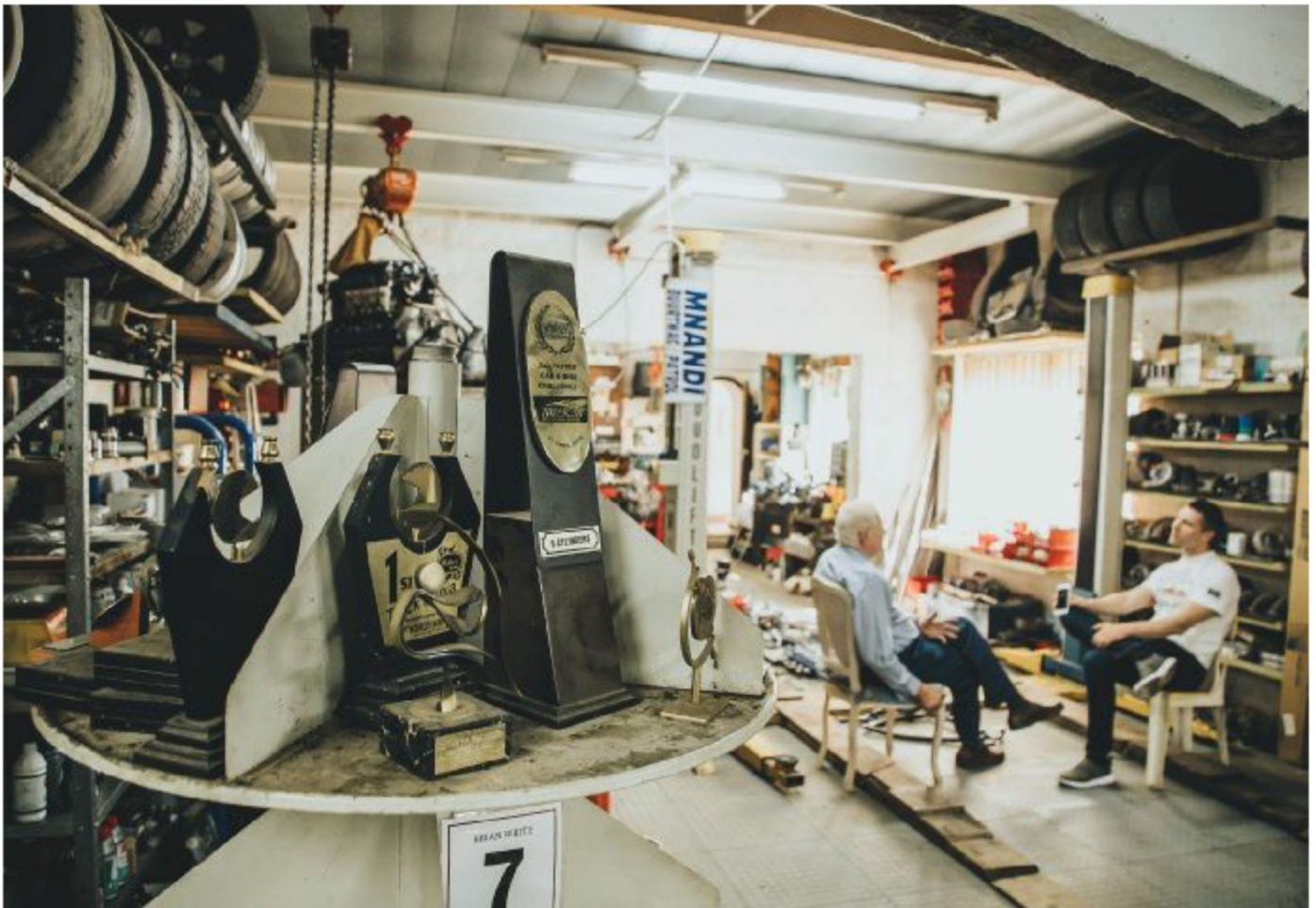
“Then, one enthusiast offered me a ridiculous amount for just the engine. Once I had sold it, I bought a 930 3.0-litre engine. Porsche’s race engines were twin-turbo however, so I further developed the 3.0-litre engine to offer a twin-turbo setup... and I put that engine in the S.

“Interestingly, although not surprisingly, as I was doing a lot of top end runs at events, I used to ruin the 915 gearbox’s fifth gear often.

“When the 3.3-litre turbo engine was released with all the upgrades, I took two of those intercoolers and massaged them together while I also fitted the higher compression pistons. With this combination I started doing quarter-mile drag races. Here the Porsche 911 really flourishes as the entire weight of the drivetrain is on the driving axle.

The evidence is captured in print on Brian’s workshop walls, with numerous photos proudly displaying the front wheels of the 911 in the air as the car is





launched off the line!

"Further upgrades to the S included 930 Turbo flares and a gearbox similar to that of the 935 race car. Then an SC coupé crossed my path. I removed them from the S and set about rebuilding the SC into a fast 911 with all my upgrade parts.

"Then, in 1982 I bought this 1978 930 Turbo, and again, I transferred all the performance parts that I fitted on the SC to this 930."

It is when I asked Brian what the maximum horsepower he ever got out of the car is that his top speed runs and quarter-mile times start to make sense:

"Nearly 700hp, to be more specific 685hp. The car's record is a 10.8 second time over the quarter-mile at 221km/h (137mph) in 1986 at Tarlton drag strip outside Johannesburg. The highest top speed I ever achieved was 335km/h (208mph) at Mmabatho Airport and then at a second event we clocked 329km/h (142mph). Again, an enthusiast bought the engine from me... Following the sale of that engine, I re-installed a 3.3-litre 930 engine and tuned it to deliver a comfortable 400hp."

When one of Brian's former Wits University Mechanical Engineering students accepted a job at Ilmor Engineering, Brian, in a casual, mutually beneficial arrangement with his ex-student, gleaned the latest developments in the field of modern forced induction and in turn assisted him while the youngster was working on what would become the Mercedes-Benz engine (MB-500I) that powered the Indycar racer which won the Indy 500 in 1994.

Through all of this, Brian still held down his "eight-to-five" day job as a chemical engineer, while after hours focusing on all things forced induction, mostly Porsche related.

"Porsche came with factory teams to the 9- and 6-Hour endurance races at Kyalami in Johannesburg. Siegfried Brunn was involved with a privateer team racing a 908. Back then I was responsible, through the company I worked for, to wrap the 908 in its racing livery."





This wouldn't be the last time their paths cross, both of them now being involved in endurance racing, albeit in different capacities.

Brian made some effort to meet the 'meister mechanic' whose name was imprinted on the 3.0-litre turbo engine he had bought. During a visit to Germany he travelled to Weissach and met the man, only to be introduced to the iconic Herr Hans Mezger. Not to be overwhelmed by the experience, Brian had ready at hand the one question he had wanted to ask Mezger for a while: how are they planning to fill the hemispherical-shaped dome in the fuel tank on which the spare wheel rests in the nose of the 911?

"Mezger promptly phoned one of his engineers and he told me that I'm right, it can't be filled, for various reasons. However, Mezger and I then started drawing schematics, discussing and analysing possibilities to effectively fill this space. Knowing what I know now, I should have kept those drawings! These engineers were very surprised to hear about the developments we were doing on their road car engines and the results we were achieving here at the very tip of Africa. During the local races in South Africa, Porsche never really got to meet the privateers."

Siegfried Brunn and Brian White became friends and each came to appreciate the other's talents. This led to Siegfried Brunn and the owner of a 936C to ask Brian to manage the Ernst Schuster team at Le Mans in 1986. The result was an impressive overall sixth place. "Wow, that was quite an experience – you learn a lot at such an event!" enthused Brian.

Although that was a momentous event, other highlights of his long career include being fortunate enough to pilot a 956 at the Nürburgring and Spa during track days.

Brian's reputation precedes him. Be it team members or Le Mans drivers, several have made the effort to visit him in South Africa; Jürgen Bath, Jochen Mass, Henry Pescarolo and David Piper to name only a few. They have all sat where I find myself right now: discussing some of the developments and technical complexities that gave Porsche, and particularly the 911, the edge.

We walk to Brian's study where he further explains to me the intricacies of an air-cooled engine's intake system. I can listen to him for hours – between the walls of his sanctuary there is such a wealth of Porsche knowledge, history and anecdotes... ○



long term fleet

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

Matt Biggs

1986 924 S, 1981 911 SC, 2004 996 40 Jahre

[@PawnSacrifice](#)



Mark Whitchurch
2008 997 Carrera S

[@MGW_AutoVeloce](#)



Rob Richardson
1978 911 SC

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Nick Hapgood
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Phillip Bingham
2007 987 Cayman



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1982 911 Cabriolet Flatnose

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1989 944 Turbo

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Philip Raby
2009 Cayenne Diesel

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Mark Williams
**2014 Panamera S
E-Hybrid**

[@MarkWGTP](#)



2014 PANAMERA S E-HYBRID

It's been an eventful few months with the Panamera, which at the time of writing in mid-January is again in the workshop down at OPC Swindon, this time having a failed wheel bearing and failed radiator replaced under warranty. The latter occurred whilst heading down the M5 motorway over New Year, requiring some swift manoeuvring across to the hard shoulder, whereupon leaking coolant was evident on the front offside and my bemused wife stood there staring at me, before shouting over the din from the traffic "OUR BMWs NEVER DID THIS!!!" We would eventually be installed into a Panamera 4 Sport Turismo to continue our journey, more of which later.

Autumn 2018 had earlier ended after another visit to the workshop. September came and the hybrid system failed again (ironically, two days after a £460 service where it was given a clean bill of health, except for some inner scrubbing of the front tyres as per most Porsches. Oh and the service book wasn't stamped, either). The car was returned after three weeks or so (it's now spent, in total, nearly three months at OPCs since I bought it). This time, the hybrid electric motor itself was replaced, diagnosed by Porsche Technical, and necessitating

removal of the undertray, engine and gearbox. Quite extensive surgery. The failure messages this time were again hybrid-related, also showing 'reduced engine power' warnings and, again, Porsche are certain they have now nailed the issue and that this is the resolution. It's not happened since, but then New Year came and we headed to South Wales for the obligatory family visit...

Sailing merrily along, outside lane, faint haze of salt being sucked up into the Panamera's wake, my relaxed demeanour was somewhat shattered by the all-too-familiar bong, followed this time by a 'Top up coolant immediately. Do not drive on' message shouting at me from the instrument cluster. At the same moment, the temperature gauge shot to the vertical and I scooted across to the hard shoulder as quickly as we could. In all the years of driving older BMWs I'd never been stranded on the hard shoulder of a motorway, so this was something new. And not entirely pleasant.

Onto the phone to Porsche Assistance (again!) and long story short, within an hour or so the stricken Porsche plus cold family were on our way to OPC Swindon. Enterprise Rental couldn't promise a half-decent car in order for us to continue our journey, so OPC

Swindon came to the rescue whilst we were en route. A BMW (ironically) was initially offered, but then some quick and appreciated rehashing of schedules upon our arrival saw us on our way in a Panamera 4 Sport Turismo. In which we would spend the next three weeks. Hence let's focus on that for a bit because by accident and not design, I've now been able to spend some proper time behind the new Panamera's wheel away from the artificial confines of Silverstone's facility.

And I like it. But oddly enough, I like it mostly because it reminded me of my own car. Dynamically, I honestly could not notice much of a difference, save for the brakes which were not burdened with the hybrid regenerative addenda which afflicts my car (hateful brakes at low speed) and also for the noise, which was a damn sight better than my car – V6 burble at idle, building to a rich timbre from around 3k, although it would benefit from a sports exhaust in order to properly open its throat.

Design wise, I can take or leave it though, preferring to a certain extent the swoopy wing and bonnet line visible from the driver's seat in the 970 generation (the new ones appear a little 'flatter', as if the contours have been designed out a smidge). I'm not convinced about

the rear of the ST either, the spoiler looks like it's there because it has to be and the boot space doesn't really appear any larger. Subjectivity rules I expect, if you like the looks, you pay the extra.

Inside, first thing to mention is that the loan car did without the slightly fancier seats of my car, lacking the extending seat base function which both myself and my wife missed. Otherwise though, the new sat-nav screen with its vastly improved visuals and resolution was a major attraction. The ideal combination would be to lift that screen into the older car's interior, as I still prefer the bank of buttons (so much easier to work with whilst driving) then the smooth finish in the new car, which only really interacts with you once you're finger has located the area to depress. On more than one occasion, I found myself activating the air re-circ function when what I really wanted to do was switch on my heated seat. And incidentally, the heated steering wheel button is too small and, effectively, hidden away at the base of the steering wheel, not raised at the rear of the wheel as per the older car. Picky perhaps, but details matter at this price point. And I failed to find a way of controlling the audio settings (track back, track forward) via the instrument cluster







a la the 970, which is pain. Beyond configuring the, er, driver configurable button on the steering wheel, there doesn't appear to be any way of doing this, which is an oversight in my view.

It certainly went well enough though. Not sure you'd ever need the extra grunt of the 'S', the 330hp provided by the twin-turbo V6 proving more than adequate to dispense with most other traffic. The extent to which I deployed the power may have been born out in the 26mpg average over the 1k or so miles we had the car, although in reality and unless you charge it up each night, the E Hybrid isn't any better in that regard.

So that was that. Kind of home from home but with some subtle upgrades, and I'd be telling an untruth if I now claimed I don't want one, despite the hybrid problems we've had with our car. And with regards to those headaches, and now that it finally appears to be properly repaired, Porsche had four attempts from my point of view to fix the repeat problem. But Porsche tell me that they are different issues, and I have no way of proving otherwise. The law states that at least one attempt at repair is permissible before resorting to replace or refund solutions, so against this fact into September when it failed again, I took it up with Porsche Customer Resolutions, keen to demonstrate

a willingness to resolve this such that I could stay with the brand and amicably resolve the situation. I also wanted to have that conversation before resorting to this write up, trying at all points to just resolve and move on.

Goodwill was indeed eventually forthcoming, however the level of goodwill offered, in my opinion, does not reflect the issues I've experienced. Considering the finance payments each month, the amount is barely more, pro-rata, than the duration during which the car was laid up. It was never about 'the money' though, because all I ever wanted was the car (we were offered goodwill earlier in the year, via OPC Leeds, when the rejection request was denied. I declined at that point because I wanted a reliable Panamera, not the cash). However, the bottom line is that I've now taken the goodwill payment because I feel something at least should be due after all these issues. And also because Porsche, at all levels, have denied my request to reject the vehicle and, in effect, expect me as a customer to return the car for repair every few months when there are issues. And remember, these problems are all within one particular area from my point of view, the error messages nearly always related to hybrid system malaise.

Anyway, back to OPC Swindon and EA14 languishing in the workshop,

awaiting a new wheel bearing, for which it was booked in at the start of January anyway, and now a new radiator. Along with other bits-n-bobs such as a rear nearside door keyless access button (pressing it achieved nothing, so the whole handle apparently needing replacing) and a new rear wiper to cure an infuriating noise when using it, the car had also left the workshop in September (after the hybrid motor was replaced) with a new issue. Nose-to-tail traffic, everything warm, battery depleted and the engine kicks into life. And I do mean 'kick' – the whole car jolting a little to the left as the V6 fires up. Not a disaster but definitely not as refined as it was before the spanning. Swindon couldn't find anything wrong though, so we have to assume it's ok. Oh and they also had a look at the air-con, which mists up the windows on occasion in this colder and damper weather, a potentially quite dangerous situation. Nothing could be found though, the interior proving an entirely damp free environment, and the system looking ok, which was reassuring. Apparently lots of Porsches suffer with misting, and even the Sports Turismo did it on occasion (although the Macan and Cayennes I've had in the past did not) so maybe it's just me.

The Panamera has returned to us now, and all seems well. But back to those hybrid issues, because I now find myself in the new position

of liking the car I drive, but deeply distrusting the brand. There is an apparent indifference at some levels to the customer's plight which is quite at odds with my previous experience from premium brands such as BMW and Ferrari (although to be clear, I remain impressed with the levels of service and attentiveness on display at OPC Swindon). Asked a month or so ago whether I would have another (when the discussions with Porsche Customer Resolutions were still on-going) I'd have likely said yes. Now though, I fear too much damage is done, and my dream of switching brands and enjoying a spell with Porsche lays in tatters, despite the obvious talents of the new model. I doubt Porsche are too bothered about this considering the success of the company in recent times, but I do wonder whether that stance will have to change as the years advance.

Mark Williams

Mark Williams
**2014 Panamera S
E-Hybrid**

 @MarkWGTP



1986 924 S

It has begun in earnest, the 924 S engine swap, it has been a long time coming and I seem to, not for the first time, have managed to wait until the dead of winter to get started. I'll be completely honest, this is a slightly daunting project given the amount of fabrication required – there seems to be a belief that the VW Audi engine has the same mounting points as the Porsche engine and slots in, it does not. The bellhousing doesn't match up, and the clutch is different. The intake manifold doesn't want to fit next to the brake booster and the oil filter, well, there's no room for that either. Added to this, the 1.8T 20V is turbocharged, and needs cooling and the air from the turbo cooling before it hits the throttle body. None of the fixes for the above are available off the shelf, for anything close to an affordable price, at least. At least I am going to learn some new skills!

The first job was the part that I am most familiar with, removing the Porsche 2.5, that being the 944 engine from a crashed race car that I fitted a number of years

ago. Knowing that I would need full access to the engine bay I removed the bonnet, and then tried to get the Porsche engine out through the top, which didn't want to work. I was nice to not have to bother labelling all of the connections and hoses as I have no intention of having to put anything back!

Following the logic of removing the bonnet, for ease of working, I decided I needed a jig for the engine, something to hold it in place against the car so I could build around it, this can be done with the engine on the crane or a hoist, but I felt it was going to be worth the effort of making a jig up. The jig making process was trial and error, to say the least, and plagued by my fledgling welding skills, seriously, it is like the welding equivalent of an infant's drawing, colouring outside the lines and you need to be told what it is. I got it done, though, a first draft, sadly I hadn't tilted the engine enough – while it would have been obvious once the engine was in the bay, thanks to a mate, Justin, who spotted this saving me some time.

I then managed to get the height wrong, I'd set it against the torque tube, before realising I needed to prop up the tube. I ended up with something that would hold the engine at the correct height, that I could move back and forth, sliding it across the floor on a sheet of wood, giving me a reference point around which I could work.

So that was a success, the jig is a bit of a mess, but was part of my welding learning experience and is going to make fitting the engine easier. Most of all, successfully building something out of steel has given me some confidence that I am going to be able to get this project done, even if it is likely to take a while. I think the key thing is I need to expect some wastage and expect to have to do a few jobs more than once along the way. My intention is to keep pressing on with the project so you should be getting more regular updates, in addition to this I will be posting videos on my new PawnSacrifice YouTube channel, it's not an official *GT Porsche* channel but will be following my

contributions to the fleet.

So, at this point with the 924 S build I've removed the Porsche engine and built a jig to position the VW Audi replacement where it would stay (hopefully) once everything else was built around it. That meant it was time to start getting out of my comfort zone and begin the real work of making the parts needed to connect the new engine to the Porsche chassis and drivetrain.

I began with the bellhousing and connecting the engine to the driveshaft, the two don't connect up as is; the end of the Porsche torque tube, that carries the driveshaft from the engine to the gearbox, is a good 25mm short of the surface of the bellhousing, added to which, the bolt patterns are completely different and the two surfaces are different shapes too.

Taking a step back, the Porsche bellhousing bolts onto the back of the engine, it's easy. The 1.8T doesn't have a simple bellhousing, instead it is part of the gearbox assembly, being from a front-wheel drive car, that's how it's done. The



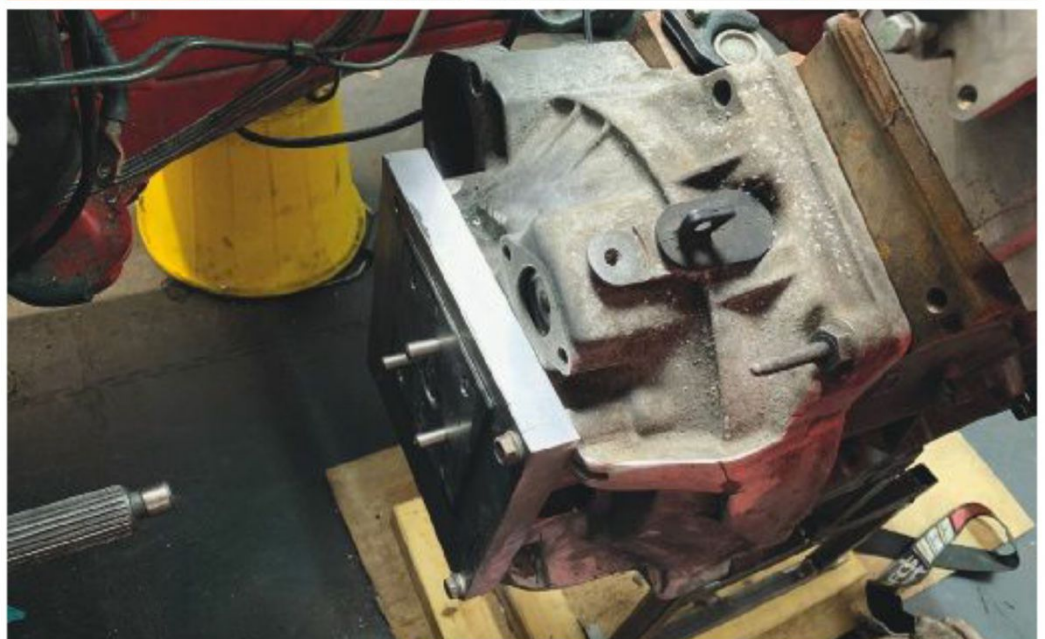
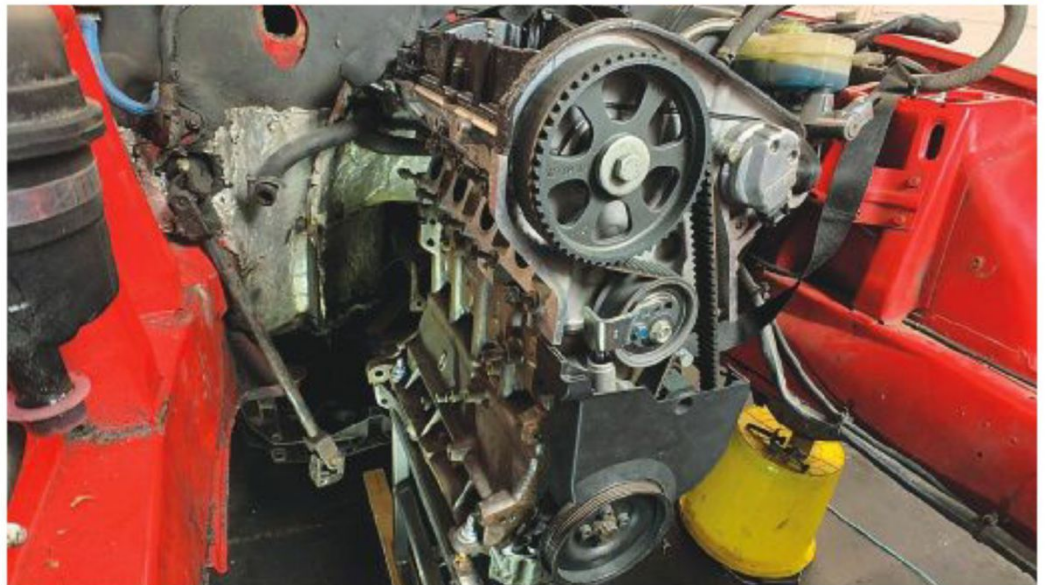
long term fleet

first stage, which I'd done some months before was buy a Golf GTI gearbox and chop it up just to get the part I needed, having at it with an angle grinder did the trick and was left with something I could bolt to the engine and a surface I could mount an, as yet theoretical, bellhousing-torque tube adapter plate to.

The original plan for the adapter plate, because I had seen other done this way, was to split the 25mm gap between two steel plates, bolting a plate to each half of the predicament, and then to each other. That would have been the easy approach, the proven approach. As usual, I had ideas above my station and ordered in a block of aluminium, a single block 25mm thick, the unofficial rule book out of the window I was going to make a single block billet adapter plate... without a CNC machine. I did, at least, buy a cheap pillar drill, new metal drill bits, and some new discs for my angle grinder.

I began with the easier part of the puzzle, bolting the plate to the bellhousing. I had this down as being easier as I had previously made a steel adapter plate, that turned out to be far too thin, that had the rough shape and hole positions. With the aluminium in block form I marked up the four holes and drilled them out. To my delight the plate mated to the bellhousing and bolted up. To my dismay, I had drilled two of the holes the sizes of the bolts, I should have made them smaller, so they could be tapped and bolted to in a direct fashion.

Now to the tricky part, making everything line up on the torque tube side, and drilled accurately. First was drilling the centre hole, that the driveshaft would fit through, there was some room for error on this, but I managed to get it in the right spot, although drilling through 25mm of aluminium took a huge amount of patience. I then made a template from 1mm thick steel, to mark out the holes on the torque tube – for what I was attempting I need something sturdier than the proven cardboard template and had plenty of steel. Bolting the template to the end of the torque tube I used a small amount of silicone to hold



the plate in place. When it was dry I removed the bolts and siliconed the other side of the template to the adapter plate, which was bolted to the bellhousing. Hopefully you're still with me. I left this overnight. The following morning, I broke the seal between the template and the torque tube, leaving it attached to the bellhousing and my drilling markers. With some minor adjustments to the configuration I drilled the adapter, tapped for M8 bolts, and then offered it up to the torque tube, the bolts all lined up,

a miracle in my lifetime. Finally, I drilled holes for, and dropped in the dowels that locate the bellhousing to the torque tube, another success!

What I had was a working solution to the original problem, but it was a square block and not very elegant, not that it would be seen by anyone once fitted. I marked out the outer edge of the bellhousing against the adapter plate and then drilled around the shape – drilling is neater than using the abrasive disk – followed by the cutting disk before grinding and flapping the aluminium into shape.

What I ended up with didn't look too shabby, it fitted, and I like the think I added a little lightness with the final round of shaping. Out of curiosity I weighed the original 4mm steel plate and the 25mm aluminium adapter, the latter was only twice the weight of the far thinner steel item, the relative weight of the full solution in steel would have been far greater. I am convinced it was worth the expense and effort going the aluminium route, but the risk of getting it wrong is far greater. The first hurdle in the conversion was

down, it felt like a lot, but was just the first step.

Matt Biggs

Matt Biggs
924 S

[@PawnSacrifice](#)





1978 911 SC

I'm a strange sized human of odd proportions and while I wouldn't go as far as to say the 911 was uncomfortable (beyond the offset pedals, but that's part of the "charm") I would like the steering wheel a little closer to me. Rather than a conventional spacer I wanted to use a quick-release steering boss making it easier to get in, more secure and also because they are very "racing car" and that's a good thing. The problem I've had with quick-release steering bosses before is in my experience they almost universally have a degree of play or movement with the wheel on degrading the driving connection and just feeling a bit cheap. With all the work I've put into the chassis dynamics of the 911 I didn't want to add in any "looseness" to the system; it's a physical car to drive requiring serious effort though the wheel so any "play" will without doubt be instantly apparent.

For racing car parts you go to a

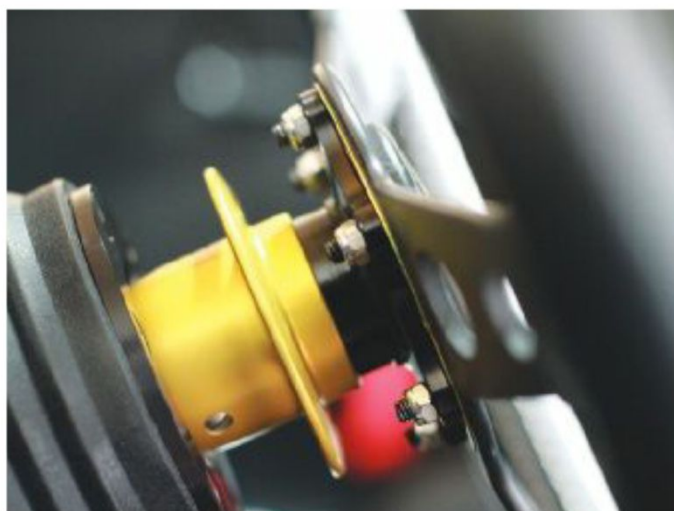
racing car company, so I got in touch with Go-Race Engineering (go-race.co.uk) in Tewkesbury. Go-Race is a manufacturing and engineering business that produces parts for motorsport with a specialism in quick-release steering bosses. With its bespoke machining capability they also supply aerospace, oil and petrochemical, automotive, medical, tool making, steam systems and defence. Serious stuff then and gives it plenty of credibility when it comes to its services.

The 911 is fitted with a Momo Prototipo wheel, so Danny at Go-Race recommended the Circuit Bolt-On Quick Release Hub. This hub is precision CNC machined and uses a 6 x 70mm PCD mounting pattern compatible with most competition steering wheels including Sparco, OMP and the Momo fitted to my car. Not only is it beautifully engineered, it's light. The mechanism is self-aligning: pull back on the gold anodized release and it clicks home

and self-engages in a single position so you can't get the wheel angle wrong. I used M5x16 countersunk hi-tensile fixings in black to match the wheel and nylock nuts as advised by Danny. I didn't want to have to disconnect the horn every time I removed the wheel, so will

be wiring in an independent push-button switch in the dash at a later date (though before the MoT!).

So let's deal head-on with the issue of "play" in the mechanism as-is common with quick release bosses: Easy, there is *none*. The Go-Race boss is rock solid. The





column and spokes on my steering wheel flex and move but this doesn't. There is *zero* detrimental effect to having the unit fitted; that's what you get when you get parts from a motorsport company.

Another upgrade completed and the car is looking and performing

better for it. The next job on my hit-list as Spring approaches is replacing the oil pipes that run down the sill to the oil cooler; they've had a hard life and are full of dinks and kinks. Replacing them should help the oil flow out if nothing else. Next-up is a leap into the unknown as I have

to get to grips with the K-Jetronic fuel injection to solve the lumpy cold running and warm-start issues. As a carburettor enthusiast this fills me with utter terror, as any sort of injection system is, as far as I'm concerned, clearly black magic...

Rob Richardson



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MAY 2018

Cover Story: 987 Boxster Spyders
Inside: 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GTS driven, dp Motorsport 964, Tech: Porsche all-wheel drive system at 30



JUNE 2018

Cover Story: 911S by Canford Classics
Inside: The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche Tech: Tyres



JULY 2018

Cover Story: GT3 RS Generations
Inside: 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleeper' 930 Turbo, Tech: 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, Modifying Guide: 986 suspension



AUGUST 2018

Cover Story: Buying: 964
Inside: 991 GT3s: first generation versus second generation, 986 Boxster racer, new pre-production Macan driven, restored 928, unique Sauter 356 Roadster explored, the '£55' 3.2 Carrera, Tech Guide: 996 Suspension, Modifying Guide: 997 exhaust systems



SEPTEMBER 2018

Cover Story: £10k convertible Porsches
Inside: Flatnose 964 Turbo S, 912: the last affordable classic Porsche? 919 Hybrid Evo Nürburgring record lap witnessed, Carrera T in Wales, 'Mad Max'-style 986 Boxster TV star, Porsche tractors, Modifying Guide: 914 suspension, Tech: 986 Boxster track prep



OCTOBER 2018

Cover Story: RPM Technik 996 CSR EVO
Inside: Buying: 968, Singer Vehicle Design DLS 911, 911 SC road trip, 919 Hybrid driven, New Macan revealed, classic 930 Turbo, Macan Performance Pack tested, Modifying Guide: 924 brakes, Patrick Dempsey interview, Tech Guide: off-road in the Cayenne



AUTUMN 2018

Cover Story: Buying your first Porsche: 987 Boxster Vs 987 Cayman
Inside: £15k 911: the 996 Carrera, 911 SC: your first air-cooled, 718 Cayman: £400 per month, *Ultimate Guide:* 3.2 Carrera, dp Motorsport 911 Speedster, Buying: 924, Porsche Classic visit, Modifying Guide: 718 exhaust systems



NOVEMBER 2018

Cover Story: Evolution of the 911 Carrera 4; 964, 993, 996, 997
Inside: Paul Stephens 911 Le Mans Classic, Litchfield tuned 991 Carrera T, Cayenne S Diesel, 924 Carrera GTS, Walter Röhrli returns to the Ulster Rally in a 911 SC/RS, 550A Spyder, Modifying Guide: 997 Turbo



DECEMBER 2018

Cover Story: Porsche's greatest ever road cars...
Inside: 991 GT3s do battle on road and track, 911 3.1 Carrera Targa, restored 911 2.4S, Type 64 - the real first Porsche? Porsche Sound Night 2018, Rennsport Reunion, Modifying: 986/987/981 Induction Upgrades



JANUARY 2019

Cover Story: 992 officially revealed
Inside: 991.2 GT3 RS versus 991.2 GT2 RS, Sharkwerks 964, Porsche Classic: 986/964, Frank-Steffen Walliser, 924 Turbo, History: 956 Group C racer, New Macan First Drive, Modifying Guide: 996 Suspension Upgrades, Tech Guide: Particulate Filters



FEBRUARY 2019

Cover Story: £30k specials; 996 40 Jahre, 987 Cayman S Sport
Inside: 911 2.3 S/T tribute, rally 996 Carrera, Porsche Digital interview, Panamera Turbo S E-Hybrid Sport Turismo, Le Mans legend Richard Attwood in a 996, Rod Emory, Modifying: 928 upgrades



MARCH 2019

Cover Story: 992 Driven!
Inside: 955 / 957 generation Cayenne buying guide, 964 Turbo S tribute, 928 GT 'Clubsport', 992 tech, Australia's Targa Barrier Reef closed-road rally, 718 Cayman GTS unleashed in Wales, Porsche Production 4.0, Modifying Guide: 991 exhaust systems

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CHRISTOPHER WARD C65 TRIDENT

How much? From £695.00

Where from? www.christopherward.co.uk

Following the sell-out success of the hand-wound C65 Trident Diver, Christopher Ward has launched the C65 Trident Automatic. This latest Swiss-made addition to the successful C65 Trident Collection is a self-winding timepiece created using the same 1960s-inspired design language as the wider collection, however, it features a modified bezel and new dial. Using the same 41mm case as its predecessor, it maintains a height of 11.55mm despite boasting a larger Sellita SW 200-3 movement. The matte finish dial is available in either black or blue, it features raised dots and indexes filled with Old Radium SuperLuminova to glow in the dark.

Christopher Ward's C65 Trident Collection includes the C65 Trident Diver, the C65 Trident GMT and the C65 Trident Bronze SH21 Limited Edition. Crucially though, the new C65 Trident Automatic will be available at the same price as its hand-wound equivalent – £695.00. There are three strap material choices; vintage oak leather (camel or black), rubber (blue or black) and a brushed stainless steel bracelet (the stainless steel version being charged at the higher price of £760.00).



LEGO TECHNIC 911 RSR

How much? £150.00

Where from? www.porsche.com

Here's one that's sure to appeal to quite a few Porsche enthusiasts, the Lego Technic 911 RSR offers builders realistic details including aerodynamic bodywork, a working differential, working steering, independent suspension and a six-cylinder boxer engine with moving pistons! The model car measures 13cm in height, 50cm in length and 20cm in width, it comprises 1,580 pieces and is intended for boys and girls aged 10 upwards – but big kids of all ages are sure to like it too. The official Porsche Driver's Selection article number for this item is MAP 070 269 19.



1:18 GT SPIRIT CARRERA RS 3.0

How much? £95.95

Where from? www.racingmodels.com

Presented in large 1:18 scale come this GT Spirit model of the 1974 Carrera RS 3.0-litre. In 1974 the RS was launched with 3.0-litre engine intended for motorsport use, only 54 were produced. A pre-order item, it is scheduled to arrive during March/April 2019. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

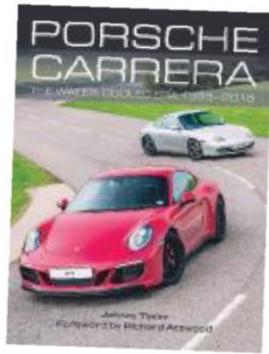


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911 CARRERA BOOK

How much? £35.00

Where from? www.crowood.com

'How to buy, maintain and modify a Porsche Carrera' follows the complete story of the enduring water-cooled Porsche 911 Carrera (up to 991). The 256 page hardback book takes the reader on a journey from the development of Porsche's risky water-cooled design through its racing successes and continued production, to practical maintenance and modification. With over 400 colour photographs, the book is a true homage to the Carrera model and covers everything from the concept, design and evolution of the 996, 997 and 991, to interviews with Porsche stylist, Harm Lagaaji to Olaf Manthey, Mario Andretti, Hans-Joachim Stuck and Brendon Hartley. It boasts a foreword by Richard Attwood. ISBN: 9781785005299.

COLOUR CHANGING WHEEL CLEANING MOUSSE

How much? £12.99

Where from? www.autoglym.com

Autoglym's New Colour Changing Wheel Cleaning Mousse is a spray-on, react, agitate and hose off wheel cleaning solution providing an easy way to keep your rims looking fresh. The pH neutral cleaner expands and clings to the contours of your wheel ensuring total coverage, and the colour changing, spray-on formula makes it perfect for covering concave wheels and hard to reach inner wheel dishes.

Once it has found its way into all the hidden spots and stops expanding, the white mousse starts to turn a deep red colour indicating that it has been in contact with brake dust and other fallout from the road. The reaction means that brake dust has started corroding and is loosened ready to be agitated with a wheel brush for easy removal. Each tin should deal with up to four applications for four average sizes wheels.



1:43 SPARK 959 PARIS-DAKAR

How much? £53.95

Where from? www.racingmodels.com

The Rothmans sponsored Porsche 959 was driven to sixth place in the 1986 Paris-Dakar rally by Roland Kussmaul and Kendrick Unger. This 1:43 scale Spark model supplied by Racing Models replicates the car beautifully. A pre-order item, it is schedule to arrive during March 2019. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



PORSCHE BACKPACK

How much? £88.00

Where from? www.porsche.com

New from the Porsche Driver's Selection is this backpack made of durable and wipeable 100% polyester material. It measures approximately 28×15×43cms (14-litre volume) and has a main compartment with organiser and space for your smartphone and keys. In addition there is a padded compartment for a tablet or laptop. The Porsche logo appears on the front, there is an address tag included. The official article number for this item is WAP 035 008 OK.



www.924srr27L.co.uk



MEN'S TURBO HOODIE

How much? £95.00

Where from? www.porsche.com

The *Men's Turbo Hoodie* from the Porsche Driver's Selection is embossed with a large 3D 'Turbo' logo and a small printed 'Porsche' logo on the breast. With a superimposed pocket and two side slits, it is made from a comfortable, soft, sweatshirt material (72 percent polyester, 23 percent cotton, 5 percent elastane mix).

It is available only in black. The official Porsche Driver's Selection article number for this item is WAP 518 XXX OK.



ROAD ANGEL SPEED CAMERA DETECTOR

How much? £249.00 (plus subscription)

Where from? www.roadangelgroup.com

The Road Angel Pure Speed Camera Detector alerts motorists to fixed and mobile speed camera positions, detects laser guns, plus provides school and black zone alerts. Receiving live updates, it aims to keep your driving license unblemished. Road Angel says "put down that Smartphone and embrace products that are solely designed for the job of safety". There's no compromise here, only safety conscious road use taken to another level and speed awareness that promises to be best in class.



SHAKE PENS

How much? From £85.00

Where from? www.porsche.com

With a quick wrist movement the ball point 'shake pen' is ready to write, repeat the same motion and the refill disappears into the barrel. Available in five materials; caoutchouc, white resin, carbon or filigree milled aluminum in silver or matt-black, these pens from the Porsche Driver's Selection are priced from £85.00 (Article number: WAP 314 OBP OK 101), £120.00 – Carbon (WAP 314 OBP OK 103). The 'Big Shake Pen Carbon' (WAP 314 2BP OK 100) is the range-topping version priced at £210.00.

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CLASSIC PORSCHE THROTTLE SHAFTS

How much? From £34.97

Where from? www.webcon.co.uk

As well as being in the process of reintroducing many Weber components that have been unavailable for a number of years, Webcon is reintroducing]Weber 40IDA3C and 46IDA3C Porsche triple carburettors. The latest addition to its range are these original throttle shafts, nearly always needed when overhauling an original set of carburettors, genuine items have not been available for over twenty years. Each carburettor requires one master and one slave shaft, slave shafts are correctly supplied with handed cams to suit left- and right-hand carburettors. Prices start at £29.14 (plus VAT). In addition, the genuine Weber throttle shaft coupler needed to join the master and slave shafts together is now available priced at £24.98 (plus VAT).



MINI SCREWDRIVER

How much? £5.10

Where from? <http://shop.damar.biz>

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1:18 SPARK 'NEW' 964 RUF CTR

How much? £135.95

Where from? www.racingmodels.com

The 964 RUF CTR replicated here in 1:18 scale resin by Spark was a remake of the famous 'Yellow Bird' 911. Launched at the Geneva Motor Show in 2017 to celebrate 30 years of the original car, the real deal boasts 700hp and features innovative construction methods, namely a carbonfibre monocoque chassis – only a handful were slated for produced. A pre-order item, it is scheduled to arrive during June 2019. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



1:18 GT SPIRIT 911 2.0 TARGA

How much? £95.95

Where from? www.racingmodels.com

This detailed GT Spirit model replicates in 1:18 scale the Porsche 911 2.0 Targa of 1967. Designed mostly for the US market, the 1967 911 2.0 Targa was a car that could be used all year round thanks to its folding rear 'soft window'. A pre-order item, it is scheduled to arrive during March/April 2019. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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Paragon www.paragongb.com	✓	✓	✓			✓	✓	✓			✓		✓	✓			✓
Paul Stephens Specialist Cars www.paul-stephens.com	✓										✓		✓	✓			
PCT Cars www.pctcars.co.uk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Peart Insurance www.peart.co.uk									✓	✓							
Performance Direct www.performancedirect.co.uk									✓	✓							
Performance Marque www.performancemarque.com									✓	✓							
Peter Morgan Consulting www.porscheinspections.com								✓									
Pie-Performance www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓		✓	✓
Porsche Cars GB www.porsche.co.uk											✓						
Porsche Club GB www.porschedclubgb.com					✓							✓					
PortiaCraft Tel: 020 8959 1604													✓	✓			
911 Virgin www.911virgin.com													✓	✓			
Pro 9 www.pro-9.com.uk			✓											✓			
Promax Motorsport www.promaxmotorsport.com	✓										✓		✓	✓			
PR Services www.prs356.com		✓											✓	✓			
Ramus Porscha www.ramusporscha.com	✓	✓			✓	✓			✓		✓		✓	✓			✓
Regal Autosport www.regalautosport.com	✓		✓			✓	✓	✓			✓		✓	✓		✓	✓
Redline Racing Tel: 01642 751911											✓						
Revolution Porsche www.revolution-porsche.co.uk	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓	✓					✓	✓		✓	✓
RPM Technik Tel: www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓		✓	✓
RPM Specialist Cars www.rpmspecialistcars.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
RSJ Sports Cars www.rsjsportscars.co.uk													✓				
Roger Bray Restoration Tel: 01404 822005 parts@rogerbrayrestoration.com www.rogerbrayrestoration.com ; Milestone Business Park, London Rd, Whimble, Exeter		✓											✓				
Specialised Car Covers www.carcoversuk.com	✓																
Specialist Cars of Malton www.specialistcarsltd.co.uk	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓			✓
SpeedArt www.speedart.de											✓						
Swissvax UK www.swissvax.co.uk				✓													
Team Parker Racing www.teamparkerracing.com						✓							✓			✓	
TechArt www.techart.de											✓						
The Independent Porsche Enthusiasts' Club www.tipec.net					✓												
Tognola Engineering Tel: 01753 545053						✓					✓						
TWG Motorsport Tel: 01733 332911													✓				
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhostyllen, Wrexham LL14 4EG																	✓
Yorkshire Classic Porsche www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓		✓	✓				✓



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