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GT PORSCHE

AUGUST 2015

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Issue 165



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It was a case of '17s' at the 83rd running of the famous 24-hour race at Le Mans this year. Porsche's win was its 17th outright Le Mans victory of all time. Neatly, it was also 17 years since a Porsche last won the great race in 1998 with Allan McNish, Laurent Aiello and Stéphane Ortelli in the 911 GT1 (which was also a one-two). Pundits had the number 17 car of Bernhard, Webber and Hartley down as the odds-on hot favourite to win too – but I guess someone didn't read the script on that one. It was, in fact, the number 19 919 Hybrid of LMP1 rookies Earl Bamber, Nico Hülkenberg and Nick Tandy that clinched outright victory. Current Formula One driver Nico Hülkenberg, on loan from Force India, started and finished the race in the car's hot seat but the single-seater star's team-mates, Earl Bamber and Nick Tandy, both promoted to the LMP1 class by Porsche specifically for this event, put in top line performances alongside the German. The winning trio put in some blisteringly quick laps over the course of the 24-hours, staying calm and focused, making no errors to win on merit. They were followed home by the number 17 919 in second position, the pole-sitting number 18 car of Dumas/Jani/Lieb finished in fifth.

Porsche is the most successful brand at the world's toughest endurance race,

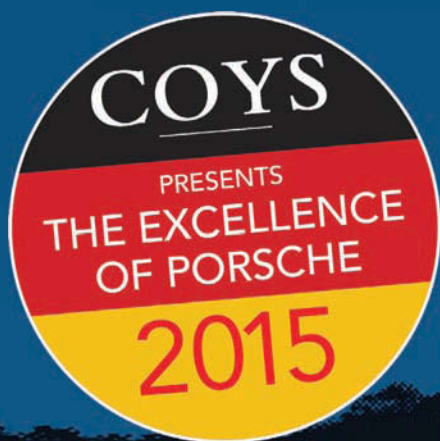
not including 2015's running, it has recorded 770 entries since 1951, 382 of which were points finishes that included 50 podiums. This 17th win comes exactly 45 years after its first at La Sarthe in 1970 with the fabled 917. It's quite an achievement in just its second year back at the race following its long absence, and what a great way to do it. It was heartening stuff for fans of Briton Nick Tandy, who rose up through the racing ranks and will now be recorded in history for his role with Porsche at Le Mans 2015. Meanwhile Patrick Dempsey, Patrick Long and Marco Seefried brought their Dempsey Proton Racing 911 RSR across the finish line to clinch second place in the GTE-Am class. Suffice to say it was smiles all-round at Porsche in France.

I spotted a brace of road-going Porsches returning from the great race the following Monday; many were liveried with racing graphics or Le Mans tribute decals, which made for quite a spectacle. It goes without saying that the following the Porsche brand enjoys is immense and performances like this latest one will only serve to perpetuate that love affair for many. Porsche is back where it belongs: at the top of the motorsport tree.



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PORSCHE SELECTS MICHELIN FOR 911 GT3 RS



Porsche equipped all its test vehicles at the launch of the 911 GT3 RS with Pilot Sport Cup 2 tyres, Michelin's road-legal, track-focused tyre.

Blurring the line between motorsport and road tyres, the Michelin Pilot Sport Cup 2 is the latest generation of road-legal track tyres specially designed for ultra-high performance cars that are used on road and track. Porsche has an existing relationship with Michelin as its tyres are the OE fitment on recent models including the 918 Spyder, Cayman GT4 and 911 GT3. The most recent model added to that list is the new 911 GT3 RS, for which the

German manufacturer has selected Michelin Pilot Sport Cup 2 ultra-high-performance tyres in 265/35 ZR20 front and 325/30 ZR21 rear sizes.

The co-development of these tyres began with the rubber fitted to the 918 Spyder and these were then developed to suit the characteristics demanded by Porsche engineers for the track-focused GT3 RS.

Using tyre sizes that are larger than those fitted to the GT3 means that the

size of the contact patch of the tyres is increased by 20 percent at the front and 18 percent at the rear. Overall this has the effect of increasing outright grip levels and contributes to the car's more track-focused dynamic handling characteristics.

Due to an innovative range of motorsport-derived technologies, the Michelin Pilot Sport Cup 2 is suitable for everyday road use as well as the demanding conditions on the race

track. Compared to its predecessor, the Pilot Sport Cup+, the Pilot Sport Cup 2 lasts up to 50 percent longer on track while offering faster lap times, improving resistance to aquaplaning in wet weather and maintaining high levels of driver safety and enjoyment.

To ensure the GT3 RS is prepared for difficult winter driving conditions, Michelin is the sole supplier of the Porsche-approved winter tyre fitment for the car.





JASMINE PORSCHALINK OPEN EVENING

Jasmine Porschalink's sixth annual open evening attracted a record-breaking number of Porsche cars...

An impressive 220 people accompanied by a record-breaking 130 Porsches, ranging from a period 1958 356 A to a present day 991 GTS, attended Jasmine Porschalink's sixth annual open evening recently making it a big success. All of the event's proceeds went to local charity, Pendleside Hospice, with donations garnered through a variety of fundraising methods including charity raffles and auctions, raising hundreds of pounds.

The event has now become established as something of a diary date for the local Porsche community,

led by Jasmine Porschalink's regular customers. Showcased inside its state-of-the-art service and repair centre were several ongoing restoration projects; namely an early 911 and a Lamborghini Diablo, as well as a recently refreshed 924 Le Mans edition. Occupying two of the firm's ramps were a pair of complete opposites, both modern and retro: a classic 1963 Porsche 356 C and a Limited Edition 997 Sports Classic, and both were the focus of attention from a wave of camera-phone wielding fanatics. A complimentary hog roast and drinks were also provided for the masses.

Director Brian Goff made his now-customary annual speech, in which he introduced members of the Jasmine Porschalink team, and outlined the aims and functions of the company. Brian also introduced Kev Howarth, of the Historic Endurance Rally Organisation, whose presentation and talk on Classic Rallying and 'Porsche Holidays' was well received by the crowds. Although food and drinks were complimentary, Brian urged visitors to kindly donate to Pendleside Hospice, which was met with warm generosity from the assembled guests.

The sound of Porsche engines

rumbled through East Lancashire under a beautiful early summer orange sky, with all Porsche models from all eras descending on Jasmine Porschalink's facility.

Support from local OPC Porsche Leeds resulted in a 991 GTS being present at the event, with the dealer also being responsible for one of the prizes for the charity raffle (Porsche tall glasses). Other raffle donations from Euro Car Parts (150-piece tool box), Morrisons, Pagid and Joanne Coulthard meant some lucky attendees didn't leave empty handed (www.jasmine-porschalink.co.uk).



911UK PORSCHE AWARDS

The 911UK Porsche Awards recently celebrated the thriving UK Porsche Industry.

The annual 911UK Porsche Awards, the only Porsche awards which recognises the cream of the UK's Porsche industry, took place recently. The awards are open to a public vote (not simply 911UK club members) with additional categories judged by an expert panel of industry judges, and *GT Porsche* was amongst them.

Recognising industry achievements from across the UK, the awards ensure consumers are dealing with first class companies as part of their Porsche ownership experience.

Of those judged categories, the Motorsport Breakthrough Award went to reigning Carrera Cup GB champion Josh Webster, the award for Social

Media and Marketing went to Autofarm, the Recommended Car Sales Award was clinched by Gmund Cars in North Yorkshire, and the Recommended Car Service Award went to PCT Cars in Coventry.

For a full run down of the victorious entities, make sure you visit www.porscheawards.co.uk

SIMPLY PORSCHE

Simply Porsche event has another successful year.

Over 600 Porsches drove to the National Motor Museum to take part in the third annual Simply Porsche event in June. The diverse display of these legendary cars, which was attended by over 1000 visitors, had something to delight every Porsche enthusiast.

This year's event, held in association with The Independent Porsche Enthusiasts' Club (TIPEC), welcomed a diverse selection of Porsches which spanned the history of the German marque, from early examples of the 356, right up to the latest 911 Turbo S. Eighties classics, such as the 911 Turbo and 928 could be admired alongside more recent models, such as the Boxster, 997 GT2 and Panamera. In addition, owners and spectators were able to browse a selection of Porsche specific trade stands.

Throughout the day, visitors had the opportunity to vote for their favourite Porsche vehicles on display in the

People's Choice Awards. The overall winner of this award was Richard Gill from Newark, with his stunning 964. Richard's car was featured in these very pages back in April, and this was the first show that the car had been to following its rebuild, with only a faulty starter motor causing trouble on the way there. Richard and his son Lewis were presented with the People's Choice Trophy by Beaulieu's managing director Russell Bowman.

John and Janelle Hughes took second place in the visitors' vote, with their immaculate left-hand drive 914, finished in an eye-catching shade of yellow. Third place went to Greg Freeman, who travelled down to Beaulieu from London in his bright red 944 S, which has been in his family since it was new. Following the award presentation, a selection of the most popular vehicles took part in a cavalcade around the parkland.



918 SPYDER GLOBAL RECALL

Porsche issues a recall for 918 Spyder models that have already been delivered.

A precautionary recall for 918 Spyder models has been issued for a service shop inspection that affects 47 cars in the UK. The recall is because the electric wiring harness for the radiator fan in vehicles manufactured until the end of April 2015 could be damaged by a carbon fibre component. The wiring harness will be examined and optimally remounted in the workshop.

The cause was identified following an examination of complaints. Corrective measures were then immediately taken in manufacturing. The owners of the affected vehicles are being contacted directly by Porsche. The workshop visit, which will be free of charge, will be arranged as quickly as possible and will likely require the vehicles to be left in the workshop for half a day.



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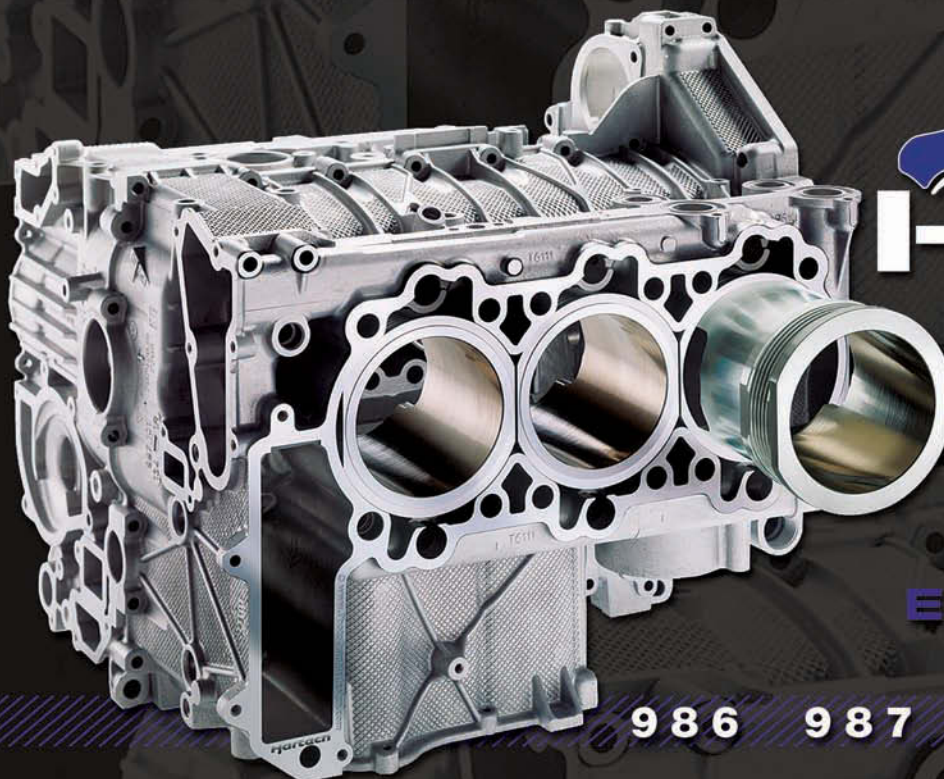

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CAMMISH MAINTAINS LEAD AT OULTON

Current Championship leader Cammish and former double champion Meadows win at the Cheshire track

CARRERA CUP GB

ROUNDS FIVE AND SIX: OULTON PARK

It was an impressive sight when 28 Porsche 911 GT3 Cup cars graced the challenging 2.2-mile Island Circuit at Oulton Park as it played host to the fifth and sixth rounds of the 2015 Porsche Carrera Cup GB Championship. The talent-packed grid of flat-six, rear-engined sports cars thrilled spectators with yet more nail-biting nose-to-tail action.

During race one Carrera Cup GB pacesetter Dan Cammish stamped his authority on the 2015 Championship once again with a faultless drive to take his fourth win of the season during the first race of the weekend. The 26-year-old, who started from pole, seamlessly negotiated a tricky safety car restart to take the chequered flag and pick up more points on his nearest rivals. Cammish had forged a healthy lead when the safety car was deployed at the midpoint of the race and despite that advantage being wiped away, the Yorkshireman never looked like relinquishing top spot despite intense pressure from Nicholas Latifi in the final stages. The Canadian, who finished just over three tenths behind Cammish, enjoyed the best result of his season after a thrilling tussle with Stephen Jelley.

"I got a decent start but misjudged the first corner which meant Jelley passed me," Latifi said. "I felt comfortable with the car straight away and had it not been for that first corner I think I would have pushed

Cammish harder. I enjoyed the clean fight with Jelley though and to be fair to him, he always left me enough room. I want to keep this momentum and get back on the podium. I should be able to do so with another strong starting spot tomorrow."

Team Parker Racing's Stephen Jelley rounded off the podium to bring home another strong haul of points and keep him in the Championship hunt. The 32-year-old led home a fiercely competitive pack of drivers including Porsche Carrera Cup GB Scholar Josh Webster, Championship rookies Tom Sharp and Dino Zamparelli, and the experienced Porsche racer Victor Jimenez.

Nantwich-based Jordan Witt took another class win in the Pro-Am1 category with an extremely controlled and patient drive. The Redline Racing driver capitalised on rival Karl Leonard's misfortune after an incident on the final lap dashed his hopes of clinching a top five finish overall. In the Pro-Am2 class, GT Marques' Scott Marshall took the win from Redline Racing's John McCullagh and Asset Advantage Race Team's Iain Dockerill.

In race two former double champion Michael Meadows produced a fantastic display to keep current Championship leader Dan Cammish at bay and clinch his first win of the 2015 season in the second race of the weekend. The Samsung SUHD

Points standing after round four:

Pro category:

1	Dan Cammish	119 points
2	Stephen Jelley	92 points
3	Josh Webster	88 points

Pro-Am1 category:

1	Ignas Gelzinis	54 points
2	Jordan Witt	50 points
3	Karl Leonard	46 points

Pro-Am2 category:

1	Iain Dockerill	45 points
2	John McCullagh	35 points
3	Paul McKay	30 points

TV Racing driver had Cammish looming large in his mirrors for the duration of the race but held on to take his fourth Porsche Carrera Cup GB win around the undulating Cheshire track. The Oxford-born racer, who started on pole, made a good getaway and spent the entire race being pushed to the absolute limit by a marauding Cammish behind. The pair battled nose-to-tail and were separated by just over three tenths at the finish line. The win means that the driver on pole has now won the last six Carrera Cup GB races, underlining the importance of the top spot in qualifying around the tight Island Circuit.

"That was the first opportunity I've had to go toe-to-toe with Dan and it was awesome fun," Meadows said. "We're obviously team-mates and learnt a lot from each other throughout the weekend. We were both pushing the whole time and we knew we wanted to build as big a gap to the rest of the field as possible. In terms of the Championship, I didn't gain too much on Dan but you can't help but enjoy



fighters like that where you are both on the limit."

Cammish extends his lead at the top of the points standings to 27 after his closest title rivals Josh Webster and Stephen Jelley finished in third and sixth respectively. Jelley was on for a higher finish but went off in a tussle with Parr Motorsport's Dino Zamparelli. Nicholas Latifi was another who lost a solid haul of points after he suffered a puncture to his front-right tyre, which dropped him down to sixteenth. Their misfortune was Tom Sharp's gain as he came home impressively in fourth.

In the Pro-Am1 class, Karl Leonard put the previous day's disappointment behind him with a well-deserved category win. The Irishman, who showed impressive pace throughout the weekend, was mixing it with the pros once again. Redline Racing's Jordan Witt secured the coveted 'Driver of the Weekend' accolade after backing up his class win the day before with another podium. The 24-year-old has demonstrated consistent speed over the first three 2015 Championship rounds and looks set to be a strong contender for the class title.

IN2 Racing's Graham Mundy took the Pro-Am2 spoils after forging a sizeable gap to runner-up Iain Dockerill and Jura Racing's Nerijus Dagilis.



968 SUCCEEDS AT SILVERSTONE 24 HOURS

A 22-year-old Porsche recorded a fantastic finish at Silverstone, raising money for a children's charity in the process



Photo: Gary Hand Photography

A classic Porsche 968 competing in the Britcar 24 Hours of Silverstone has raised thousands of pounds for the Children's Heart Federation charity. Starting towards the back of the grid, the 22-year-old Porsche beat faster cars that could not last the distance, eventually coming home twelfth overall.

"Beating congenital heart disease is all about teamwork, just like endurance racing," said Jonathan Evans, a trustee of the Children's Heart Federation and one of the 968's four drivers alongside Ben Demetriou, Paul Follett and Alex Eacock.

"This satisfying result is testament to a great team of drivers, pit crew and sponsors. Each team member did their utmost to achieve the best result for a wonderful organisation that supports so many sick children every year. Prepared by EMC Motorsport, the Porsche ran faultlessly throughout the event, outlasting much quicker cars, including two 911s. We have much to be proud of today."

The team is still taking donations in support of its efforts, with all proceeds going directly to the Children's Heart Federation (CHF). Porsche fans can contribute at www.justgiving.com/team-chf500/. Learn more about the CHF at www.chfed.org.uk.

VAN LAGEN RULES MONACO

It was a lights-to-flag victory for Jaap van Lagen at the Porsche Mobil 1 Supercup race in Monaco



MOBIL 1 SUPERCUP
ROUND 2: MONACO

Putting in an immaculate drive at the wheel of his Porsche 911 GT3 Cup, Dutchman van Lagen climbed to the top of the podium in front of the royal box at Monaco for the first time in his career. "I've won a lot of races over the years and I've finished on the podium twice here already, but never as the winner. This Monaco victory means a great deal to me. It's something very special," he said. The trophy for second place went to Austrian Philipp Eng, with Britain's Ben Barker finishing third.

Taking up the race from pole position, van Lagen refused to relinquish his advantage at the start and turned into the first corner as the leader. Eng stuck close on his bumper. Christian Engelhart, who had started from third on the grid, collided with the barrier in the first lap and lost a place to Barker. Despite sustaining damages to his car, Engelhart was able to continue in fourth place. "That was exciting and I was pretty lucky. Right at the start, Barker suddenly appeared

next to me and I tried everything to fend off his attack. But I hit the dirty side of the track and lost control of my car. I'm pleased that I could bring home fourth despite the slightly misaligned toe," summarised Engelhart. Barker stated: "I focused completely on the start and the first few metres and I managed to overtake Engelhart right at the beginning. Securing a podium spot at Monaco is, of course, fantastic."

After an accident involving three vehicles occurred on lap seven, the safety car was deployed. The gap between the leading group closed up, but when the race went green again none of the pursuers managed to overtake on the snaking street circuit. The order remained the same to the flag: van Lagen ahead of Eng. "To score a podium result in second in Monaco is cool. Five hours later, the Formula One pilots are honoured up here," said Eng. Trailing the 25-year-old over the finish line were Barker,

Engelhart, Michael Ammermüller and Alex Riberas.

In the overall rankings, Barcelona winner Ammermüller leads with 32 points after two of eleven races. Eng is tied for points in position two, with two second places to his credit. Despite touching the guardrails in Monaco, Engelhart still managed to turn the fastest race lap, and sits third overall with 30 points.

Standings after 2 of 11 races

Drivers	Points
1. Michael Ammermüller (D/Lechner Racing Middle East)	32
2. Philipp Eng (A/Market Leader Team by Project 1)	32
3. Christian Engelhart (D/MRS GT-Racing)	30
4. Kuba Giermaziak (PL/VERVA Lechner Racing Team)	25
5. Ben Barker (GB/MOMO-Megatron Team Partrax)	23
6. Alex Riberas (E/The Heart of Racing by Lechner)	22

MORRIS KICK-STARTS CHAMPIONSHIP DEFENCE IN STYLE

Team Strasse enter the Porsche Club Championship attempting to pull-off a historical back-to-back championship win



Last year's Driver and Team champions Team Strasse travelled to Brands Hatch in May for rounds one and two of the Porsche Club Championship 2015. Returning for his second year with the Strasse team, Pete Morris is looking to become the first driver in the championship's history to take the Drivers' Championship in two consecutive years. Chris Dyer returns in his Cayman S for the third year in class one with Andy Toon and Hugo Holmes continuing their charge on obtaining the class two championship. David Botterill moves to class two for the first time as his 964 C2 is now eligible for this category.

During qualifying the 20-minute session saw Morris take the top spot with team-mate Botterill taking the class two pole. Dyer qualified in sixth place. Holmes qualified in fifth place in class two, with Toon taking the sixth spot.

Race one saw defending champion Morris make the best start, holding off McAleer into the first corner at Paddock Hill Bend. Dyer made a poor start spinning the wheels on the start line, dropping him back a few places. In class two Botterill lost out on the first corner to the number 18 car of Speed. Bad luck soon followed for Hugo Holmes heading into lap two when he was T-boned. The car was too badly damaged to continue. A safety car had to be deployed to retrieve the damaged car. When the action restarted the front two broke clear, leaving Harrison to fight off his pursuers in third. For lap after lap McAleer looked for a way past Morris. Despite McAleer's efforts, Morris held on to start his title defence with a win. The class two battle was equally tight with Speed having to defend from the ever-present Botterill as they worked their way through the back-markers. Despite every attempt by Botterill

he was unable to pass, crossing the line in second place in class two. Dyer fought his way back from the early setback and despite an off-track moment clawed his way back to take eighth place.

"That was a cracking race," Morris commented. "I was having to defend a lot from Mark but you can do that really well here. I had the pace of him down the straight and into Paddock Hill Bend. It all went to plan, a brilliant start to the season."

"I had to work for that," said Speed. "Dave Botterill kept me more than honest. I got sideways off the line but held it together and got round people. We had a great battle. He got back to me, was right alongside once, and it was an enjoyable race."

In race two Morris lost out to McAleer who got the best getaway. Morris had to fight hard to hold off Harrison who was in third. Morris wasted no time in trying to take the lead, immediately looking for a way past McAleer in the early laps. Carnage soon followed in class two, resulting in a number of badly damaged cars. The safety car came out again.

The Green flag was waved after three laps under yellows and the fight was back on. McAleer had to fight hard to keep Morris from taking the first spot, slamming the door shut with both cars nose-to-tail crossing the finish line. Chris Dyer made a good start and was on the back of the leading cars until an engine problem forced him to back off until the cooling fans reset themselves. This resulted in the leading pack pulling away and Dyer crossing the line in fifth place. In class two Botterill looked comfortable to take the class win but on the restart he got blocked in behind the back markers, losing a number of places. He was unable to fight his way back through the field, crossing the line in fourth



place. Andy Toon was unable to start the second race due to an engine problem that was discovered during the break by the Strasse team.

Pete Morris in the No 1 Porsche 996 C2, commented: "I made a poor start and McAleer got ahead of me and it was just so hard to get past. Mark and I respect each other and can race close like that. I left here last year with a win and a second place and went on to take the title, so I'm happy to do the same today. It was in class two that Hugo was unfortunate – there was lot of people not behaving themselves but the class one drivers did. They cut the race short so maybe I could have taken McAleer if I had an extra lap."

Chris Dyer, in the No 9 Porsche Cayman S, said: "I had good battle in the first race but Mike Johnson's car was leaking fluid and I was unable to see anything out of the window. The car was understeering all the time with the amount of fluid coming from Mike's car. But I was pleased with seventh place. In race two I made a cracking start and was in fifth behind the leading pack but I forgot to put the fans on so I had to drop off the pace to let the engine cool down. Then I got boxed in on the restart after the safety car but I managed to take fifth so I am well happy with that".

The number 8 Porsche, a 964 C2, was driven by David Botterill. He commented: "I did what I had to do from the start in race two and managed to make a good gap between myself and the second place car but the safety car came out and I managed to get myself boxed in on the restart at Paddock Hill and lost the lead. I then managed to get boxed in again with the back markers losing a few more places, finishing fourth. I am bit gutted with that but in all the car handled well and I was happy with it."

Hugo Holmes in the number 24 Porsche 968CS, said: "It could have been better. I qualified fifth but I wanted to do better but had to look after my tyres and, unfortunately, in race one my car was damaged beyond repair after the incident on lap two. It was unfortunate I was up to third in class and I felt I had the power and capability to take second but I lost out today due to some crazy driving".



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

Turbo or not Turbo? Peter Morgan considers a question being asked by 996 buyers at present

It is no surprise that the 'Mezger' engined water-cooled 911s are finding an established position in the future classic Porsche marketplace.

Among the 996s, the GT3 and Turbo stand head and shoulders above the sometimes mixed (and frequently unfair) public reputations of their Carrera brothers.

Whatever your viewpoint, the Turbo in particular has become a highly sought after 911 and inevitably given the cars are now 10-15 years old, buyers are struggling to find examples with the necessary quality.

In the past month a client asked me to look at three 996 Turbos that were on sale at one non-specialist dealer and choose the one he should buy. Beforehand, I'd prepared a spreadsheet of the basic specs of each car and this had focused my attention on one in particular. Being a 2001 model, it was actually the oldest of the trio – the other two being 2002 cars.

All were within 10k of 100,000 miles. This didn't put me off and the asking prices of around £27k strongly showed what a buying opportunity a high mileage car can be. If the car has been well serviced and maintained, it should have significant capability to go much further without major rectification other than the normal wear and tear components.

What I also liked about the paper spec of the first car was that it had a Pioneer touchscreen ICE/sat-nav system that greatly supercedes the old PCM1 sat-nav. It had a satisfactory service history and a new clutch some 9k miles previously. There were a few over-revs but these were around 400 hours previously and before the clutch change. It wasn't ideal, but not at this stage a showstopper.

The body had been partially repainted but on examination I noted the VIN wasn't under the bonnet and, after taking out the front compartment



Buying a used Porsche from a non-specialist dealer is always something of a lottery

carpet, it was clear the car had received a major accident repair. I was ready to quit at this point but I took a look under the engine to find both turbos were leaking oil, with drips on the ground and both wastegate controllers were seized.

At this point I moved over to the second car. Again the service history was good but there was no supporting history file. This was a Tiptronic with the old PCM1, Bose sound and rear Park Assist. It hadn't been crashed and didn't have any oil leaks, but again the nearside wastegate controller was seized and it needed replacement rear tyres. The brakes were all in good

condition and the only issue was that the repainted upper body had some unsightly scratches on the roof and the windscreen was heavily pitted. I hadn't expected this car to check out okay, but with some work it might do the job.

The third car was another Tiptronic. Now Tiptronic is a good option on the Turbo because the car has the torque and ultimate power to deliver an effortless drive without you pushing on the seat belt impatiently wanting to go faster through the upshifts.

If a Tiptronic works and doesn't leak, it is probably okay. It's when the torque converters start whining and you find gears popping out that the problems begin. I took the third car for a run and found it drove really well. The airbag light was on, but that was because it had previously had a completely flat battery. These cars cannot be left for even a week with a battery that's more than four years old and going dead flat doesn't do the electronics any favours. The fault code memory was all lit up as a result, but clearing that revealed this car had no serious issues there and that it had only ever been up to its red line for just six seconds throughout its life – a sign of intelligent driving by its six previous owners.

This Turbo was beginning to get more pros than cons and didn't give the impression of being a tarted-up old nag that had pounded the nation's motorways or been thrashed on track days. It also had some nice details, like ruffled leather and six-way adjustable seats. Under the car, there were no oil leaks and both wastegate controllers moved freely. The underbody always reveals those cars that have been properly maintained. You notice heat shields are secure, that fasteners aren't dissolving with rust, and suspension bushes look supple and secure. The tyres were all nearly new, although the rear brakes were coming up for replacement. But that was about it.

Buying a used Porsche from a non-specialist dealer is always something of a lottery because the dealer himself usually doesn't know what to look for when he's offered the stock. This particular trader had a few other Porsches, but had clearly bought the Turbos using only data from a trade price guide. They were all potential future classics that, to the casual punter, all looked great from the comfort of the driving seat. But the reality was that only one of the three represented a good drive-away deal ○

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


911 Carrera Speedster (1964)

5-Speed • Polar Silver • Black Leather Sport Seats • 17" Cup Wheels
3-Spoke Club Sport Steering Wheel
36,537 miles • 1994 (L)

£199,995

911 Turbo Targa (1980)

4-Speed • Grand Prix White • Red Leather Sport Seats Piped White
16" Fuchs Wheels • Air Conditioning
13,499 miles • 1988 (F)

£124,995

911 Carrera Supersport

5-Speed • Silver & Black • Cobra Bucket Seats • 16" Fuchs Wheels • Limited Slip Differential • Road Legal Race Car • 71,579 miles • 1989 (F)

£74,995

911 Carrera 2 S (1997 GEN II)

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera Classic Wheels
Touchscreen Satellite Navigation
31,449 miles • 2011 (61)

£49,995

911 SC Sport Targa

5-Speed • Jet Black • Black Leather Seats • 16" Fuchs Wheels • Stainless Steel Exhaust & Heat Exchangers
37,495 miles • 1982 (X)

£49,995

911 Carrera 4 (1993)

6-Speed • Midnight Blue • Dark Blue Leather Sport Seats • Blue Power Hood 18" • Turbo Wheels • Air Conditioning • 72,490 miles • 1996 (N)

£49,995

911 Turbo (1997)

Tiptronic S • Arctic Silver • Black Leather Seats • Sport Chrono Pack Plus • Satellite Navigation • 23,635 miles • 2007 (07)

£48,995

911 Carrera 4 S (1997 GEN II)

7-Speed PDK • Guards Red • Black Leather Sport Seats • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 37,869 miles • 2010

£48,995

911 Carrera 2 (1997 GEN II)

6-Speed • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation 19" Carrera Sport Wheels • 26,356 Miles 2011(61)

£45,995

Boxster S (1981)

7-Speed PDK • Basalt Black • Black Leather Seats • Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

£44,995

911 Carrera 2 (1997 GEN II)

6-Speed • Basalt Black • Flamenco Red Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels • 33,742 miles • 2008 (58)

£39,995

911 Carrera 2 (1997 GEN II)

7-Speed PDK • Cream White • Cocoa Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 53,902 miles • 2008 (58)

£37,995

911 Carrera 2 (1997)

6-Speed • Seal Grey • Black Leather Sport Seats • 18" Carrera III Wheels
Satellite Navigation • Porsche Sound Pack • 38,133 miles • 2006 (06)

£29,995

911 Carrera 2 S (1997)

6-Speed • Arctic Silver • Dark Blue Leather Seats • Satellite Navigation
19" Carrera S Wheels • Heated Seats
58,481 miles • 2004 (54)

£26,995

911 Carrera 2 (1996)

Tiptronic S • Basalt Black • Black Leather Seats • 18" Carrera Wheels
Switchable Sports Exhaust • Cruise Control • 42,947 miles • 2004 (04)

£21,995

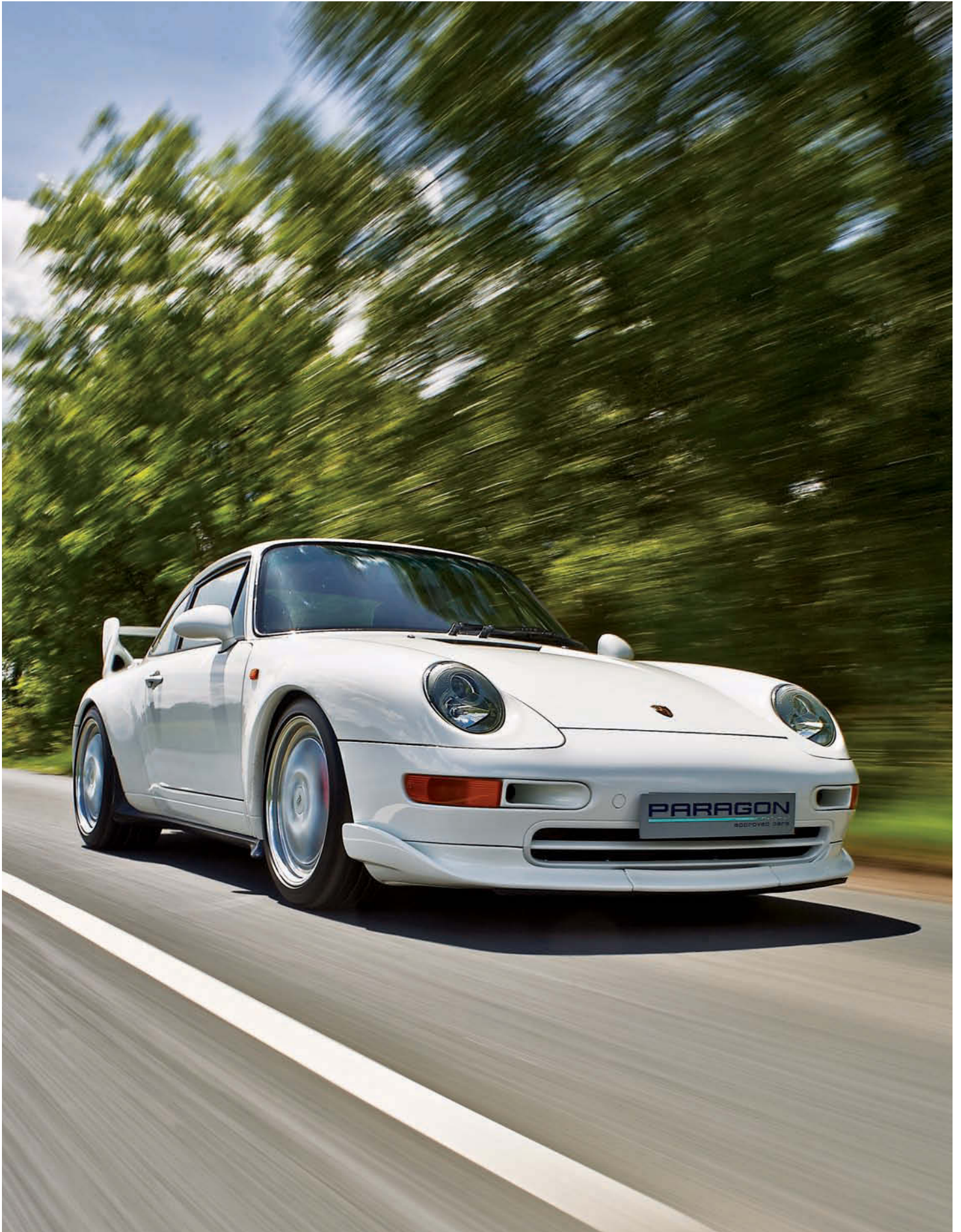
Boxster S (1987)

6-Speed • Basalt Black • Black Leather Seats • 19" Carrera S Wheels • Heated Seats • Full Leather Interior • 39,686 miles • 2005 (05)

£17,995

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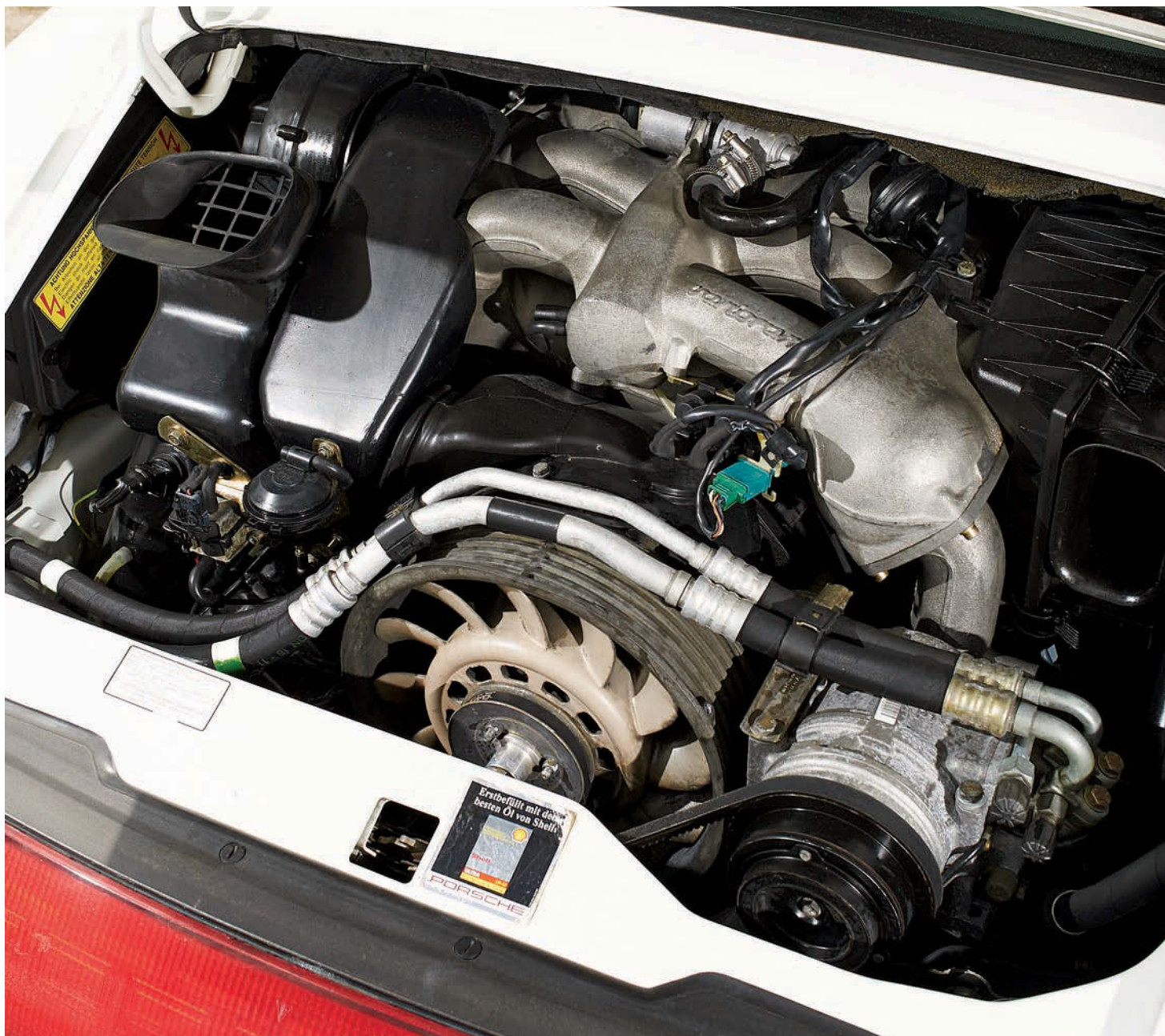
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AirWaves

The 993 Carrera RS celebrates its 20th birthday this year.
Does the definitive and final air-cooled 911 feel its age?

Story: Simon Jackson Photography: Gus Gregory



This is it then. The pinnacle of air-cooled 911 evolution. Looks good, doesn't it? It's quite remarkable really that the car you're looking at here is now 20 years old. To me, at least, it plainly looks and feels desperately current, both inside and out. And yet this year the 993 Carrera RS will indeed stride headlong into its third decade of existence, and it would appear upon first inspection every bit as mouth-watering as it did back in the mid-1990s. What's its secret? Well, understanding the Rennsport 993's legacy really requires a quick flick back through the history books to the 964 RS before it. Then, and now, the 964 RS was regarded as something of a wild child, a 911 RS model to be feared and respected in equal measure (alongside the 2.7 RS of old). For

certain the 964 RS was one of the rawer offerings to emerge from Zuffenhausen over the years, that much is clear. The archives record that with the 964's natural descendant, the 993, Porsche managed to retain the fundamentals of that historical RS flair whilst mixing in just the right amount of fresh usability. In essence it rounded off the edges a bit. The 993 Carrera RS therefore is remembered for its keenly balanced, well-rounded and ever-so-slightly placid nature in comparison to its predecessor, if you could ever insult an RS model in that way. By no means was it the most radical RS yet it is highly deserving of its place in Zuffenhausen's historical hall of fame.

We can thank the Porsche Supercup for the existence of the 993 Carrera RS. In order to produce the Carrera Cup car for the series, which

was proving popular as part of the support package for Formula One, Porsche was required to homologate the 993 before it took over racing duties from the 964. Weissach charged Roland Kussmaul, an old hand at Porsche motorsport, with leading the new Cup car's development which began in May 1993. The competition cars began life as standard Carrera 2 shells, before being transported to Matter in Graben-Neudorf where they were fitted with their integral roll-overs. Back at Weissach the cars, of which 35 were created, were built up with their chassis and running gear. Now every road-going RS model hails from humble beginnings, and the 993 Carrera RS road car was no different to its racing brethren. Like the track-going car, these too started out as the bare bones of a Carrera

*Porsche sold 1,130 993 Carrera RS cars in 1995,
more than enough to satisfy the relevant
homologation regulations*



model, and Porsche set to work lightening, strengthening and uprating each of them as only it knows how. The Carrera's original 3.6-litre flat-six was bored-out to a capacity of 3746cc, making the M64/20 the largest air-cooled engine to ever grace the posterior of a 911. Output for the road car was up to 300hp (at 6500rpm) with peak torque recorded at 262lb ft under the control of a Motronic 2.10.1 system boasting an extensive remap. However the biggest change was the appearance of Porsche's VarioRam valve timing for the first time. Vacuum operated sliders varied the length of the induction runners here to provide a broader torque curve at low and medium speeds (up to 5000rpm), whilst also providing a higher power output due to shorter tracts at increased engine speeds – a

win/win situation in engineering terms. The setup was combined with a dual stage throttle that was pneumatically operated. The 993 Carrera Cup road car was available in both 'basic' or Club Sport versions, but both shared the same mechanicals.

Borrowing from its GT2 cousin, the Carrera RS utilised a six-speed G50 gearbox that was available with revised fifth and sixth gear ratios in the Club Sport cars. Both 'boxes featured a limited-slip differential with 40 percent locking function under load, and featured Porsche's ABD automatic differential control system. Braking came courtesy of the same system fitted to the 964 3.6 Turbo (322mm vented and cross-drilled discs with four-piston callipers), with the RS retaining the ABS system from the 964, too.

Matched to this the 993 Carrera RS sported a tighter chassis setup over the standard Carrera model, admittedly not as rigid as its RS forebears but stiff nonetheless, retaining the usual 993 multi-link rear end arrangement with the shell dropped around 30mm closer to the ground at the front, and 40mm at the rear over its 18-inch Speedline Cup wheels. The three-piece split-rims adorned each corner in staggered sizes, eight inches wide at the front, 10 inches out back, completing the chassis package. As you might expect one of the biggest factors in improving the 993's on-road poise was a calculated weight loss programme. In its purist form the Carrera RS could boast a loss of 100kg over the standard Carrera model, the RS weighing 1170kg achieved through a brace of specification alterations.



Predictable, calculated and organic, the driving experience is so polished and reliable that it makes it one of the most pleasant RS models to steer

Any luxury items were deleted; electric windows replaced with manual versions, central locking, audio speakers, door trims and insulation were binned. Svelte glass was also fitted to the side and rear window frames (the rear being non-heated glass), and even a reduced capacity washer fluid bottle (1.4-litres) was placed in situ. One addition absent on its Carrera Cup sibling that added weight was a functioning handbrake. The steel body itself, seam welded rather than spot welded for stiffness, was paired with aluminium doors and an aluminium front deck lid, while lightweight fixed-back Recaro front chairs (the rear seats were deleted) completed the picture. Now, with the eradication of all these components it may seem rather bizarre to hear of the exterior additions made to the 993 Carrera RS, but no self-respecting Zuffenhausen special would be

complete without functional aerodynamic extras, right? And of all the RS models, this one boasted a rather distinctive aero-kit chiefly comprising that vast (fixed) rear wing – a bi-plane version could be specified on the Club Sport version of the car. Deeper side sills and a menacing front bumper splitter with side winglets also served notice of the 993 Carrera RS's intentions on the road.

In total Porsche sold 1,130 993 Carrera RS cars in 1995, more than enough to satisfy the relevant homologation regulations, and a further 57 cars in 1996 – just 47 of these being right-hand drive. Our feature car, currently for sale with Porsche specialist Paragon in East Sussex for £249,995, is of 1995 vintage and features the winning colour combination of Grand Prix white with a black and grey two-tone hide interior, body coloured seat backs and Guards

red seat belts. The three-spoke sports steering wheel seen here was also an optional extra but the air-conditioning and its Porsche CR2 radio were factory-fit items – going some way to providing comfort and convenience features. This particular car has covered just 36,000 miles during its 20-year lifetime. In part this low mileage explains the factory fresh appearance of the car, which has clearly been cherished since new, but moreover the design aesthetic and overall feel of this car surpasses far newer Porsches. It is this sense of modernity that is overwhelmingly evident as I step inside and pull the familiar (and lightweight) RS door-strap behind me. And you know, even the driver's door feels solid and contemporary as I close it, accompanied by a reassuring clunk halfway between the slam a classic car door requires and the gentle shove a more modern machine needs.





Ahead sit the traditional and very familiar array of 911 instrument gauges, but everything from the switchgear to any exposed dashboard plastics have matured with the sort of age-defying appearance I'm sure Olay would dearly love to bottle and retail at a premium price point. There's a pregnant pause while I soak up the vista presented by this iconic 911, before firing the engine into life, greeted by the undeniable rasp of an air-cooled flat-six.

Out on the road this 993 feels, for want of a better term, 'easy' to drive. If I were new to older 911s and this was my first taste, I might assume all air-cooled classic Porsches deliver a driving experience akin to the user-friendly ones offered by their later water-cooled descendants. As you may well know, though, that's not strictly the case. Inputs into the sports steering wheel,

however slight, are reciprocated with explicit movements of the car – there's no play in the wheel here, everything feels incredibly tight and fresh. Any overly intrusive cabin noise is kept to an absolute minimum (remarkable given the paired-down insulation in this car), very much in parallel with any ultra modern Porsche you could care to mention. I crack a window to catch an earful of the 3.8-litre motor, which sadly I have to say provides a rather disappointing audio accompaniment. There are more melodious 911s out there, let's put it like that. Nevertheless, the 993 Carrera RS whips along with ease under normal road conditions, never making me feel like I'm riding saddle-less on a racehorse, like so many RS variants can at times. Away from the main routes we dip into the countryside where the 993 can be worked that little bit harder but even

here, with greater pressure applied across the board, it never breaks its resolute composure, preferring to feel a touch monotonous yet tractable rather than precarious or skittish. Is this a good thing in an RS model, I wonder? In an attempt to provoke the visceral thrill delivered by some RS variants, I push on further still, but while this 993 does boast abundant pace to a point and a certain level of dynamism, it never seems to feel as animated as I am expecting or perhaps hoping. Rather it feels eminently safe, dare I say in some very small part faintly anodyne, as though even if its boundless traction were to be disturbed, it would not bite save even for the most inexperienced and innocent of driver. This is rather diametrically opposed to any contemporary RS its junior. But wait a second; perhaps I'm coming at this car from the wrong angle?



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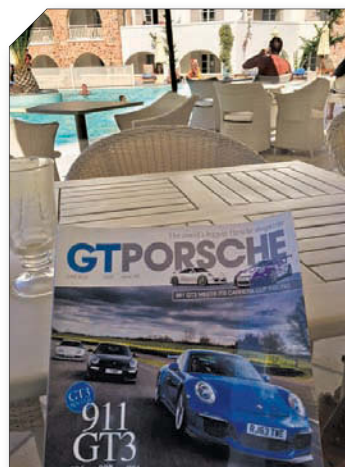
Ultimately if the 993 Carrera RS truly does represent the pinnacle of classic 911 motoring, then wisdom dictates that it would offer the most sophisticated driving experience of all its air-cooled ancestors. And that's precisely what this car does. Okay, so it's not exerting uncomfortable G-force on my body or scaring me into treating it with kid gloves like say a 997 or 991 RS might, but this is an RS from a different point in time. Far from being a tame RS Porsche, rather this 993 is a distinctly refined one, offering its performance (which is not to be sniffed at) in both a linear and progressive fashion. It's not docile as I might have first thought, it simply offers maximum driveability from an exquisitely balanced chassis, telegraphing its full and complete intensions to the driver in a digestible manor rather than overloading his or her senses

and forcing a state of panic upon its pilot like some of its more contemporary counterparts. Surprise! There are no undue surprises here...

Its tractable powerplant may not boast the rip-snorting figures for which we've become accustomed to on contemporary RS cars, but the 993 is able to provide enough thrust to proudly allow this air-cooled system of propulsion to bow out of the Porsche 911 gracefully. Predictable, calculated and organic, the driving experience provided by the 993 Carrera RS is so polished and reliable that it makes it one of the most pleasant RS models to steer. Sure, this car feels accessible to drive, but when did being a permanent live wire become a prerequisite for determining what makes for an exciting 911? Twenty years on from its inception, this 993 can certainly stand tall, signifying the zenith of air-cooled RS 911s as it

does. This car manages to cross boundaries, beautifully bridging the gap between the air-cooled 964 RS before it and the water-cooled 996 that followed. The 993 Carrera RS feels and drives like a far more modern Porsche, yet it rather magically manages to capture the spirit of its air-cooled 911 relatives in both aesthetics and the driving experience it provides. It might sound obvious in a way but this car really does feel like the very best of an older generation of Porsche sportscar, while also managing to bestow a sense of the what the future would hold for the 911. There have been faster Rennsport cars, there have been and will be far more intense Rennsport cars, but none of them can boast the allure or significant historical importance of the 993 Carrera RS. For that reason this car will forever remain an important chapter in the RS story. Here's to the next 20 years ○

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



HOLIDAY SEASON

I took the June copy of *GT Porsche* with me on holiday to Santorini, another great read, thank you. I love the *Long Term Fleet* section and it was great to see the 944 S2 Cabriolet getting some pages too. Keep up the good work.

Adrian Lazarus, email

Thanks for making us sick with envy on a grey Monday morning Adrian! *GT*

HERO WORSHIP

Thank you for Colin Goodwin's outstanding *Porsche Moments* piece in April's issue of *GT Porsche*. I could not agree more. My own dalliance with Porsche ownership (a much-loved 993) is only two-years-old but long enough to really appreciate his sentiments. Marvellous.

Martin Baggerly, Hong Kong

PDK vs MANUAL (PART 2)

Having read the letter in July's *Your Writes* regarding the plight of the manual transmission and perhaps its swan song in the GT4, I thought I would add my voice to the debate.

Until now, all of my 911s have been manual: 993 C2S; 964 RS America; 996 GT3; 997 GT3; and my current (second generation) 997 GT3. But two weeks ago I took delivery of a Carrera 2 GTS Cabriolet with PDK (primarily due to the fact that my American wife cannot drive a manual). I thought I would share my experience as a long time manual driver on the autobahns and Nordschleife...

Firstly, if you are going to get an automatic, it simply has to be a dual clutch system. My overall impression of the PDK is that it is an amazing piece of technology. The shifts are fast and smooth. I did find, however, that in an effort to attain reasonable mpg and emissions compliance, the transmission is overly fond of short shifting towards seventh gear.

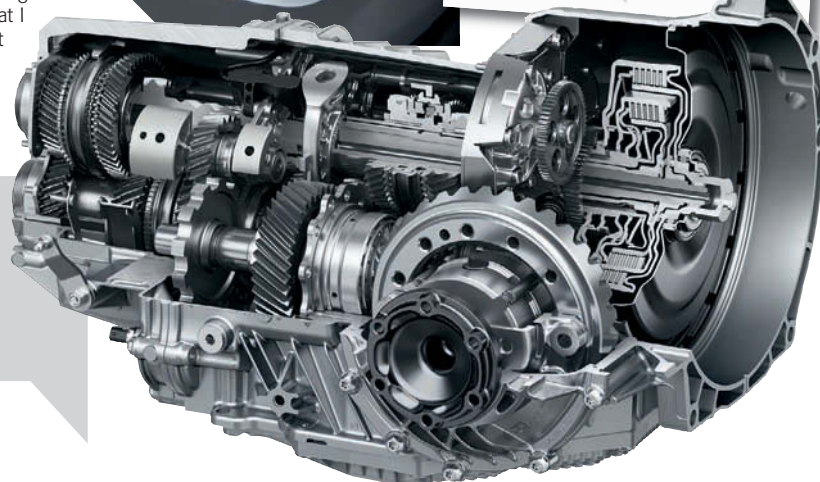
On the track, Sport+ does a great job of shifting. Having said that I would observe that, for me at least, Sport+ and manual shifting is the right combination for the best results on track. I didn't really

find that PDK made me faster around the 'Ring, I'm still trying to figure out why that is – maybe old age? Overall I was impressed with the technology, but the programming is too focused on emissions and fuel economy when left to its own devices.

The bottom line is, if you want to

really connect with your car the manual transmission on the GT3 is the way to go but if you do have to compromise, PDK is, without doubt, state-of-the-art and is the automatic transmission to get.

Larry Cable, San Francisco



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Job's a good'un

Last year Porsche's return to Le Mans was missing its Hollywood ending. This year, however, things were rather different...

Story: Andrew Frankel
Photography: Porsche







Journalists aren't good at much, but words we are meant to know. They are our thing. But if I spent all the time between the end of this year's Le Mans 24 Hours and the start of next searching for words to sum up just what that win meant, I would never even approach those uttered entirely off-the-cuff by Nick Tandy, one of three drivers of the victorious Porsche 919. Fighting a losing battle to stem the flow of tears he simply said: "I could retire from racing tomorrow, look back at today and be sure I'd be happy for the rest of my life."

This was a very different Le Mans 24 Hours and not just because for just the third time since the turn of the century, an Audi didn't win it. It was different because, for a start and save the odd spot of moisture right at the end, it didn't rain, and it always rains at Le Mans. If you can keep your head, rain at Le Mans is a good thing, because not only does it increase the chances of your rivals crashing into each other, it massively

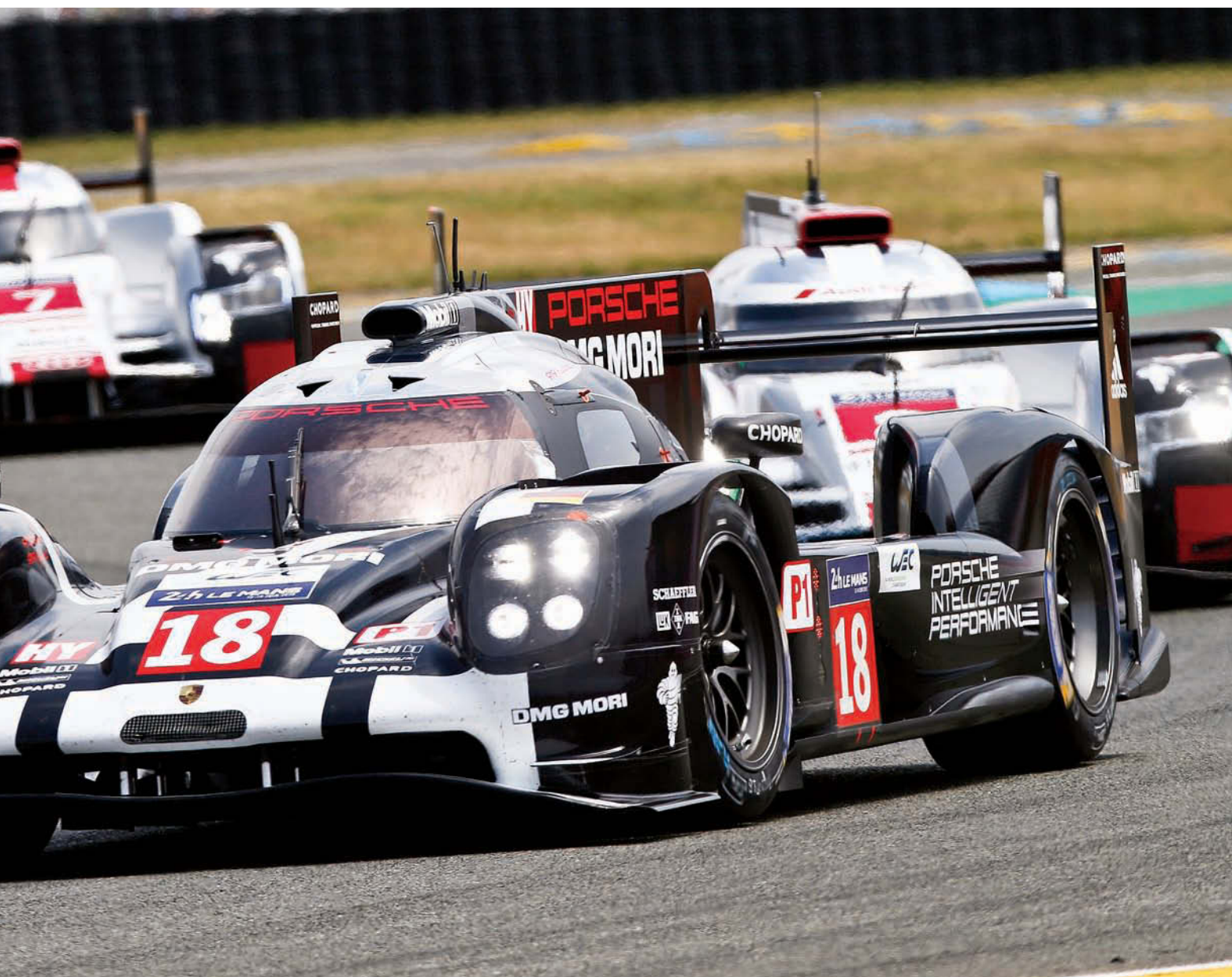
reduces the stress on the machinery and removes entirely the pressure from your tyre allowance.

The second way Le Mans was different is that in the top LMP1-H category (and experimental newbies Nissan aside), no-one broke down. Imagine that: three Porsches, three Audis and two Toyotas, each totting 1000bhp+ power outputs, fiendishly complex hybrid powertrains and not one of them suffered a terminal mechanical failure in 24 hours of flat out racing. Even less plausibly, none of them crashed either. So often this race has been won not by the fastest car but the one that's still in good shape at the end: Audi's win last year came despite it being by some margin the slowest car in its class. This time there would be no such concessions.

And finally Le Mans was different this year because it was fast. Improbably, inconceivably fast. In qualifying this year's outwardly similar Porsche 919 was over five seconds a lap faster than last, Neel Jani recording a lap of 3min 16.9sec in the

very first qualifying session, at an average speed of above 154mph. If you consider this was achieved despite having to slow to a comparative crawl for both chicanes on the straight, the one under the Dunlop Bridge, the two before the start/finish straight, the Mulsanne hairpin and slower turns at both Arnage and Indianapolis, some notion of how fast these machines are can be gained. In the race both the Audis and Porsches were routinely circulating at speeds that would have obliterated last year's pole position time – and doing it on tyres that were four stints old.

Were Porsche the favourites going into this race? Not to those I spoke to. Everyone knew the 919 had the raw pace, because we'd seen that at both Silverstone and Spa, but we'd seen too they were unable to match their pace in practice consistently in the race and, critically, that in both races Porsche's potential had been compromised by reliability issues. And if Porsche could not get through six hours of racing trouble-free in either



Britain or Belgium, what chance of making it in France? The simple, painful arithmetic of Porsche's performance in the 2015 World Endurance Championship read: played two, lost two.

This is why even Porsche people were backing Audi to win, including Johnny Mowlem and even Porsche's first Le Mans winner Richard Attwood. A couple of hours in as the lead swapped too and fro, he told me: "Audi has to be seen as a favourite to win: in the end it's not speed that matters, but consistency and reliability." Coming from a man who had the fastest car in the race in both 1969 and 1971 and didn't win, but claimed victory from 17th on the grid in 1970 in an utterly unfancied Porsche, they were words worth listening to.

And yet Porsche was also expected to win because when Porsche races at Le Mans, that tends to be what happens. And if last year's failure could be excused (I wonder how many still remember Mark Webber's 919 was leading

the race with just two hours to go) because in terms of the team that had been built, it was as good as being Porsche's first Le Mans; this year there were no such excuses.

Imagine then, the pressure. For all its potential, in all of last season the 919 won just one race. So far this season, none at all. And if last year's champions Toyota appeared to have dropped the baton, that was no comfort at all because Audi had picked it up and was delighting in hitting Porsche over the head with it.

Porsche's response seemed bizarre. It had long been known that it would field a third car at Le Mans – indeed it was wheeled out at Spa – but the choice of drivers seemed curious at best for a team aiming to win Le Mans, a unique race on a unique track whose maverick ways are understood only with time and experience. One was Nico Hulkenberg, a Formula One hotshot for sure, but someone with precisely zero experience of long distance racing and sharing a

car with others. Then there was Earl Bamber, a Porsche protégé with a successful record in Supercup but, like Hulkenberg, a complete Le Mans novice. Finally there was Nick Tandy, the stock car racer from Bedford. Compared to his team-mates he was an old hand because he'd taken part twice before, but he'd only finished once, out of contention in 36th place. In the other two Porsches, the average number of Le Mans starts per driver was over eight...

There were some who thought that at the start the Porsches would just run away and hide from the field, using their speed to build an advantage from where the race could be controlled. But while they duly ran at the start, the Audis ran with them. At the end of the first lap, Hulkenberg's 919 had already been monstered by two Audis, and languished down in fifth place. At the end of the first hour the top six cars – three Porsches and three Audis – were separated by just 7.5secs. Half an hour later, the



car at the head of that train was an Audi.

Briefly it seemed this race would go the way of the others, Porsche unable to translate its promise in practice into pace in the race. Not only was the lead Audi at least as quick as the best Porsches, if not quicker, all three Audis were metronomic in their consistency, punching in lap after lap, times varying only by more than a few tenths of a second when held up by traffic. By contrast the times of all the 919s were more volatile and, as we have seen before, chewing through their limited tyre allowance faster than their rivals. The impression given was that Porsche was going all out, as fast as it could to try to break clear from the Audis, and it wasn't working. By contrast Audi was doing what it always does here, waiting patiently, taking its time, and pushing the opposition just a little faster than it cared to go in the hope that it might break.

But the Porsches didn't break. On the contrary, they kept going, forcing the Audi pace, showing

none of the signs of inadequacy that might have been expected. And so the lead batted to and fro, not often in wheel to wheel confrontation for this was a far more subtle contest, its contenders feeling their way, edging ahead here, slipping a little there, balancing performance against fuel consumption and tyre wear.

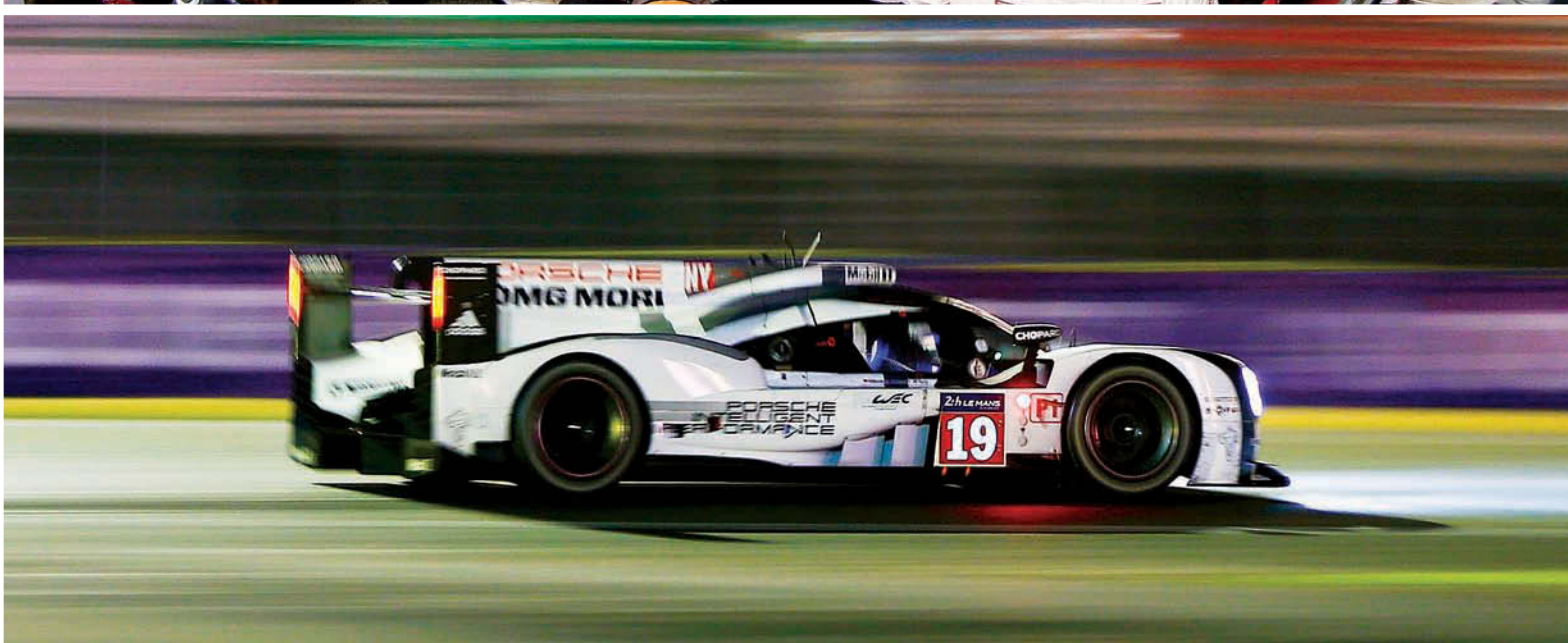
If a Porsche were to prevail, it seemed certain to be that driven by Brendon Hartley, Timo Bernhard and Mark Webber: it had qualified second but seemed to have the legs on its sisters in race pace and as darkness started to fall, held a slender lead in a Porsche, Audi, Porsche, Audi, Porsche, Audi parade. From the start of the race until Porsche finally claimed first place for the final time, that lead would change 27 times.

But during the night (and after Webber had served a one-minute stop/go penalty because Hartley had overtaken someone under yellows), it was the Tandy/Hulkenberg/Bamber Porsche that eased ahead and into the lead, Nick Tandy

in particular starring as he did stint after faultless stint at a blinding pace through the blackness. Although it would take half the race to realise it, this is where Porsche would win Le Mans, the expectation being that Audi's experience, tyre management and fuel consumption would prove conclusive at night. On the contrary as light appeared from the east again, it was Porsche that seemed to hold the upper hand.

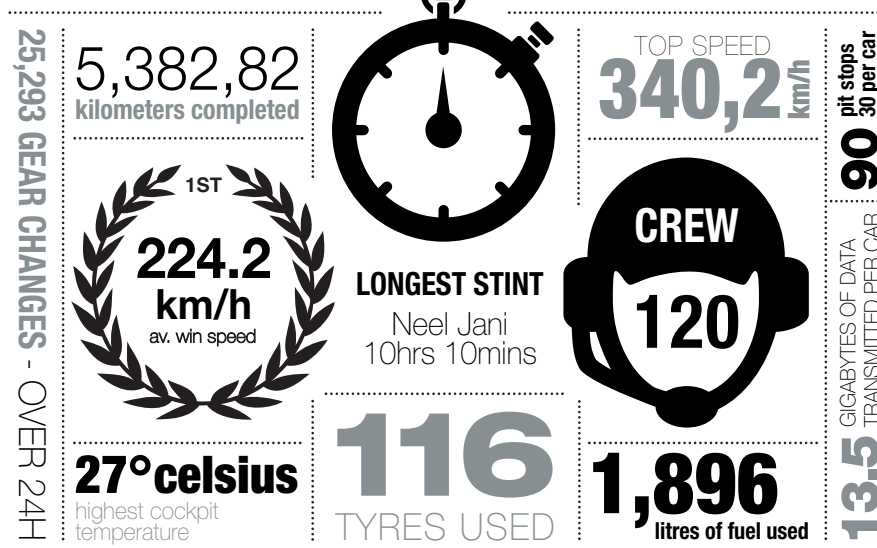
If there was a decisive moment, it seemed to come soon after dawn when the second placed Audi appeared in the pits minus a chunk of its rear bodywork, but the truth is by then the tide had already turned, with the lead 919 already a minute ahead, allowing it to pit, fuel and rejoin without surrendering the lead. What this did do, however, was put the Audi that inherited second place within striking range of the fast recovering Webber and co, an opportunity they did not need to be offered twice before accepting.

But there was no jubilation at Porsche. Many





PORSCHE AT LE MANS IN NUMBERS:



hours of racing remained and the Jani/Dumas/Lieb car that had secured pole had gone off the road and been damaged twice thanks to a braking issue and was now out of all contention even for a podium finish, let alone a win.

For once, however, there was no need for concern. The Audis continued to be stymied by small but significant problems while, a further brake-related excursion for the Jani/Dumas/Lieb car aside, the Porsches continued on their untroubled way. There were no further dramas for the team and at 3.00pm and with tears of disbelief flowing down his face, Hulkenberg took the flag to claim not just Porsche's 17th win in the French classic, but their first in 17 years. Fittingly, that was also the last time the race had been won by a Le Mans virgin in the form of Laurent Aiello. Next to Hulkenberg on the track but a lap down in the race came Hartley in its red sister car, with the

final 919 down in fifth place. The only real disappointment was the performance of the 911RSRs in the GT Pro category. Neither of the two factory cars were remotely near front running pace: one was the first retirement of the race, the other finishing down in 30th place, ten laps down on the class-winning Corvette.

Back at the sharp end, it was an entirely just result: Porsche had won and no one could say they were lucky: the 919 was not just the quickest of the front running cars, but also the most reliable, all three spending less time in the pits than even the least troubled Audi.

What did it mean to Porsche? Only everything. All of them, from CEO Matthias Muller who took the decision to build a brand-new Porsche racing team from scratch down to the mechanics who'd flogged their guts out for two days and a night, were crying like babies on

a bed of chopped onions. Of course, everyone wanted to focus on the Formula One driver who drove it over the line (the last time a serving F1 driver won Le Mans was Johnny Herbert in 1991), but they all played an equal part in securing this, a victory that must taste sweeter to Porsche than any since its first, back in 1970.

And how much better must it feel not simply to have won, but won without qualification? To win not because Porsche was luckier than anyone else or because of a lack of credible competition but because it had proven to be both faster and more reliable than the greatest sports racing team of modern times? All that remains now is to come back next year and defend it against an Audi team stung by the scale of its defeat. And believe me, the work to ensure that comes to pass will not start soon, it has started already and many months ago at that ○

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Apple Watch

The 911 Turbo has been the apple of Porsche's eye for 40 years. Taking this Apple green 930 Turbo for a spin therefore seemed pretty apt...

Story: Simon Jackson
Photography: Gus Gregory

Given the cult status of the 911 Turbo in Porsche folklore, it's almost impossible to imagine the concept never making it off the automotive drawing board. However, 40 years ago, that is exactly what almost happened... almost.

Back in the early Seventies, Porsche had been busy creating two distinctly different force-induced 911s, one being the lairy Martini-liveried RSR built expressly for racing and nothing else, the other was what was commonly referred to as the brand's most luxurious performance road car up to that point in time – the 930 Turbo. Although poles apart both cars appeared in rough prototype form on the catwalk at Frankfurt during 1973, but in the face of the oil crisis and the 930's simply crushing two-million-dollar development costs, seeing either through to production looked virtually unworkable.

History records that one man, Ernst Fuhrmann, head of Porsche management back in period, was instrumental in pushing the 930 Turbo project through. Fuhrmann wasn't just fighting the changing tide of social acceptance for gas-guzzling sports cars though, but also frustrating industry restrictions on testing and, perhaps more importantly, internal arguments in Porsche's boardroom about the 930's ultimate specification and final price point. Let's not forget that this concept broke new ground for Porsche, taking the carmaker into exotic

'supercar' territory for the first time.

Eventually though, our old friend 'homologation' would save the day: for Porsche to go Group Four racing in 1976 it would have to build at least 400 road-going versions of Wolfgang Berger's 930 turbo racing car in 1975. Therefore the 930 Turbo, its first series-produced car with a turbocharged engine, was finally born – available in wide-body coupé form only. A production version debuted at the Paris motorshow in 1974, with 260hp it was one of the fastest cars of its era, and was priced accordingly – dearer than a Ferrari 308 GT4. But unlike the Italian offering, it was a luxury sports car you could drive every day, mixing fascinating technical prowess such as an exhaust turbocharger system (a single KKK setup) and disc brakes, with luxury equipment and cutting edge convenience features.

So, fundamentally, what makes this 911 so special? Rather unsurprisingly, its engine.

Porsche's engineering team tested turbo versions of both the 2.7- and 3.0-litre powerplants with a view to putting either forward as full production versions of the first ever force-induced 911. They eventually opted to go in the direction of the 3.0-litre mill, citing better throttle response and a smoother transition from naturally aspirated push to turbo power. Here Porsche was offering engineering excellence that was directly relatable to its competition cars.

Using a lightweight alloy crankcase, the 3.0-litre 930/50 turbocharged engine may have appeared similar to the 3.0 Carrera unit on first inspection, but it was a very different animal internally. Nikasil coated cylinder liners and an extra oil cooler were the headline changes among many, and interestingly, Porsche had developed a new uprated four-speed gearbox (930/30) with which to mate to the unit, capable of working harmoniously with the engine's peak torque. It was substantially more hardy than the existing

Type 915 'box, thanks to capable bearings, gearsets and shafts together with a specially formulated race-bred synchromesh.

Perhaps most importantly, though, the 930/30 'box was considerably smaller than its five-speed 915 counterpart and was therefore the only real option for Porsche's engineers trying to cram a gearbox into the 930's mechanical arrangement. In order to meet strict American emissions regulations, the car also made use of Bosch K-Jetronic fuel injection working in conjunction with the turbocharger system. All this equated to genuine super car performance: 0-62mph in just 5.5 seconds, but soon after the car's debut Porsche was already working on a further development of the 930. What's more, internal fears about sales proved unfounded for the 930 Turbo, by early 1976 Zuffenhausen played witness to a ceremony marking the 1000th Turbo to roll off the production line. It could have sold them all twice over.

*This concept broke new ground for
Porsche, taking it into exotic 'supercar'
territory for the first time*





Porsche's Turbo project had proved successful having taken on, and won, a direct fight with genuine supercar offerings from the top tier established brands. Given this success, the hierarchy at Porsche was very keen to maintain this market-leading position, and also wished to differentiate the 911 Turbo from the 928, which up to that point in time boasted a similar power output and price point.

Accordingly, in 1978 Porsche unveiled a revised 930 Turbo, this time with an engine boasting increased displacement to 3.3-litres (930/60), and the adoption of a charge-air intercooler situated under the rear spoiler – a first for a production road car. This new intercooler served to lower intake temperatures, therefore feeding a colder density of air into the engine equating to an increased power output and a healthy hike in torque. The second generation Turbo delivered 300hp, up 60hp from its predecessor, with just over 300lb ft torque – up 50lb ft over the first generation car. Porsche continued using its exploits on track as a basis for development for the second gen Turbo too; lightweight brakes appeared based upon those found in the 917 race car boasted four-piston callipers and vented discs.

There were other technological advances from the motorsport world too; Porsche utilised two roller-vane electronic fuel pumps run in series on the 930, a concept tested on the 917. Mechanically speaking, the step between the two generations of car was a big one, vindicated by the fact that Porsche didn't alter the Turbo's makeup dramatically for a number of years thereafter, five years in fact – an age in Porsches terms. Aside from the propulsion system, the 930 ran a new chassis setup distinct from the naturally aspirated cars too. Lightweight alloy parts, including the rear semi-trailing arms and front transverse links were combined with Bilstein dampers and anti-roll bars, and 7J (front) and 8J (rear) 15-inch forged alloy wheels.

Of course one of the biggest differentiators was the bodywork; visually the 930 looked almost completely different to other 911s. Wider wings and that polyurethane 'whale tail' set it apart in the 911 range in silhouette and served to turn it into the 1980s poster boy we all remember so fondly. And it was with this reputation as an icon of the period, vying with Ferrari's Testarossa and Lamborghini's Countach for bedroom wall space, that I personally first encountered the 930 Turbo – driving one therefore would be something of a boyhood fantasy realised. Sure there was more to the Turbo story than that which we've already covered, far more, but it was these basic initial ingredients which served to create an aura around the 930 Turbo and all 911 Turbos that would follow – one which still survives to this day.

Our feature car was recently renovated by Porsche specialist Maxted-Page and Prill in Essex, receiving in excess of £40,000 worth of work. That included the rebuild of the 3.3-litre engine

(including pistons and guides), the fitment of a fresh clutch and a replacement turbocharger. Further restoration work included an overhaul of the electrical system and suspension setup – so suffice to say it's now in rather rude health having spent time in Ireland in the custody of a family of Porsche enthusiasts.

First registered in 1978, it has covered a mere 78,000-miles in the last 37 years and looks primed and ready to roll as a result. The team at Specialist Cars of Malton, the car's current custodians, are big fans of this car's gorgeous period paintwork, and once rolled out from its Yorkshire showroom it's easy to appreciate why. That fantastic Apple green hue catches the sunlight beautifully, presenting the stunning lines of the 930 Turbo in ultra high definition. Cracking the driver's door reveals a pinstripe interior colour combination that complements the period nature of the exterior, and welcomes the driver inside – it's an invitation few could refuse, and we wouldn't wish to buck the trend.

Out on the road the nearby Yorkshire Dales beckon, and this car's fearsome reputation for chewing up and spitting out those who don't respect it hangs over me like a black cloud. I've read so much about these cars over the years but never managed to get behind the wheel of one, until now, and what a place to experience it for the first time. As the villages and towns disappear over the 930's broad rear haunches, ahead the view across that iconic nose reveals a weaving road, something straight from the Yorkshire Tourist Board website I imagine. I gingerly negotiate a second gear tight left-hander over a bridge and open the throttle wide as we climb up a wider snaking hillside road ahead. Second gear makes way for third and so far there's little to report. The engine performs precisely as you might expect at low revs (under 3000rpm), feeling less like a supercar, more like a supermarket car, but I await the fireworks further up the rev range with baited breath.

As the revolutions rise so too does the audio accompaniment, it climbs in crescendo to match our pace, approaching the introduction of the turbocharger and peak power. From around 4000rpm upwards the KKK turbocharger sends 0.8bar where it needs to go and the power starts to join the party. With little ceremony than you might presume the car comes on boost but it's not the catapulting experience I'm expecting, the car remains relatively sedate and while we're certainly approaching decent speeds it doesn't feel all that unusual compared with its non-turbo'd counterparts.

This 3.3-litre six shooter produces 300hp and weighs around 1300kg, on paper this helps it achieve 0-60mph in over five seconds, with a top speed north of 160mph, but it doesn't feel electrifyingly lively with it. We try again, this time with the intension of leaving the car in gear until the bitter end, and it does indeed pick up in a somewhat more exciting fashion. Braking into



That fantastic Apple green hue catches the sunlight beautifully, presenting the stunning lines of the 930 Turbo in high definition





the tighter corners I'm aware of the Turbo's reputation for swinging from understeer to snap oversteer, so I scrub off a chunk of speed before turning in, wait for the eight-inch rear Fuchs to grip and the car's attitude to settle, before firing it at the scenery again. If you're in the right gear, at the right revs, this is where the Turbo will reward you, but if you misjudge the power band you'll be left wanting. As such the Turbo, unlike advanced modern turbocharged cars, is a Porsche that requires consideration and strategy to get the best from or it can feel lacking in the face of its contemporary peers – and let's face it, most hot hatches have this kind of power output these days. Unless you're acting like a buffoon, bringing the car on boost mid-turn or getting a touch overambitious with the speed you carry into the corners, the 930 isn't the temperamental animal some would have you believe. Whilst it's laggy and heavy (bordering on the annoying) around town, like all air-cooled 911s, as your pace builds the car comes to life, the nose becomes light and the entire car communicative in a way that has made these Porsches so popular over the decades.

The four-speed gearbox is a welcome surprise, it's satisfyingly straightforward to operate and once you get your head around the lack of numbers on the knob, it seems to suit the drive of the car perfectly. What else was I expecting from a period Porsche? This is one of those cars that you need to bond with, learn to respect and ultimately to trust to get the best out of it. It may return a pleasant drive at medium-to-fast speeds, but I'm confident it would thrill when pushed to, and beyond, its limit. And it would bite as the tales in folklore state. Sadly I'm not able to live with the car for an extended period to become



accustomed to its foibles and talents.

This Turbo provides an extremely pleasant place to be, it's refined and roomy enough to be a comfortable cruiser on a long slog, and conversely it can up sticks and disappear when pushed to its extremes, so it has the performance to keep an enthusiastic driver challenged and happy – even if you do need to work with it to extract its full potential. Slightly offset pedals, the lack of power steering and the rather high driving position won't suit everyone, however the fantastically 'Eighties' nature of this beast makes it a much more realistically usable prospect than any '60s or '70s 911 you could care to mention. Oh, and that 'whale tail' out back framed by the rear view mirror, and door mirrors full of bulbous rear arches are also sure

to draw a smile across the face of even the most committed naysayer.

The Turbo makes an interesting prospect for any potential Porsche purchaser. Specialist Cars has this example advertised for £84,995, which doesn't seem like a whole hill of cash for such a well turned-out period 911, and an iconic Turbo at that. That sounds especially sweet when contextualised with any RS model from the same era, which would set you back an awful lot more money. What we have here is a financially appreciating, useable, quick, visually arresting and historically important period 911, all for the same price as a new 991 Carrera S with PDK. In the grand scheme of things today that would seem to constitute a rather wise investment... ○

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Support Crew

The UK's first two Porsche Classic Partner Centres have opened in Hatfield and Leeds, further strengthening manufacturer support for classic Porsche vehicles...

Story: Simon Jackson Photography: Simon Dewhurst

Believe it or not there are some car-makers around who still shun their history; they'd rather we forgot any automotive indiscretions, any four-wheeled lemons, that may have graced their forecourts a long time ago (or sometimes, rather alarmingly, quite recently). No doubt you know who they are, so we need not name and shame here. Thankfully Porsche isn't one of them. In fact, as we all know, Porsche as a brand is acutely aware of how its heritage is inextricably linked with its present and

its future. It is proud of its history, so it should come as no surprise to see increased high-profile factory support for the decades of classic Porsches that remain on our roads.

Currently there are 35 Porsche Centres in existence in the UK, all of which are able to provide Porsche Classic parts and service your car, but the Classic Partner Centres are different. These unique Centres are able to provide genuine parts, repairs or a full restoration service, taking that level of manufacturer support to the next

stage. The first two of these special Centres have opened in the UK, in Hatfield and Leeds, offering a level of local service with a previously unavailable official seal of Porsche approval.

Like the traditional OPC you will already be familiar with, the Porsche Classic Partner Centres all share a format which fits beautifully with Porsche's current corporate aesthetic, yet they also boast some unique features you won't find elsewhere. On arrival, visitors to the showrooms will spot the 'Classic Corner', which displays



Historic vehicles were on display at Hatfield and Leeds for the opening ceremonies

These Centres provide genuine parts, repairs or a full restoration service, taking manufacturer support to the next level

historic models and provides a visual focus of the company's heritage, supported by information boards highlighting the Porsche Classic model range. Standalone exhibits, such as genuine parts displays, technical literature and a presentation of the process of producing the Porsche crest badge, provide further points of interest for any self-respecting Porsche fan. A team of specialist technicians, trained in classic Porsche vehicles, are on hand at each Centre. Suffice to say there is plenty to occupy the eye of anyone with even a passing interest in the brand and its products – it's almost like a miniature museum.

To celebrate the opening of both the Leeds and Hatfield Centres, special events took place back in May for invited guests. Both Centres presented a stunning line-up of historic Porsche vehicles to those in attendance, and they were also honoured with a special guest appearance by Porsche Le

Mans legend, Derek Bell, complete with his own personal original 924 GTS. Bell's car itself has benefited from the expert touch of one of the Porsche Classic workshops, representing something of a rolling testament to its talents.

The advent of the Porsche Classic Partner Centres is something of a natural progression for the brand, which has been ramping-up its support for older models for some time now. The Porsche Classic service already cares for all Porsche vehicles for which standard production was generally discontinued at least a decade ago, so that means it covers a wider range of cars than you might first think. This spans the 356, 914, 959 and 911, but that's up to and including the 964 and 993, as well as all four- and eight-cylinder front-engined Porsche vehicles such as the 924, 928, 944 and 968. The latest additions to the Porsche Classic family are the Porsche

Boxster (1986), and the 996 – so you really don't have to be driving a relic to benefit from what this concept has to offer.

Porsche's approach is the same for all of its models: the factory wishes to preserve the uniqueness and authenticity that distinguishes every single Porsche – over 70 per cent of which are still on our roads today. To ensure that this remains the same in the future, Porsche Classic manages the supply of spare parts on a worldwide scale – distributed by an international dealer network of over 750 Porsche Centres. There are currently 52,000 parts in stock ready for delivery over the counter.

Around 200 parts that were no longer available are reissued annually, which means the range is ever-expanding, making the lives of those running classic Porsches all the more easy as time passes. Genuine parts are ordered from





Derek Bell with his 924 GTS, restored by Porsche Classic

If parts are newly manufactured, they are based on original workshop documentation, including drawings and detailed descriptions

the former standard suppliers wherever possible, or from new specialist suppliers whenever this is not achievable. If parts are newly manufactured, as you'd expect from the Porsche approach, they are based on original workshop documentation, including drawings and detailed descriptions of parts to ensure they are totally accurate. An impressive warehouse of sample parts is also available, adding to Porsche's ability to replicate parts with a guarantee that they are practically New Old Stock. What's more, they also meet Porsche's impeccable technical and safety

standards – no corners are cut here. The Porsche Classic range of services also includes the provision of technical literature; around 1000 operating instructions, warranty and maintenance booklets and workshop manuals are currently available.

Ultimately, as a Porsche Classic customer, you can be certain that your vehicle is being looked after by qualified specialists, and that it will receive a level of attention unrivalled in the field, one which matches the treatment it would have received when new. Further Porsche Classic

Partner Centres, taking the level of support to unrivalled heights, will be opening in the UK soon, which can only be a positive thing for Porsche fans. These Centres really are akin to miniature versions of the Porsche Museum in Stuttgart, yet they're far nearer, and the guys there can work on your own Porsche vehicle. Keep an eye on these pages for details of further Porsche Classic Partner Centres ○

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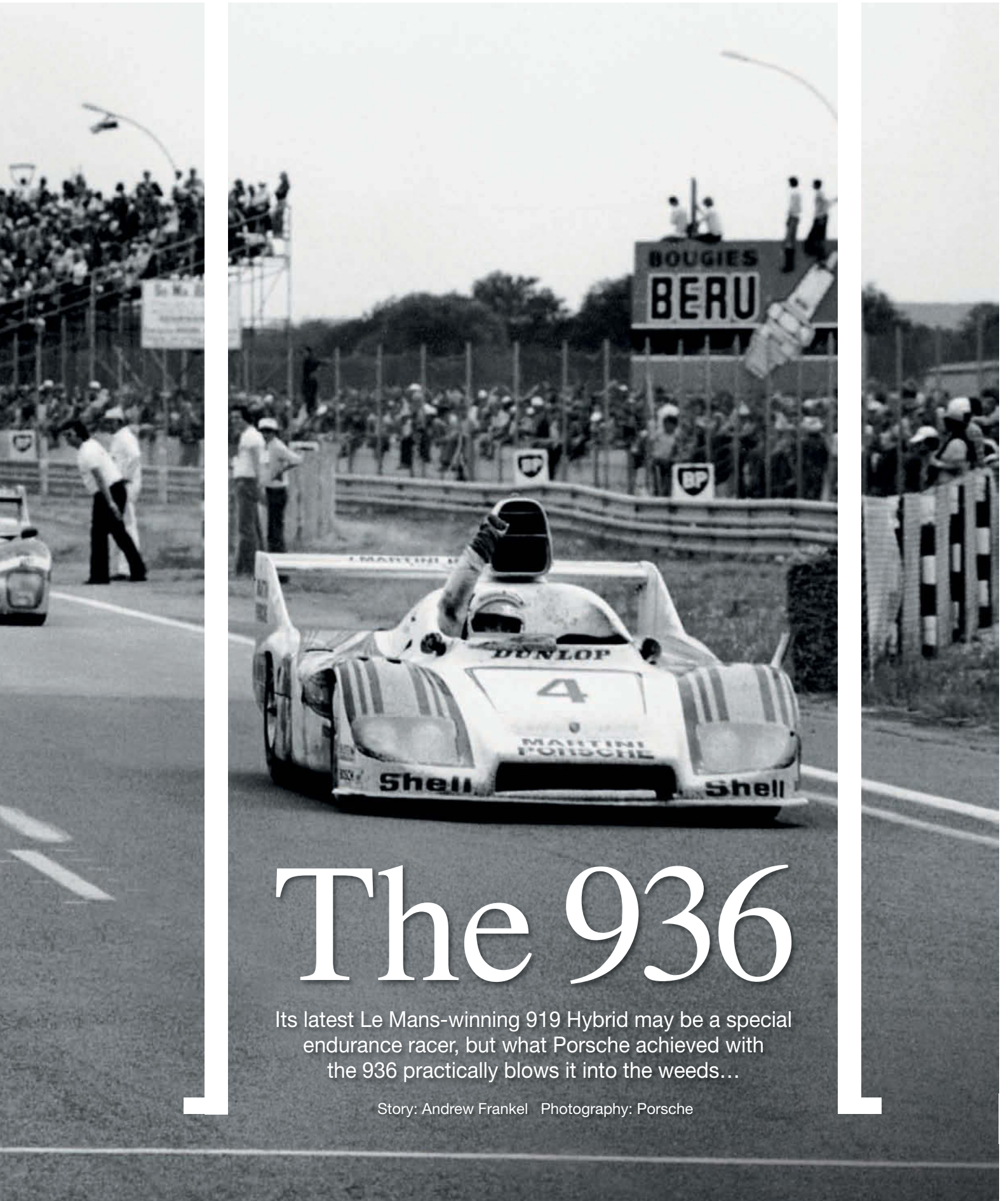
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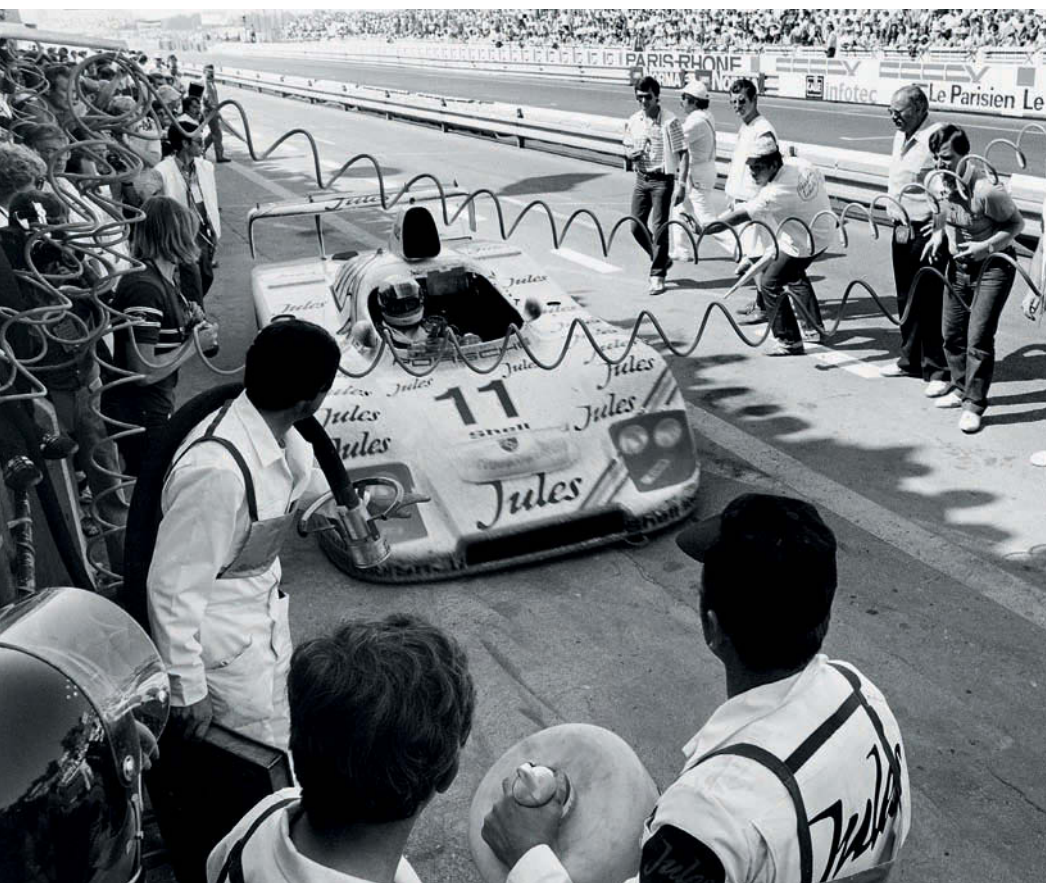




The 936

Its latest Le Mans-winning 919 Hybrid may be a special endurance racer, but what Porsche achieved with the 936 practically blows it into the weeds...

Story: Andrew Frankel Photography: Porsche



Le Mans, 1976: The No. 20 Porsche 936 of Jacky Ickx (the overall winner) sits alongside the No. 40 Gijs van Lennep, Rolf Stommelen and Manfred Schurti Porsche 935 (which finished 4th place overall)

Unless you've been stranded on a desert island, you'll know that Porsche has won Le Mans for the 17th time. You'll probably know, too, that it did it with a brand-new Porsche 919 that bore no relation (other than the purely visual) to the 919 that raced last year. You might even know that to arrive at this happy place required a programme that has been in the public domain for four years, and who knows how long in private before that.

So imagine if Porsche instead decided only last September that it wanted to win Le Mans, and that the resulting car would be so good it would not only deliver that victory just nine months after first being sketched but win again five years from now. It doesn't sound implausible, it sounds impossible. Which it would indeed be were it not for the fact that back in 1976 it actually happened. This, then, is the story of the Porsche 936.

For all its success, I've always felt a sorry for the 936, a car that has spent its life living in the twin shadows cast by Porsche's two sports car icons: the 917 and 956/962. Let's be honest, when we think of Porsche winning Le Mans, these are the cars that pop into our heads. Yet the 936 won Le Mans three times, one more than the 917 and only one fewer than factory-entered 956 and 962s combined. What's more Porsche built over 25 917s and well over 100 956s and 962s; by contrast total 936 production amounted to just five units, including two replicas. This and the fact that I think it's one of the most beautiful racing cars of all time is what, to me at least, makes the 936 one of the most special Porsche racing cars of any era.

The 936 was so right from its very earliest days you'd think it a product of only the clearest, best-planned thinking imaginable, using only the most state-of-the-art technology. In fact, it was conceived at the last minute for entirely pragmatic purposes and lashed together largely from parts designed long ago for other Porsche racing programmes.

That it even came into being is something of a miracle. After the 917 had been effectively banned from the World Sports Car Championship in 1971 and gone off to duff up North America in Can-Am racing, Porsche had decided the link between prototype racing cars and production road cars was too tenuous. It was decided in future to race only cars derived from showroom products, so called Group 5 cars like the 935. And the approach seemed sound because the FIA had signalled it was thinking along similar lines and should its plans come to fruition, there'd be no place for prototype,

purpose-built race cars in any case.

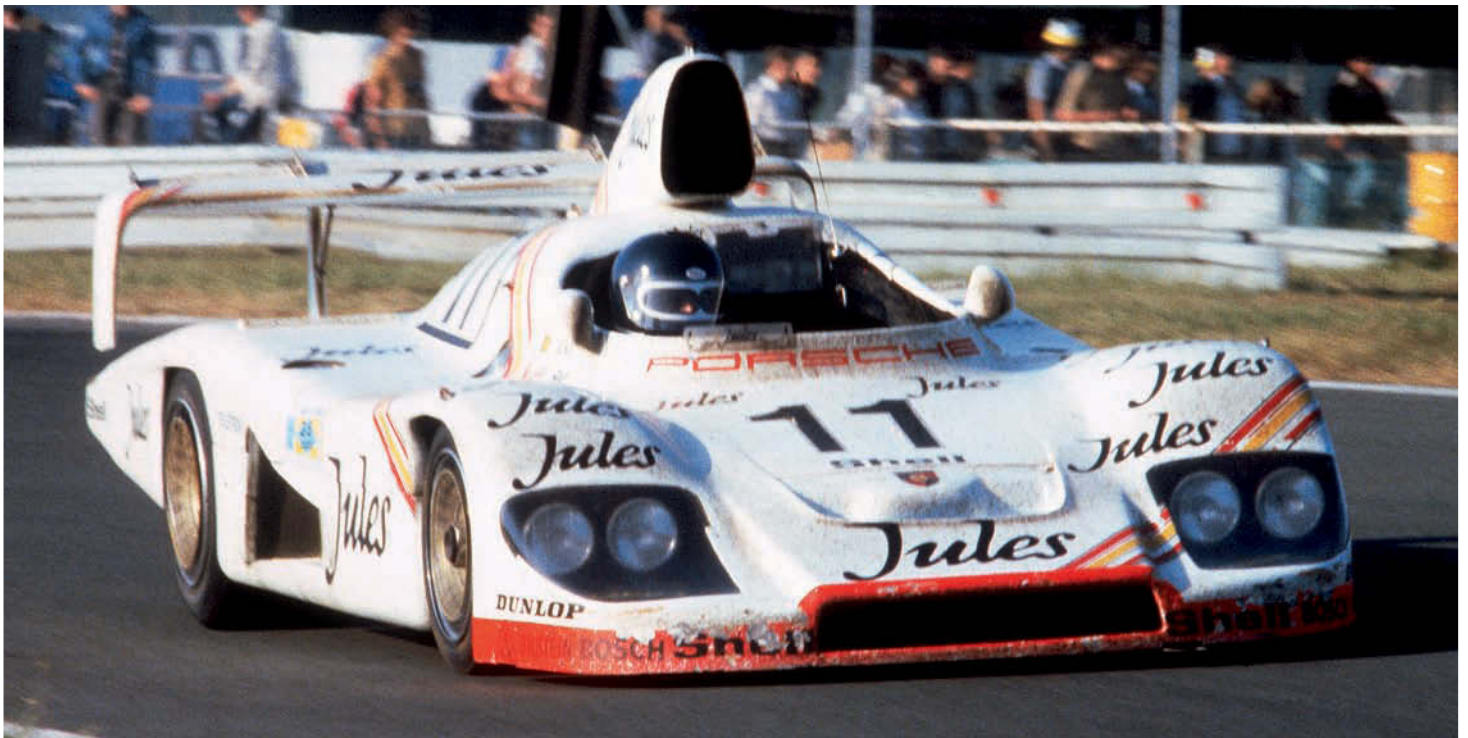
But the FIA dithered, unsure it could actually fill a grid with sufficiently diverse Group 5 cars. In the meantime and according to Karl Ludvigsen's essential *Excellence Was Expected*, manufacturers like Alfa Romeo and Renault who were working on prototype programmes lobbied Porsche to join them in building a car to prototype Group 6 regulations. Why would they seek the inclusion of such a rival? Because they needed Porsche to provide critical mass in Group 6, to build up a body of cars to present to the FIA and fill its grids. For Porsche not to do a Group 6 prototype risked its rivals being allowed to race alongside Group 5 cars and fast though the 935 was, it stood little chance against a prototype.

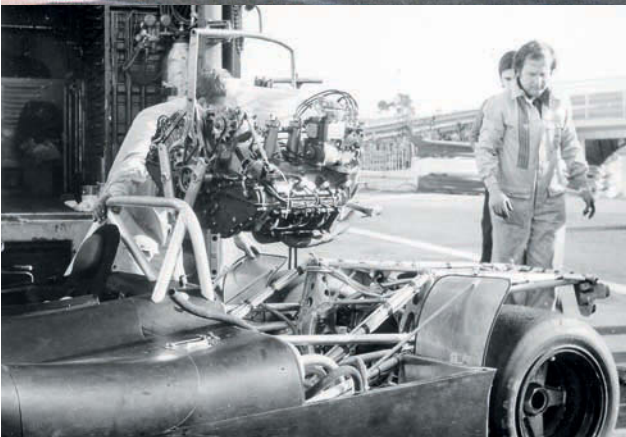
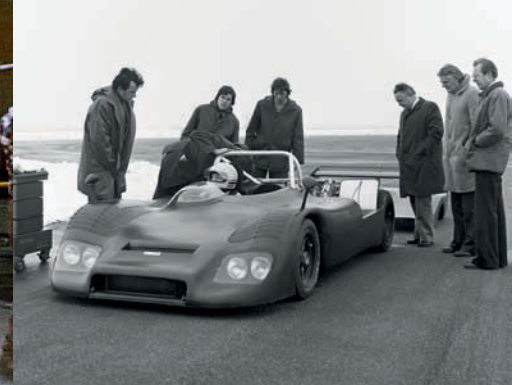
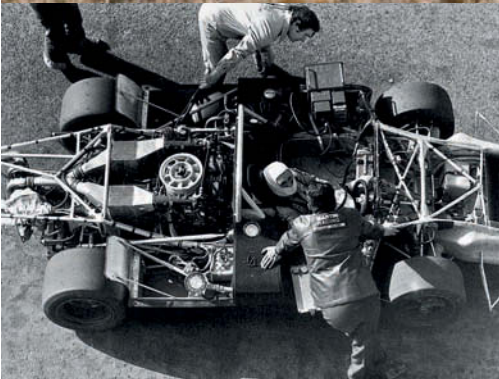
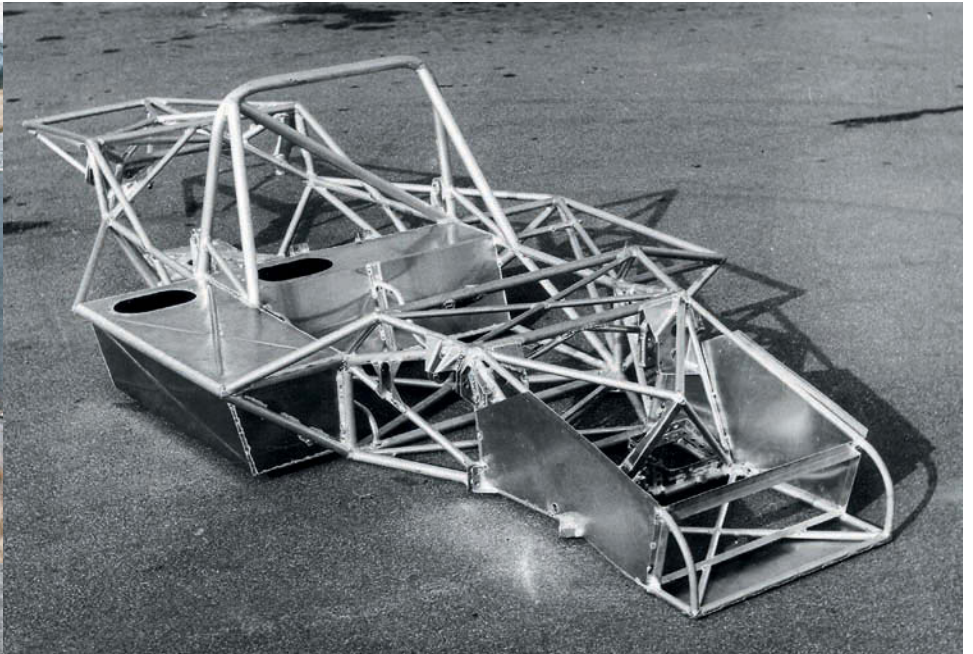
Essentially, therefore, Porsche had to make the 936: if the FIA went down the Group 5 route the 935 would prevail, if it allowed Group 6 cars to be included too, the 936 would cover its backside. Not the purest reasons for going racing but as we mentioned, the 936 from conception to execution was a car of the purest pragmatism.

Which brings us neatly to the autumn of 1975 and a bunch of Porsche engineers faced with a blank sheet of paper and the knowledge that the first round of the 1976 World Sports Car Championship was in April. What did they have that might work?



Left and bottom: The Ickx and Bell 936 of 1981, Jacky Ickx in the car (No. 11) during the Le Mans 24-Hours





"Within four laps I had gone quicker than I had ever managed round Le Mans before..."

The natural thing to do would be to design a stiff, light monocoque chassis, such as those Lola had been producing for sports cars for over a decade. But staggeringly, Porsche had never designed a monocoque and there was no time to do so now. In fact, it would be only be the structural stresses imposed by the full ground effect aerodynamics of the 1982 956 that finally dragged Porsche chassis design into the latter half of the 20th century. For the 936 a traditional space frame design, first used on the 550A Spyder 20 years previously, would have to suffice.

Where to find one? The car would be open, so naturally it looked to its most recent open race car, none other than the Can-Am 917. So the frame of the 917/10 was used as the basis for the design and modified at least to allow the engine to be rigidly mounted to the chassis for lightness and stiffness, rather than carried in the separate subframe. Even this was hardly ground-breaking technology: Lotus had such a system combined with a full monocoque in 1967.

As for the engine itself, the 3.0-litre capacity limit that had outlawed the 917 from sports car racing would preclude Porsche from using its 5.0-litre motor. Porsche did, of course, have the 3.0-litre flat-eight unit that had served within the 908 since 1967, but what was its peak potential? In ultimate 908/3 configuration it had been coaxed up to around 360hp, reasonable for a sports car unit but far short of the 450hp 3.0-litre Formula One engines were developing by the mid-1970s. There were two problems with such engines however: first, they couldn't be relied on not to unstitch themselves, even during the course of a two-hour Grand Prix, let alone a 24-hour race; and, second, Porsche didn't have one. Where would it find F1 power with Le Mans reliability for a less than 3.0-litre capacity? Once more Porsche asked a question to which the answer lay already in its parts bin.

By the mid-1970s, Porsche's enthusiasm for the turbocharger bowed to no one. By turbocharging the 917 it had beaten the opposition in Can-Am in 1972 and 1973 by such a margin the blow ultimately proved fatal to the entire series. Similarly, Porsche's turbocharged 911 road car was feared, respected and adored by those lucky enough to have driven it. And then there was the RSR Turbo, a car based (albeit it loosely) on the street 911 which at Le Mans in 1974 had proven so fast it came second overall, splitting the two works Matra prototypes with

their 3.0-litre F1-derived V12 engines.

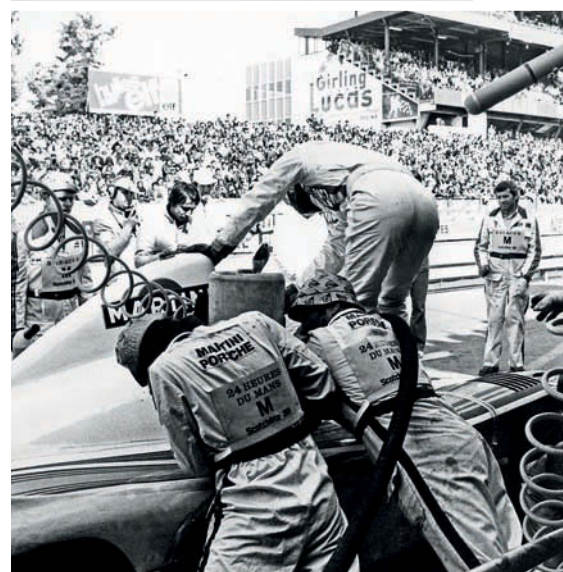
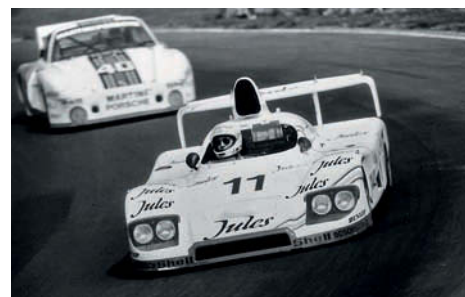
So Porsche knew far more about turbocharging and its potential than anyone else, the rule-makers included. The regulations for Group 6 applied an equivalency formula of 1.4 for any turbo engine, so for such a powerplant to be rated at sub 3.0-litres, it could actually displace no more than 2143cc. And judging by the ultimate 1100hp, 5.4-litre 917/30 that seemed about right, for it provided a specific output of around 200hp per litre. In theory, therefore, a 2.1-litre turbo motor should produce a little more than 400hp. In practice, however, Porsche was already realising that the upper power limit for a turbo engine was really only defined by the robustness of its construction and the skill of drivers faced with a mountain of turbo lag.

So Porsche took the RSR Turbo motor and, modifying it only for installation purposes, transferred it from the rear engine 911 to the mid-engined 936. There it developed not a little more than 400hp, but rather more than 500hp...

It was enough, even when Renault also turned up with its turbocharged Alpines. The 936 only came fifth on its debut at the Nürburgring in 1976 because its throttle stuck open, but in the World Sports Car Championship it would not be beaten again all season. At Le Mans, although the 936 of Jacky Ickx and Gijs van Lennep was blown away in qualifying by the Alpine of Jean-Pierre Jabouille and Patrick Tambay, Renault lacked reliability and once its cars had retired, the Porsche flew to an unchallenged victory.

It was a victory of no small significance: Le Mans had never been won by a turbocharged car before, but thereafter and with the sole exception of the 1980 race, every subsequent Le Mans winner would be turbo-powered until Jaguar finally denied victory to the ageing 962 in 1988.

Porsche poured all its attention into winning Le Mans in 1977, figuring as it still does today that victory in France was better than victory everywhere else in the world combined. The same two 936s that had contested Le Mans in 1976 returned boasting revised bodywork and twin-turbo motors offering a little more power and a lot less lag. But they were up against four Alpines which claimed all bar one of the first five places in qualifying with only Ickx able to get among them in third. This unprepossessing start turned to almost certain failure when not only did Ickx's car retire after just four hours but its sister (driven



Above: Le Mans, 1977, the winning 936 of Jacky Ickx (in the vehicle), Hurley Haywood and Jürgen Barth (in the pits)

by Hurley Haywood and Jurgen Barth and eight seconds slower in qualifying) lost half an hour to a fuel injection issue, rejoining in 41st place.

The only positive was that in those days you could swap drivers around and with Ickx now kicking his heels, he was installed into the remaining 936 and instructed to drive the wheels off it. With his co-drivers very much in supporting roles, Ickx got the car back up to second place and when the last Alpine died with just four hours remaining, second became first.

Amid the victory celebrations, however, remained a sobering truth: the Alpines were faster and if Renault could build even one strong enough to run for 24 hours, it would win Le Mans. This is precisely what happened in 1978, the 936s coming home second and third, its best car five laps down on the Alpine of Didier Pironi and Jean-Pierre Jassaud. Worse was to come in 1979 when both 936s retired, Stuttgart's blushes saved only by a Porsche-powered 935-based Kremer K3 winning outright. And that was that, or at least it should have been. Porsche withdrew from Group 6 racing, leaving Ickx to race at Le Mans in a Joest-built 936, its second place ensuring Jean Rondeau became to date the only person to win Le Mans in a car bearing his own name.

But this is a story with one short but extraordinary coda. Ludvigsen credits Porsche's then new boss Peter Schutz for issuing instructions in March 1981 that two 936s be exhumed from the museum and prepared for Le Mans. One was the first chassis, the car that had retired in 1976 but won in '77 and come second in '78. The other was chassis three, a mere stripling at three years old which had retired in both '78 and '79. In just three months the cars were fitted with twin-turbo, 24-valve engines developed for Porsche's defunct Indycar programme detuned to last for 24 hours and converted to run on petrol rather than methanol. They qualified first and second. And while the older of the two cars lost over three hours to various maladies and finished only 12th, the pole-sitting car of Ickx and Porsche returnee Derek Bell stormed to victory.

Bell got into the car for the first time in his life during practice yet, "within four laps I had gone quicker than I had ever managed round Le Mans before. They never took a body panel off for the entire 24 hours. We flew the whole way. It was simply unbelievable." And so it was: a car designed in 1975 didn't just win Le Mans in 1981, it did so by a margin of 14 laps, or almost 119 miles, better than the distance between the centres of London and Bristol. The 936 ended its career as it had started it: the supreme sports car of its era ○



Above: Lennep (left) and Ickx (right), at Le Mans in '76 where they claimed victory. Left: 936 of Ickx and Pescarolo in '77





Simon has worked across several automotive publications over the past decade

As Formula One struggles to find its way, we're entering a golden era of endurance racing says self-confessed F1 fan, Simon Jackson



“Le Mans delivered something we’ve been missing for years: a fascinating head-to-head comparison between an active F1 star and the less advantaged yet equally talented sports car racers of today”

It's not desperately fashionable to admit it these days but I'm a big Formula One fan. Last year I hit the Spanish Grand Prix at the Catalunya circuit near Barcelona with a couple of mates. We did the Belgian race at Spa a few years back, too. This year we're making the pilgrimage to Monza in September and future trips have been mooted to Hungary and Canada. It's becoming something of an annual boys' tour, you see.

Suffice to say, though, being a fan of F1 these days isn't as wonderful as it used to be, with the sport ruled by megalomaniacs and seemingly locked into a spiral of depressing technical regulations that in some respects only serve to hamper the racing. When you think back, a lot has changed in the sport, even since the '80s and '90s. On the other hand, sports cars (particularly prototype racing), seems to be in rude

health – we're entering a golden era of endurance racing right now. Unlike F1, the LMP1 machinery, such as Porsche's 919 Hybrid, have embraced modern automotive technology with deadly effect. The cars are highly advanced, quick and the public seem to relate to them; plus, according to the drivers, they're fun to drive and race, too. When was the last time you heard an F1 driver talk about his car like that?

Given my passion for F1, then, I have been watching Mark Webber very closely over the past couple of years to see how he transitioned from F1 to LMP1 (I've always been a huge fan of Mark). The best drivers can seemingly switch between car disciplines with ease, and Webber's talents have allowed him to make the move from his Red Bull single seater to the Porsche prototype look relatively easy. But is it? Many drivers have made the

switch from F1 to another formula and ended up with egg on their faces after all – think Juan Pablo Montoya in NASCAR, Kimi Raikkonen in rallying, Jacques Villeneuve in... well... practically anything he's stepped into since his championship-winning Williams in 1997. Current Force India F1 driver, Nico Hulkenberg, made an equally smooth transition from 8th place at the Canadian Grand Prix one weekend, to his debut at Le Mans and subsequent victory the next. Both Webber and Hulkenberg took to endurance racing like ducks to water, but I don't think for a second that racing these cars is easy – rather I think this simply highlights their raw talents.

Le Mans also delivered something we've been missing for years: a fascinating head-to-head comparison between an active F1 star and the less advantaged yet equally talented sports

car racers of today. There's no denying that Hulkenberg is a quick driver, but Nick Tandy, a 30-year old former Carrera Cup racer from Bedfordshire, is no slouch either, and I for one was thrilled to see how Nick and Nico (left) compared on the time sheets. By all accounts Le Mans is a team effort, and I'm glad Nico was very, very clear in delivering that message to the media post race victory. He might have been the first active F1 driver to win at Le Mans since Johnny Herbert in 1991, but he's also very aware that it was predominantly Tandy's epic stints through the night at the wheel of the number 19 919 Hybrid that allowed them to maintain their top spot. But ultimately neither Tandy, Hulkenberg nor Earl Bamber made any mistakes at Le Mans, unlike their sister cars, and that played a big part in winning the race for the rookie squad. It was a fantastic achievement and the 1-2 a great result for Porsche. It also serves to vindicate Porsche's decision to move Tandy and Bamber up to LMP1, if justification was ever needed. I do, however, feel for Webber having to watch new F1 arrival Hulkenberg take victory.

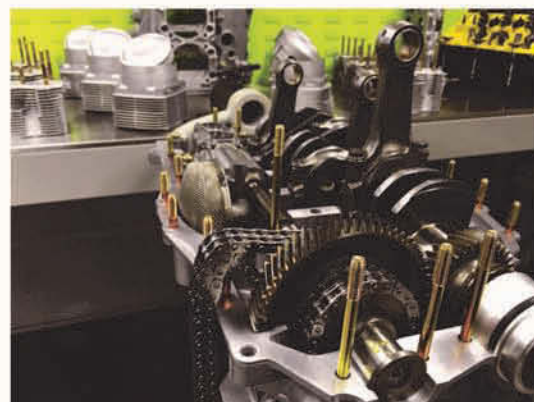
What all this has hammered home for me is that LMP1 can lay claim to some of the finest contemporary racing drivers in the world. Sure F1 boasts the glitz, glamour and kudos in motorsport but at present it can't rival the sheer competition and incredibly close racing that we saw at Le Mans this year, and that we've seen in every round of the World Endurance Championship (WEC) since Porsche's return. Is my allegiance to F1 misguided? Perhaps I should suggest to the boys that we sell our Monza tickets and book some flights to Austin for the WEC Six Hours at the Circuit Of The Americas in September instead? ○

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



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R U

Serial Porsche collector Neil Plumpton entered into a gargantuan restoration project with Dorset-based specialist Canford Classics. The result is this rather spectacular 1971 911S 2.2.

Story: Simon Jackson Photography: Gus Gregory







The first time I met Neil Plumptre was when we arranged a photoshoot on his gorgeous 997 Sport Classic back in our March issue. I'd heard that Neil was something of a Porsche collector, a hoarder of Stuttgart's finest, but I wasn't prepared for what I saw during that initial encounter. Snapper Gus and I were still polishing off our first morning cup of coffee, kindly prepared by Neil's wife, Jacqui, when the man himself arrived to show us around his 2010 Sport Classic that day: "I'll show you the others while you're here," Neil said casually, set of garage keys in hand.

The electrically operated garage doors soon whirled into action, slowly exposing Neil's full Porsche passion to the nippy winter air. Before us now sits the aforementioned Sport Classic, but surrounding it is Neil's full Porsche collection, including a 993 Turbo, a 987 Boxster Black Edition and Jacqui's 991 Targa – the most contemporaneous of the bunch. There's also a Macan knocking about outside too – something of a family daily driver. What's more the whole fleet is pristine; there wasn't a single spec of dirt

in sight – the result of Neil's obsessive love of keeping his cars immaculate. Before Gus and I can pick our jaws up off the floor, we're guided to a second much smaller garage.

"You might like this, too," Neil smiles disappearing into a side entrance. As the main doors swing open we are presented with an inflated car bubble storage system buzzing away protecting its precious goods. Inside sits the oldest, and perhaps most prized of Neil's Porsches, the simply stunning 1971 911S 2.2 you see here. Gus and I exchange knowing glances – this we simply have to photograph...

It's clear that Neil's Porsche obsession seemingly knows no bounds, but I'm surprised to learn it wasn't always this way: "I bought my first Porsche in 2005, I was waiting and waiting for a Porsche, and, I wouldn't say I was disappointed when I finally got one, but I sold it within six months," Neil admits. "I guess it's like chasing a girl: once you get her you end up sitting there on the sofa eating a pizza... The 911 was nice but I ended up thinking I didn't really like it!"

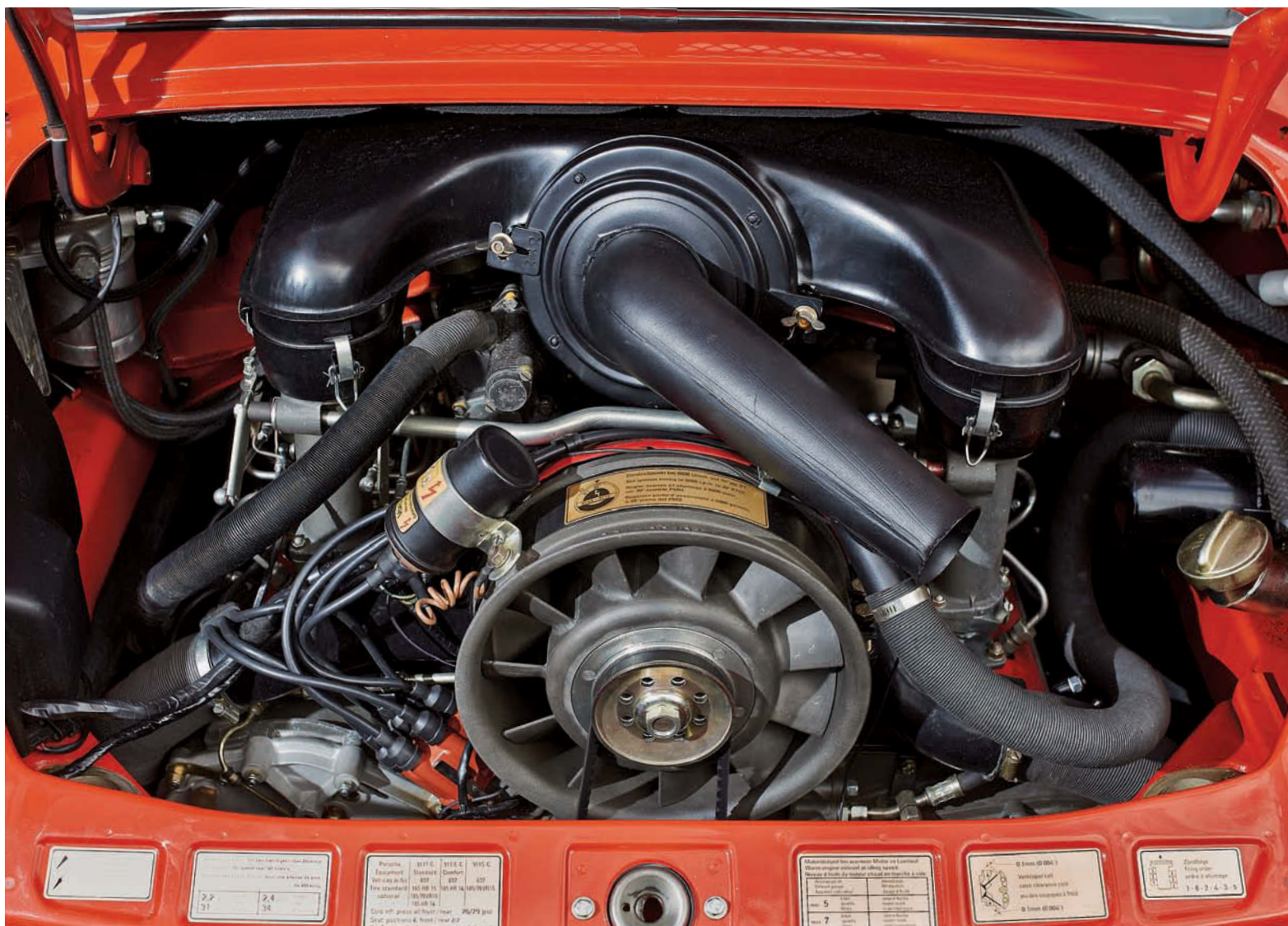
Following that, Neil's next Porsche was a 993 Turbo – his first foray into the classic market. Again, that one only lasted three months before it was sold on, but then he had something of an epiphany – he just 'got it', he understood the Porsche 'thing' thanks to the purchase of a brand-new (at the time) 997 Carrera 4S. It's safe to say he was bitten by the bug. In total Neil's now owned around 15 Porsches to the present day, and is awaiting his next – he has allocation on a Cayman GT4 from East London Porsche.

Fast-forward several months after that initial meeting and we three, Gus, myself and Neil (with, of course, his classic 911) are reunited at Kent's historic Brands Hatch circuit for the aforesaid photoshoot. Well, one of the locations used for Ron Howard's Formula One biopic *Rush* seemed the perfect setting for a bright orange '70s icon like this. It provides a chance for Neil to regale us with the story of how this classic 911 entered his collection...

Having harboured a passion for period 911s, Neil was half way through the process of purchasing a Seventies 911 RSR replica from

*"I insisted on Porsche sourced parts,
so they'd come with the Porsche
stamp from Stuttgart – the car is
100 percent original Porsche"*





Dorset-based Porsche specialist Canford Classics in 2013, having come across the firm at a Porsche gathering.

"I'd visited the Porsche GB yearly meet. I was in the market for a restoration project at the time and Alan Drayson (owner of Canford Classics) was there with a stand," Neil recalled. "In my impatience, Bonhams had an auction at the end of the day and I wanted to bid on a red classic 911 as a project basis for Alan to restore for me. Alan wasn't so sure about the car and in the end despite my all of my badgering he wouldn't let me buy it!"

Far from being put off by Alan's blunt refusal, Neil was obviously impressed by the Porsche specialist's approach, and the pair continued a dialogue to discuss a future restoration project. Neil had asked Alan to keep him apprised of any cars that might make for suitable project bases for what he had in mind, in particular a rare right-hand drive 911S. But by his own admittance, Neil can be an impatient fellow, and as such he decided to purchase a completed left-hand drive Viper Green 911 RSR recreation

Canford Classics had already built-up, but all that was put on ice when word of the car you see here broke. The RSR replica was quickly forgotten when a few more details of the 2.2 which Alan had just picked up from Wales spilled Neil's way: this new car was Tangerine orange – a fantastic original period shade, matching numbers, complete and most importantly of all, it was a right-hand drive S model – one of just 32 ever built. Its rebirth under Neil's custodianship was something of an inevitability from that point on, so Alan and Neil talked numbers and his purchase of the Viper green car became consigned to the history books. The 911S had spent 15 years parked in a lock-up, and time had been a cruel mistress as you might expect; the shell was littered with holes and sections of dicey historical repairs – something the team at Canford Classics would discover in full definition with the car back at base for a nut and bolt analysis.

Now Canford Classic's workshops are purpose-built to accommodate full-blown restorations of Porsche vehicles such as this; the

shop even includes a specially constructed 911 rotisserie as its party piece. Once hooked up to the device the full analysis of Neil's 911S could begin, and it quickly became evident that it had certainly seen better days. The body itself was a real mix of rust, rot and previous repairs – some of which were questionable in their execution to say the least, and it was not in the Canford Classics vocabulary to leave iffy repairs in place – the whole lot would be stripped and rebuilt.

Initially the outer rear wings were cut away from the body to enable vapour blasting of the inner wing sections. Here past repair work had taken place in an attempt to limit the spread of historical rot, largely caused by blocked sunroof gullies that had been trapping water in the upper rear wing areas for years. The repairs were probably carried out with the very best of intentions at the time, but the work wasn't up to standard and had fallen foul of its goal.

Once the shell was properly vapour blasted the team in Dorset could get to grips with the full extent of the situation they had on their hands. With any further historical repair work



paired back, it was evident that the upper rear wings had seen the bulk of the tin worm action over the years, resulting in a patchwork effect of holes and bodged repair sections. The team set to work replacing only what was absolutely necessary on the car, retaining as much of the original metalwork as humanly possible. Where this wasn't plausible, fresh sections were employed, chiefly around the rear torsion bar mounting points, all buy hand, all taking hours of labour- intensive crafting of bespoke steel for the car. Likewise bespoke A-pillars and fresh inner and outer sills were offered on to the car, but the factory sections that joined the sills to the floor were rotten too, so new metal was stitched in place adjoining the 911's original floors with its newly fabricated side sills.

"There's one new front wing, and one rear one was cut out, but they're Porsche parts," Neil said. "I insisted on Porsche sourced parts, so they'd come with the Porsche stamp from Stuttgart – the car is 100 percent original Porsche."

Ensuring the 911 benefited from all the correct panel gaps was another laborious process, but

again the skills of the team at Canford Classics came to the fore here, perfecting the car's lines prior to painting with what those in the trade call a 'dry fit' using locating pins to temporarily offer everything up in situ. As anyone with experience of old 911s will know, the original panel gaps were never perfect, but it's Alan's mantra to get them spot on during any of his restorations. At the painting stage the car was first shot in two-pack white initially to provide a uniform base before the orange top coat was applied. Three fresh layers of the 911's factory Tangerine were then blown across the shell, again with traditional two-pack paint, before the car was left to air dry – a process Canford Classics says is far more effective at preventing the dreaded micro blistering than the usual high temperature oven treatment.

Despite the fact it was a runner of sorts, this car's engine was stripped and rebuilt to fit with the rest of this restoration. The years spent laid up had caused the wear and tear you'd expect, predominantly on the exhaust valve guides – this particular Porsche model's Achilles' heel. As

a result it now runs very, very sweetly!

Likewise, the interior would require reworking too, and for this the original vinyl sections on the seats were stripped off and replaced with leather – one of the only concessions to modernity on this entire car. The hound's tooth centre sections were also replaced to provide an original, yet uprated. Everything inside looks and feels precisely as it would have been back in period.

"The only new things in there are the carpet and headliner; everything else is original to the car but has been restored," Neil explained. "They are the original seats that have been recovered. It has the original radio too but it only receives Radio One!"

Any further parts that were not brand-new, were restored to their former glory (the brightwork for example has all been rechromed), be that on site (where the bulk of the work was completed) or through Canford Classic's network of approved specialists. What's key to understand here is that Neil wanted this car to look preserved, not totally new or overly restored, so the team exorcised exceptional attention to detail with any new parts they did



fit, or perhaps more importantly, those they didn't fit to the car during the rebuild stage.

Alan and the team also made a point of including Neil in the car's rebirth: "Alan included me in the whole process; I worked on the wheels, he showed me how they pressure wash all the bits rather than blasting them. I was really, really impressed," Neil admitted. "When you see the car in different stages [of restoration], you can't help but be impressed! Alan would point out little bits he wasn't happy with here and there that he wanted to redo, and I would think 'well that's another two months to wait for the car', but Alan wouldn't let me have it unless it was 100 percent right because it goes out with his name on it..."

Staggeringly, Canford Classics spent around 1145 hours on the restoration of this car over a two-year period, which may seem a mind-blowing amount of time to the layman, but this level of dedication shows in every aspect of Neil's finished 911. Some 445 hours of work on the shell, 300 hours spent stripping and rebuilding, 100 hours on the trim and 60 odd on

the engine is one thing. But for us it's the hours and hours spent honing this car to perfection, ensuring all the panel gaps aligned correctly, that the doors made the right type of reassuring 'clunk' when they were closed and that the paint looked 'just so'.

It's this attention to detail that sets this car apart, and makes Neil's £100,000 investment in its restoration more than worthwhile. This car's overall worth post-restoration might be more than that figure today, but it's one of those cars that is far, far more than the sum of its parts and much more than an investment vehicle designed as being better than money in the bank. And it really couldn't be owned by a more appreciative person. Neil may seemingly own a different Porsche for every occasion, be it a track day, touring holiday or the archetypal run to the shops for a pint of milk, but he uses them all for all of these occasions – not one of them is a museum piece, despite his garage looking a bit like one!

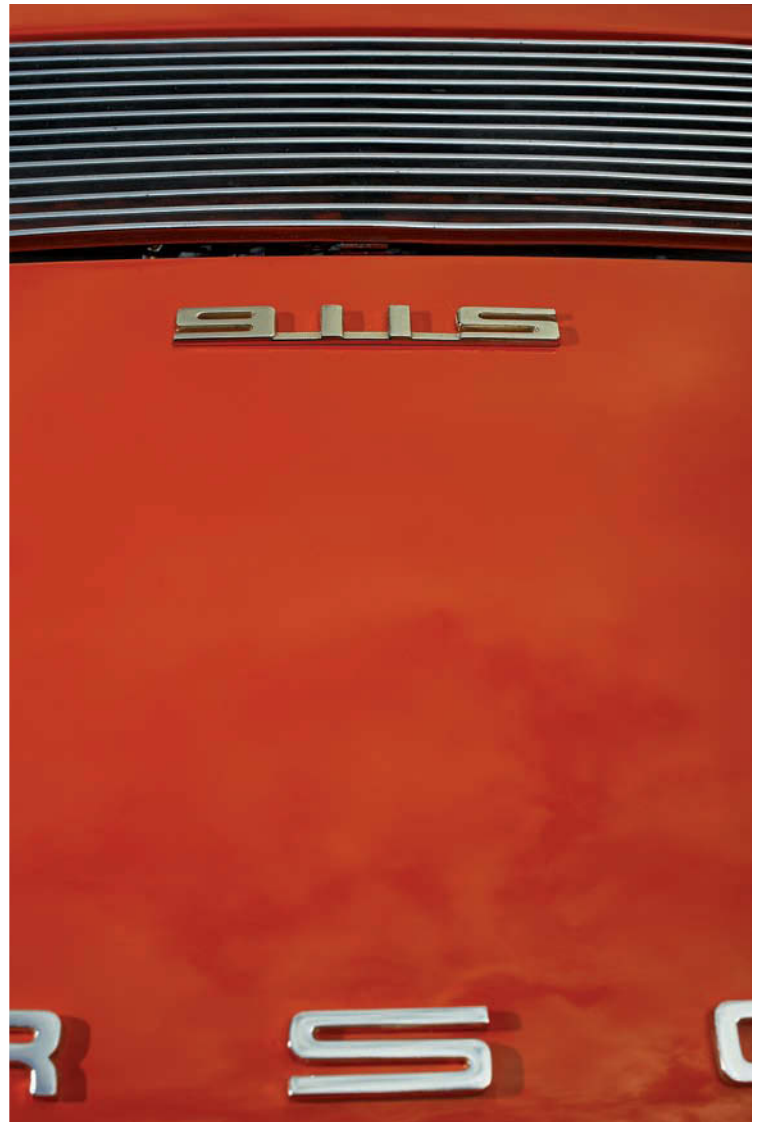
"All of my cars get driven. I don't just tuck them away," Neil emphatically states. "This has

been out in the pouring rain, and look at it – it doesn't do them any harm. I didn't want to just buy it and stick it away, it's there for people to use – it's a car at the end of the day. I mean when you drive it today, if you stuff it into the barrier, it just goes back to Canford Classics and they fix it... it's that simple!"

In fact this Tangerine 911S has recently returned from a trip to Spa-Francorchamps, where it was given the treatment it was designed for on the torturous Belgian circuit.

"It was great on track at Spa; you get to see what the brakes can do on track, and what it can really accelerate like, that was the only time I've had it on track, but I have done a few long drives in it. Canford Classics is down in Dorset so I have been down there from Kent a few times," Neil commented.

Neil may keep this car in a temperature-controlled environment, but trust us, he uses his cars properly, and for that he deserves a very large tip of the hat. So how does it compare with his experiences of other, perhaps more modern, 911s? And is this, in fact, the oldest version of the



"You can't just coast around driving this, you have to think about everything which makes it more of a driving experience"

iconic Porsche that he's owned?

"I had an '89 Supersport Targa, but this is the oldest 911 I've had," Neil explained. "In comparison with the newer stuff you have to think a lot more when you're driving, because it's a dog-leg gearbox you have to make sure you're in the right gear, and you have to brake harder – you can't just coast around driving this, you have to think about everything which makes it more of a driving experience. Once you get used to it and become familiar with it, you get more confidence with it to drive faster."

Neil was insistent that we experience what the car has to offer first hand, and with an empty section of the epic Brands Hatch circuit at our disposal on a glorious summer's day it would've been rude of us not to do just that. This Tangerine dream is just that when it's up and rolling; in fact I quickly assess that it's one of the best classic 911s

I've ever driven. Neil's emphatically trusting and keen for me to explore the car's full rev range, so I take it through the sweeping back section of Brand Hatch's Grand Prix loop where it responds beautifully to my every command under load. Everything feels so unbelievably tight and up and together on this car; a testament to Canford Classic's hard graft, and the care of Precision Porsche in East Sussex whose team look after the car's maintenance needs.

From a standstill and all the way through first gear, this 911 feels vibrant and alive, and once you've mastered the quick change to second gear on the dog-leg 'box it rewards through second and third gears too, building pace and drawing a smile across the face. For all intents and purposes this thing feels brand-new, it's so painless to drive and demonstrates the fit, finish and composure of a modern vehicle in many respects,

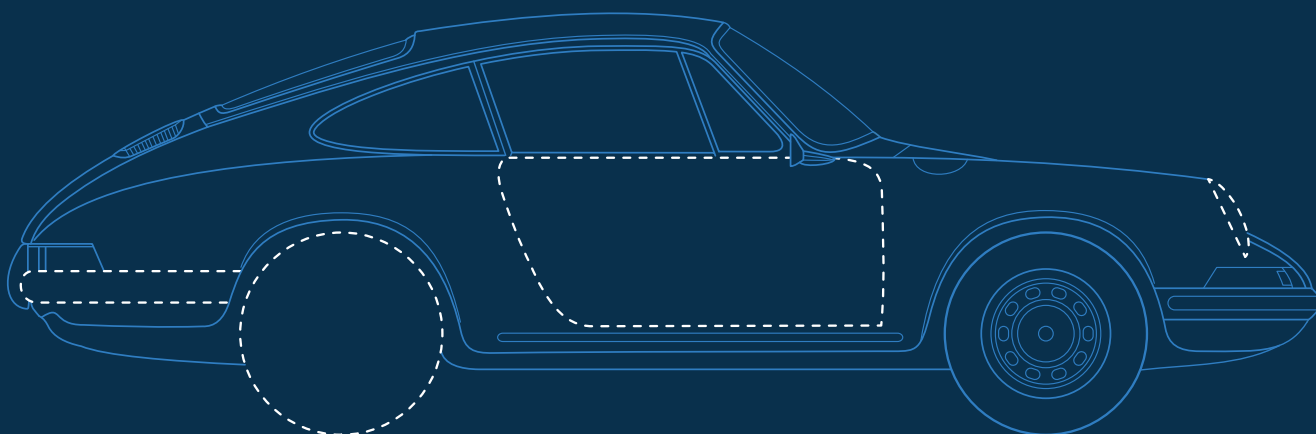
which is thanks to Canford Classics.

As I push it a little through a switchback of bends on track the body rolls pleasantly and predictably as you feel the weight transferring around, this car feels thrilling and bubbly – like a puppy dog let off the lead for the very first time – it truly does deliver that classic Porsche rush that has captivated so many over the years. Now I can completely understand why Neil has fallen so emphatically in love with this 911, and why he isn't afraid to use it as much as he does.

Frankly some classic Porsches can be a bit of a chore to drive at times, but this one is an utter joy. If there was ever a physical demonstration for having your classic Porsche restored properly by folk who know their Porsche onions, then surely this is it. We're pretty confident this old 911 will be staying in Neil's enviable collection for some time to come... ○



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The front-engined 924, 944 and 968 are some of the best-handling and best-built Porsches of all time, they also remain some of the most affordable...

Story: Philip Raby Photography: Anthony Fraser







We've all heard it – the 911's engine's in the wrong place. It's boring and, in my opinion wrong – who said a car's engine has to be in the front? The only reason most cars are configured this way is because horses pulled carriages and carts along from the front (a horse pushing with its nose just wouldn't work) and the occupants were protected from mud thrown up by the horses' hooves at speed by a plank of wood called a dashboard.

Ferdinand Porsche, however, thought that positioning the engine in the front of the car wasn't an efficient use of space, so many of his early designs – including the famous Volkswagen – used a rear-engined layout. Indeed, he was horrified to find that the prototype 356, penned by his son, was mid-engined and Porsche senior pulled rank and insisted that the powerplant was moved behind the rear wheels to free up valuable room inside the car. And that's why the 911 is rear-engined – because of a father-son tiff.

Porsche returned to the mid-engined concept

in the late 1960s with the 914, an entry-level model that sat below the 911. However, the car that replaced the 914 as Porsche's affordable model was to be very different. Why? Because it was Porsche's first car to have the engine at the front, driving the rear wheels. It was a logical solution, as a front-engined car is well balanced, especially when, as was the case with the 924, the gearbox was rear-mounted to give a near 50-50 weight distribution. It's also a straightforward and efficient way to design a car, with plenty of room upfront for the engine, not to mention the fact that all self-respecting sports cars in the 1970s had to have a long bonnet!

The 924, codenamed EA425, was originally a joint project between Porsche and Volkswagen, under the snappily titled umbrella company VW-Porsche Vertriebsgesellschaft which had the remit to build affordable VW-based sports cars and had been loosely responsible for the 914. The plan for the 924 was to make a more practical, more profitable and more widely appealing car than the 914. To tick those boxes,

the designers raided VW's parts bin and ended up with a front-engined coupé with two-plus-two seating and a lifting rear hatch. The family resemblance to the soon-to-be launched range-topping 928 was no accident.

Much scorn has been poured on the 924's 2.0-litre engine which is often erroneously claimed to have originally been a VW van unit. However, the truth is it was based on a 1960s engine and was developed in the 1970s by Audi to be used in the 924, VW LT van and the Audi 100. In its 924 guise the engine produced a modest 125hp. The rear-mounted transaxle was also from Audi and was used in the 100 saloon of the time.

The original plan was for the new EA425 sports car to be available in both VW and Porsche versions. However, in 1973, the joint organisation collapsed. The development company went to Porsche, while the nearly finished car project became the property of Volkswagen, which had big plans to market it as a Volkswagen or Audi through its many dealers around the world. This was bad news for Porsche





The 924S is a joy to drive and feels small, light and nimble. It seems remarkably solid and well made





as it meant it would no longer have a much-needed entry-level car, and VW would now be a competitor in the sports car market – with a car that Porsche had designed. Not a great situation for the struggling upstart.

However, another potentially worse situation came along that, oddly, worked to Porsche's advantage – the oil crisis of 1973. Producers were refusing to supply oil to western countries, and sports car sales slumped as a result. All of a sudden, the EA425 project wasn't as attractive to Volkswagen, which was also developing its own Golf-based Scirocco coupé. After much negotiation, then, large sums of money changed hands and Porsche clawed back control of its precious new sports car; a potentially massive gamble in those troubled times. The moniker '924' was chosen to signify the four-cylinder engine (in contrast to the V8-powered 928) and production started at the end of 1975.

And so began a long dynasty of front-engined Porsches. The 924 morphed neatly into the 924S in 1985, which shared an engine with the pumped-out 944 of 1982. This all-new 2.5-litre unit silenced the critics of the 924's original Audi powerplant, and featured a clever balance shaft to reduce the roughness inherent in a four-cylinder engine. Power was 150hp in the case of the 924S and 163hp for the 944.

The 924S was quietly dropped in 1988, while the 944 with its aggressively bulging arches continued to be developed with more power and more refinement, culminating in the 3.0-litre 944 S2 of 1986. By 1992, the 944 had itself evolved into the 968 which boasted restyled front and rear ends and a yet more powerful (240hp) engine. By 1995, though, the 968 was

The S2 is more grand-tourer than sports car and will cruise along happily and without fuss in a high gear



discontinued to be replaced by the all-new mid-engined Boxster, and Porsche's dabble with front-engined sports cars was over. The company would return to front-mounted engines in 2003 with the Cayenne and, later, the Panamera and Macan, but none of these were pure sports cars in the way the 924 and its descendants were.

But are these cars simply blips in Porsche's predominately rear/mid-engined sports car story or are they an essential part of the company's history and evolution? From a commercial point of view the 924 and 944 (the 968 was beginning to show its age by the 1990s) were great sales successes and probably saved Porsche from financial ruin. However, for me, they remain more than that. They were the Porsches I grew up with and, in my youth, always seemed more accessible than the exotic 911. Today, with classic 911 prices going up by the day, could a 924, 944 or 968 still offer Porsche excitement for sensible money? To find out, we gathered together an example of each for a day in the countryside surrounding the famous Goodwood circuit.





First up is the 924, an S from 1988. It is a rare Le Mans car, built to celebrate Porsche's 12th win in the famous 24-hour race. This one is finished in black with turquoise side stripes and wheel detailing – an acquired taste that continues inside the car. Better news is uprated suspension and, as with all 1988 Ss, a 160hp engine. I always think of the 924 as a 'pretty' car and I don't mean that in a derogatory sense; its lines are pure and the shape has hardly dated in 40 years. I grew up with pop-up headlamps and, I'm not ashamed to admit, they still thrill me today.

It's less good news inside. The interior is more VW than Porsche, with hard black plastics and a very low (and non-adjustable) steering wheel. It feels dated and uninspiring while also remaining functional and comfortable. You sit low (you have to with that steering wheel) and the gear lever is wonderfully high – it's classic Seventies sports car ergonomics at its best and I immediately feel at home. The handbrake is down by the door sill

(it'd be too high on the centre console), which takes a while to acclimatise to, but the overall feeling is of snugness and no nonsense.

The 924S is a joy to drive and feels small, light and nimble. By modern standards, 160hp isn't a lot but in a lithe car that weighs just 1190kg it's enough to have some fun with. I need to play the gears to keep the revs over 5000rpm to exploit what power there is, and the engine is eager to oblige. The 924 seems remarkably solid and well made, and refreshingly free of shakes and rattles.

What's frustrating, though, is that the well-balanced chassis is crying out for more power. The handling is wonderfully neutral, and the car remains flat as I push it through the curves. It feels safe and predictable, with just a cheeky hint of lift-off oversteer which is very controllable.

Safe and predictable are not words you'd have associated with Porsches in the 1970s and 1980s but that is one reason the 924 was such a sales success – it was a relatively affordable Porsche

that anyone could jump into and enjoy. With two-plus-two seating and a lifting rear hatch giving access to a good-sized boot space, this was the people's Porsche. Today, it's hard to spend more than £5000 for a nice 924 so it remains a Porsche for the masses. Except, that is, there aren't masses of 924s left, and few of those that are still around could be called good examples.

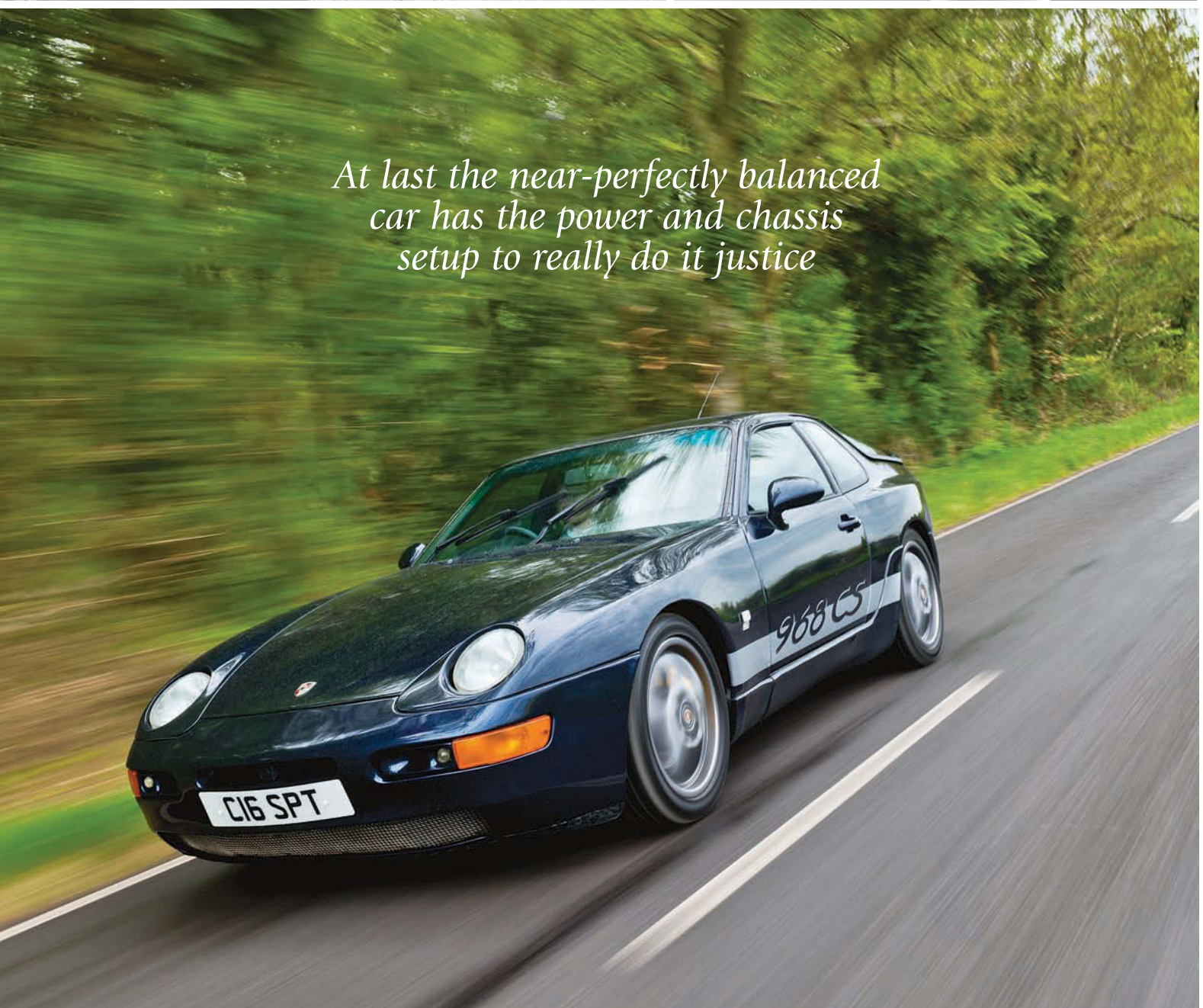
It's a similar story with the 944 that followed. Over the years, many have been neglected, scrapped or unsympathetically modified, so it's a pleasure to find a decent one, such as this lovely 1992 Guards red S2. The first surprise is that the car feels so much roomier inside than the 924, thanks to the all-new 'oval' dash which was introduced in 1985. This cockpit oozes quality and is much more in keeping with a high-quality sports car, and even today it still seems a modern place to be. What's more, the steering wheel has been raised to give more legroom.

It's not just the interior that feels larger,





*At last the near-perfectly balanced
car has the power and chassis
setup to really do it justice*



though. On the road, the S2 gives the impression of being a bigger and heavier car than the 924. Which, to an extent, it is, with its bulging arches and extra 120kg of equipment. Indeed, the car's whole character has changed. The 3.0 engine is undoubtedly more powerful and torquier but at the same time it is lazier and doesn't urge me to rev it in the same way as the chirpy 924S's. The S2 is more grand-tourer than sport car and will cruise along happily and without fuss in a high gear. It is, though, worth making the effort to get the revs up – 4000rpm is the magic figure this time – and forcing the engine to come alive. Do this and, once again, you can have a lot of fun. Wider rubber eliminates the oversteer of the earlier car and in its place comes a security blanket of understeer. The handling remains beautifully predictable and balanced but the more refined nature of the S2 makes it a slightly less chuckable proposition.

Like the 924, the 944 remains an affordable classic Porsche, with prices of good S2s (the last and most desirable of the non-Turbo models) rarely peeping above the parapet of £10,000.

The one family member that has held its value most is the last of the line – the 968. By definition the best of the bunch, the 968 was made in smaller numbers because, by the 1990s, it had become a dated machine under the undeniably clever restyling. It's this rarity coupled with the more curvaceous (read Porsche-like) lines that have enabled 968 values to remain relatively solid and, therefore, more examples have been properly looked after – you rarely find a tired 968. That said, you still won't pay a lot for a 968, with decent examples starting at around £10,000 and going up to the heady heights of £15,000. That's for a standard car or for a UK-only Sport; the rarer Club Sport values are heading northwards rapidly.

In fact, it's a Sport we have here today, albeit one tricked out with Club Sport badging. The Sport was essentially a halfway house between the standard 968 and the stripped out Club Sport. It had the latter's suspension coupled with the former's home comforts such as central locking, alarm, electric windows and mirrors, rear seats and electric boot release. It was an attractively priced winning combination put together to boost flagging UK sales.

It wins me over today, too. The headline change to the 968 over the 944 was a reworked 3.0-litre engine that used, among other things, VarioCam technology to boost power to 237hp while at the same time making that power available from lower revs. Furthermore, the engine was linked, for the first time, to a six-speed gearbox.

Sitting in the 968, there's very little to tell it apart from the 944 S2 apart from a Club Sport



steering wheel, and it's a similar story when I start to drive it. However, I soon begin to appreciate the extra power and willingness of the VarioCam engine. Again, the power starts to come in at 4000rpm but it's more linear and, therefore, useable. The close-ratio gearbox helps to keep the engine within the powerband, too, and I find myself changing gear more than I did in the 944 which, in my book, is good news when you're driving a sports car. The revised suspension is also good news and is an improvement on the 944's – at last the near-perfectly balanced car has the power and chassis setup to really do it justice, while that steering wheel is a joy to handle.

The 924S, 944 S2 and 968 Club Sport clearly share the same DNA, both in terms of appearance and driving. Yet they retain their own very distinct characteristics. Which is best?

Logically, it has to be the most developed car

so I have to say the 968 for its honed engine, chassis and six-speed gearbox. However, don't dismiss the other cars. The 944 S2 is 80 percent of a 968 in terms of driving ability and I actually prefer its more angular and aggressive styling over the 968's stuck-on front and rear curves. The 924S, meanwhile, has a charm all of its own and, while it's by no means a fast car, it's a lot of fun to drive and its unsullied shape is lovely. They're all rare Porsches now, yet remain eminently affordable.

So forget about where a Porsche's engine should be – rear, middle, or front, they all work and the 924 family of cars don't have their engines in the wrong place any more – or less – than the 911 does ○

Thanks to Richard Warburton for lending us his 968 Sport, and to Victor Robinson of Stuttgart Legends who supplied the 924S



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Any self-respecting personal garage or automotive themed 'man cave' should feature a wall adorned with period signage, and there's plenty of options to choose from. Sadly the regular online auction sites are littered with replica items, so care is highly advised if you are wishing to purchase genuine antique items, and our advice would be to do just this. Don't forget that anything depicting the major recognizable brands will naturally be more sought after.

Back in period, tin signage was all the rage, which means there is a wealth of

colourful, beautifully designed options out there if you know where to look. Naturally eBay is a good source, but be advised that sellers will charge a premium on this site, and authenticity and quality are often hard to gauge. Instead it is always worth searching for period signs at autojumbles but ensure you wear your bargaining hat and mind your location. If you're at Goodwood Revival, for example, the prices displayed will blow your socks off, so we'd advise instead that you look at national autojumble meets and not to be afraid of offering a cheeky low bid. Wait until the end of the day and offer realistic

cash – don't be afraid to offend the seller, you never know what might happen!

Better still, visit a local antiques fair that isn't automotive based; the larger the better. However, these sellers are not fools, they know what their stock is worth but chances are there will be less potential 'car' customers floating around the place so bagging a bargain is more likely. Finally, some high-end classic car auction houses have started pedaling these signs and occasionally there's a bargain to be had, so take a look at the usual suspects, such as Bonhams and Coys ○



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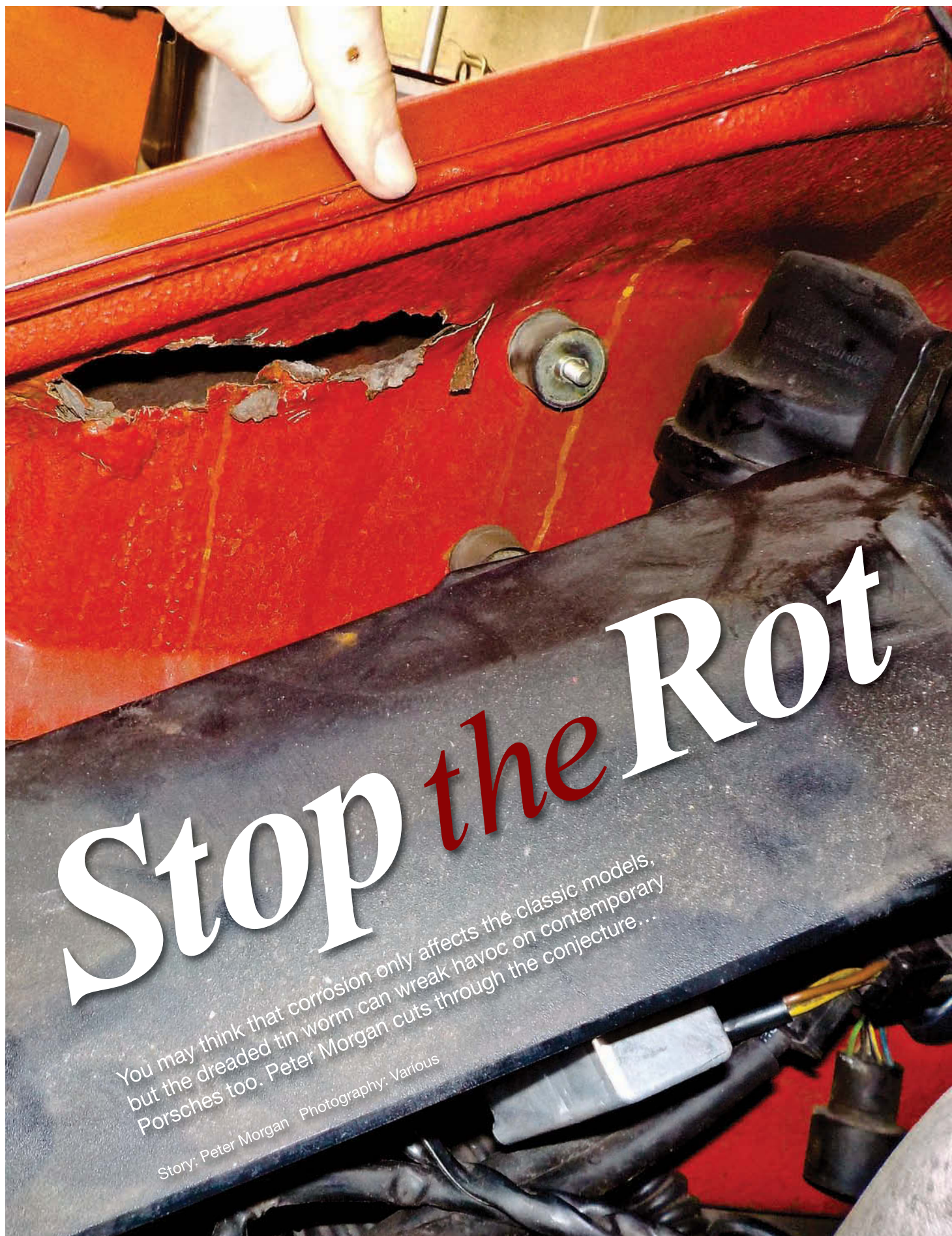
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Stop *the* Rot

You may think that corrosion only affects the classic models, but the dreaded tin worm can wreak havoc on contemporary Porsches too. Peter Morgan cuts through the conjecture...

Story: Peter Morgan Photography: Various

don't normally look too closely at sports cars other than Porsches, but the other day my attention was drawn to a youngish product of a well-known British manufacturer that had tell-tale rust blistering all along the tops of the front wings. Corrosion isn't a new challenge for car makers and today, given some 50 years of focused development of preventative design, it is a completely unacceptable flaw when quality is so important to most buyers.

It's a sad fact that the two key metals used in automobile manufacture – mild steel and aluminium – are extremely prone to oxidation/corrosion. When exposed to moist air, both unprotected metals readily form oxides. In the case of mild steel, the brown coloured hydrated ferric oxide is popularly known as rust and this can easily lift paint and most other kinds of protective coating. With aluminium, the oxide is a white substance that can inflict a similar level of damage.

Corrosion only really emerged as a major consideration in automobile quality from the late 1960s, when the use of salt became widespread in countries where snow and ice were common in winter. Salt acts as a catalyst or accelerant for the chemical reaction that leads to metal oxidation and the effects of corrosion will be seen far more quickly.

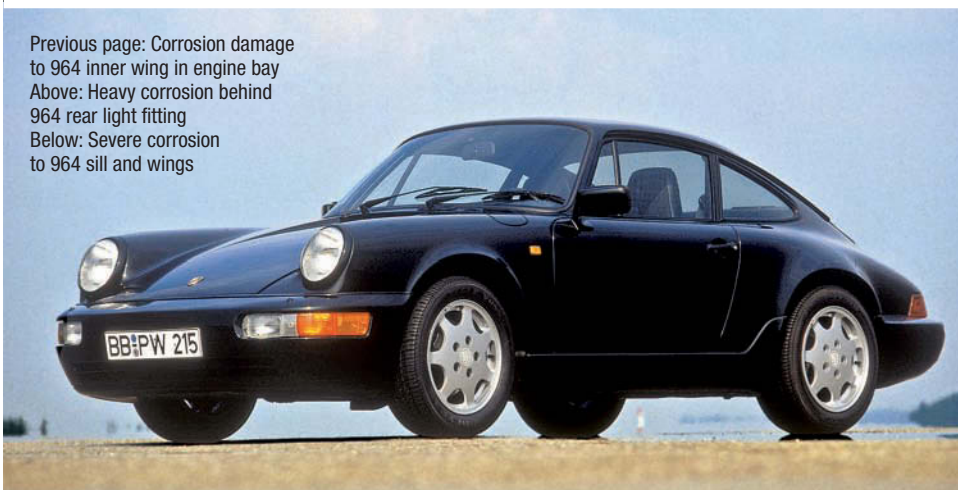
The corrosion process can be initiated as a result of the smallest of imperfections in the surface of a separately applied protective coating and in the old days underbodies received little such protection. Coatings would be applied by paintbrush or spray to surfaces that included a myriad of crevices and cavities. These cavities often escaped protection altogether and also allowed the accumulation of road debris, moisture and other contaminants. These 'rust traps' would quickly result in major corrosion to the structural components of a vehicle.

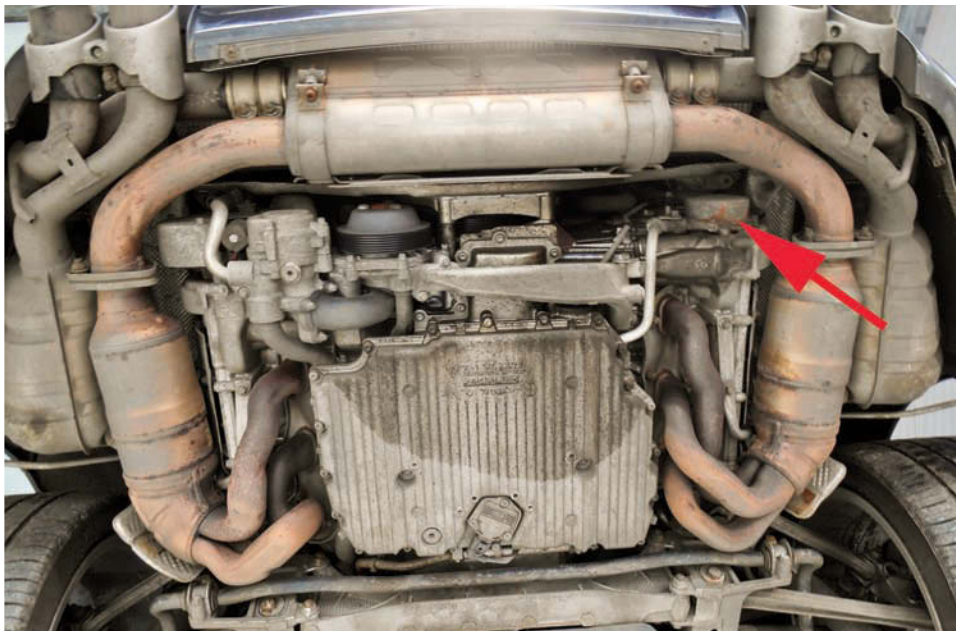
The early plasticised protective coatings were very variable in quality and some became brittle and cracked after a few years. As any early 911 restorer will know, such breaks allowed the formation of micro rust traps of their own, even on relatively well drained areas of metal. Moisture could seep through the imperfections, often by a process similar to osmosis, and could accumulate in an airless cavity between the coating and the base metal.

Significant research and development over the decades since the Sixties has resulted in major steps forward in the prevention of corrosion on all metals used in cars. Today, the bottom line is that there is simply no excuse for any manufacturer not being able to deliver a vehicle (and particularly a premium segment car) that cannot resist corrosion for at least ten years. And most do.



Previous page: Corrosion damage to 964 inner wing in engine bay
Above: Heavy corrosion behind 964 rear light fitting
Below: Severe corrosion to 964 sill and wings





Above: Tandem pump in situ on 997 Carrera
Below: Condenser leak damp patch on a 997



The story of how Porsche led the industry in the development of protected bodyshells is at the heart of why the Stuttgart cars gained a reputation for being 'hewn from granite' during the 1980s and 1990s.

In the late 1960s, Porsche and its steel supplier Thyssen of Sweden began experimenting with dipping mild steel panels into molten zinc before applying the usual primers and top coats to the formed panels. Using zinc to protect steel had been a proven strategy for preventing structural corrosion in buildings and other structures, but using the same process on cars was new. The zinc provided what is called a sacrificial metal coating to the mild steel substrate. When the outer paint coating was damaged by a stone for instance, it was the zinc that came into contact with the moist atmosphere and it reacted to form a hard barrier in preference to the more vulnerable mild steel.

By the start of the 1976 model year, Porsche was confident enough to offer all its models with fully zinc-coated bodyshells and to warrant them against rust perforation for six years. That warranty was extended to ten years for the 1986 model year and has been a feature of the new product offer ever since. It was a deliberate strategy from a time when the company had driving in its finest form as its principle objective, almost at whatever cost it took to achieve.

Over the subsequent decades, the science of corrosion protection has significantly improved the understanding of how to prevent key component degradation in the most aggressive of environments – and a northern European motorway on a snowy winter's day provides as aggressive conditions as any car will experience.

Consequently you might be thinking that today, if Porsche has 40 years experience of corrosion resistance designed in from the first line on the first drawing of its new cars, corrosion shouldn't be an issue. And at an overall vehicle structure level that is the case. The only problem is that once the cars pass beyond the interest of the first or second owners, say beyond five or six years old, component corrosion can be an expensive inconvenience for subsequent owners. And the further back in time one goes, the more of a maintenance or restoration budget has to be focused on defeating the damaging effects caused by steel or aluminium degradation.

We'll focus here on the 911s and Boxsters made in the past 25 years, but only because to discuss why, where and how the earlier models corrode would occupy a book!

When you look underneath the back of a Gen-2 997 Carrera, you may be surprised to see the effects of corrosion go beyond the exhaust

fittings. On the back of the engine's right side there is a small 'can' shaped housing that will usually be covered in rust. The tandem pump is a critical accessory on the later M97 engines, scavenging oil from the cylinder head and providing vacuum to drive other ancillaries. The mild steel case is sadly ineffective when faced with determined attack from road spray and the engine's heat when more than five years old. On the older Gen-1 models, replacing this component has become a major cost for owners (the replacement costs around £500 fitted), as well as replacing rusted-out cam cover heat shields and replacing exhaust fasteners that almost seem to dissolve over time.

The early 996s and Boxsters suffered from rusting under the door strikers, which was only fully resolved from around 2001 when plastic gaskets were fitted between the strikers and the B-pillars. However, some 2004 Boxsters still shows the tell-tale corrosion spider creeping out from under the striker. This will need attention to prevent eventual full perforation through the B-pillar. The corrosion was caused by the striker moving in use and scratching through the zinc coating to the base metal.

Unsurprisingly as the rusty door catches were, there are two more serious areas where corrosion can cost the water-cooled 996/997/Boxster owner dearly...

Rotting air conditioning condensers are an issue on these models from as little as five-six years old. Being directly exposed to the weather in the front bumper ducts and often helped along by a build up of wet leaf mulch provides perfect conditions for the condenser's delicate aluminium matrices to develop pin hole leaks – most clearly seen as damp patches (from leaking refrigerant) when you look into the ducts. The resulting air-con system rebuild can easily run up a four-figure bill.

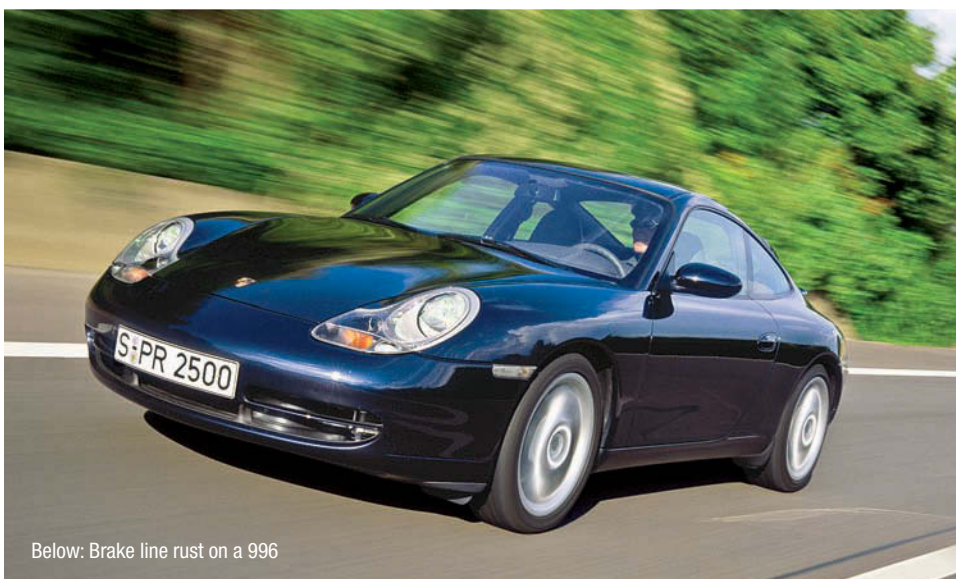
Nevertheless, the second, and potentially far more serious corrosion issue concerns corrosion of the brake pipes – not the visible ones by the wheels (although these can deteriorate), but those rigids running front to back and invisible to a VOSA (MoT) tester. They are located under the plastic underbody panels.

We have heard of a Boxster (986) passing the VOSA roadworthiness test recently, only to burst a brake pipe as the car was driven off the premises! The photo (right) shows a 2003 996 and the worrying extent corrosion can affect these hidden pipes. To check these pipes on your 996 or 986 Boxster, there are five M10 plastic nuts holding an 'L' shaped cover under the nearside central area of the underbody. If you don't have the means of safely lifting your car to do this, have an experienced Porsche technician do it in a workshop environment.

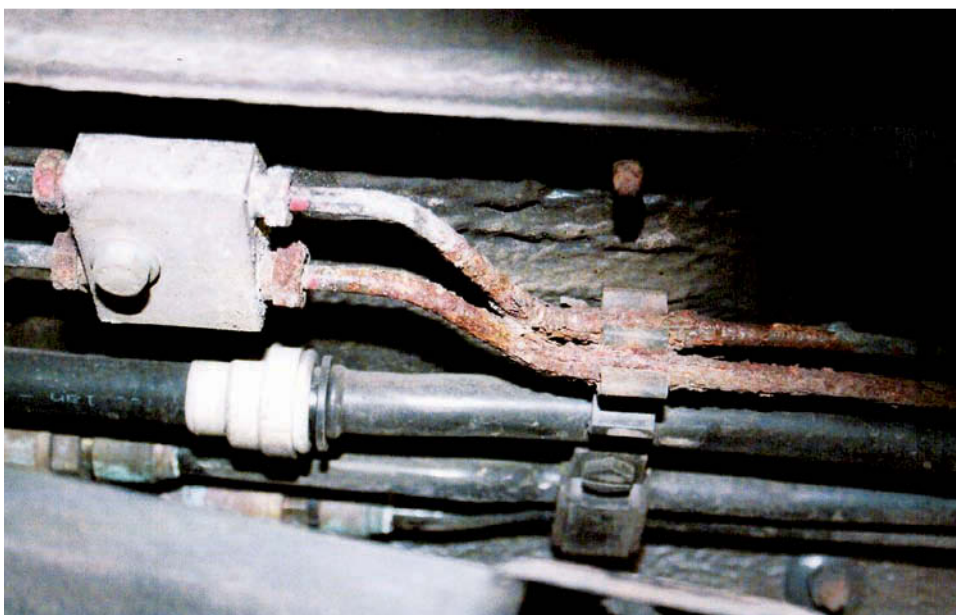


Here: Window trim corrosion on the 993
Below: 993 scuttle corrosion





Below: Brake line rust on a 996



We haven't heard of any issues relating to the later (and derivative) 987 Boxsters or 997 Gen-1 models yet, but these long brake pipe runs are becoming a 'must check' area during any service.

The variable boost turbo installation on the 996 Turbos has demonstrated limited durability in what is an extremely aggressive environment. Owners are faced with a not inconsiderable cost of replacing rusted wastegate controllers and heat shields perhaps every seven-eight years, at a cost of nearly £600 for the parts alone.

As we go back in time – and the age of the car increases – body corrosion issues become increasingly important. It is clear that the zinc body coating, although significantly contributing to the resilience of the shell in the first 10 or 15 years, does degrade for one reason or another. Bodysell flexing or accident damage in particular appears to lead to progressive breakdown of the protection barrier.

Cheaper repairs (particularly plated repairs) will be done with conventional gas or electric welding and the repairers frequently fail to clean up the welds properly. This kind of repair will break the original zinc barrier. Bodysell welding requires very careful finishing with complete removal of oxides, fluxes and other contaminants before coating with zinc paint and then applying the primers.

The most obvious corrosion issue that nearly all European 993 models suffer from is scuttle corrosion. This is the small panel under the windscreen that carries the wipers. One theory is that the corrosion may originate from the windscreen's rubber seal abraiding the painted and zinc coated surface of the scuttle. Other 993 'at risk' areas include aluminium oxidation of the black anodised window frames and deterioration of smaller items such as the engine heat shields and the rear bumper stays. More seriously, some cars have suffered structural corrosion in the rear longitudinals either side of the engine (which endure repeated attack from the rear wheelspray and heat from the exhaust system below). The components of the twin-turbo installation on the 993 suffer from the inevitable deterioration of being placed next to the very hot turbos.

Nonetheless, the 993's susceptibility to corrosion looks minor compared to some of the issues the first 964s can produce over time. The levels of deterioration depend on the car's usage, but for some reason, the 964s do appear to be prone to bodysell corrosion – and even more so than the previous Carrera 3.2/930 Turbo.

The reasons are difficult to pinpoint. Given the claimed 87 percent new design of the model and its somewhat rushed development into production, it suggests too little thought went into the design for long term quality.



Below: A leaking tandem pump on a 2006 997

Unfortunately today, any 964 needs careful examination to find out if there is significant use of filler in the vulnerable panels.

The photos (p83 and p84) show a particularly hard hit early 964, showing a level of deterioration that would be expected in a 911 10 or 20 years older. The inner and outer rear wings and sills have rotted away, making the car unroadworthy. It will need a major investment to restore its structural integrity. To a lesser degree, this can be common on early 964s, but the problem is seeing it. The plastic sill trim panels, engine bay ancillaries and interior upholstery often cover the vulnerable areas. If your car is found to hide corrosion on this scale, it becomes a major (and often unwelcome) restoration project.

The upside for the 964 is that it was the first 911 to receive proper wheelarch liners. There is little doubting that if liners had been fitted to every 911 from 1965, we would have a lot more classic models on the streets today.

The bottom line of corrosion is perhaps obvious – the older the car the more likely there will be corrosion. That said, it's clear there is still some work to do before the modern Porsches can claim to be fully corrosion free for ten years ○

Thanks to Craig at GT-One (gt-one.co.uk) and Andy at ProMax Motorsport (promaxmotorsport.co.uk)



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Game *of* Thrones

With the new 991 GT3 RS in hot pursuit of its crown, it seemed fitting to look back at the 997 GT3 RS 4.0-litre – said to be the most hardcore Rennsport model ever created...

Story: Louise Woodhams
Photography: Oli Tennant





The new Rennsport 991 is widely considered to be the biggest step up from the GT3 than any other RS model to date. We've yet to discover whether or not the new model has upstaged the 997 RS 4.0-litre, launched in 2011, but up until its arrival the 4.0-litre 997 had been heralded as the most hardcore modern 911 road car you could find. Here we look back at how it paved the way for the latest iteration and why it will always be a highly sought-after RS, regardless of any new talent on the block.

Before the first incarnation was launched, 'GT3' was just the name of a class in motor racing. Now if you search for that term on Google, Group GT3, known technically as Cup Grand Touring Cars, comes up second on the list, behind the now famous Porsche road car. The GT3 RS 4.0-litre followed on from the 997 Series 3.8-litre GT3 and GT3 RS road cars. It was the eighth and final GT3 to use the motorsport-derived Mezger flat-six (M97), making way for a Direct Fuel Injection (DFI) unit for the latest generation of cars. That said, the 991 uses a similarly configured unit and also has the same power with only an additional 15lb ft of torque. Now, the Mezger engine may be old but it's also an engine that brought Porsche victory at Le Mans. It's a hardy mill in many respects, so much so that one of the routine tests to which it was subjected during development for use in the 997 RS 4.0-litre, it was run flat-out non-stop for 3000km. Not surprisingly, then, it's the engine in this car that's the main event.

By using the long stroke crank from the track-only GT3 R and RSR it has a capacity of 3996cc. Because it was stroked (from 76.4mm to 80.4mm) rather than bored (with it already maxed out at 102.4mm), a lot of attention was paid to the way air got into the engine and gases emerged from it to guarantee that the power gain more than matched the increase in torque. The M97 engine was also fitted with titanium connecting rods, trick new headers, a higher-flow

It may have cost nearly twice as much as an entry-level 911 when new but it was worth every penny



A no-nonsense cabin with lightweight seats and a smattering of carbon trim. The air-con and the radio were deleted to save weight but could be reintroduced as a no cost option



GT3 RS 4.0-LITRE

ENGINE: 3996cc naturally aspirated flat-six

TRANSMISSION: Six-speed manual

BRAKES: 380mm (front), 350mm (rear)

CHASSIS: MacPherson struts (front), multi-link (rear), PASM

WEIGHT: 1360kg

PERFORMANCE:

Power/torque: 493hp @ 8250rpm / 339lb ft @ 5750rpm

Top Speed: 193mph

0-62mph: 3.9sec

Fuel Consumption: 20.1mpg (combined, claimed)

PRICE: £128,466 (new)



unique induction system from the GT3 R Hybrid racer, a modified intake manifold with shorter runners, race cats and a less-restrictive titanium exhaust. As a result, the most powerful naturally aspirated engine ever to be fitted to a 911 pushed out 493hp at 8250rpm and 399lb ft of torque at 5750rpm. It did 0-62mph in 3.9 seconds and had a top speed of 193mph.

Compared to the regular 997 GT3 3.8 RS, the 4.0-litre boasted much more downforce. That's mainly down to a nine-degree angle on the adjustable rear spoiler (previously six-degrees), which worked together with the front dive planes to balance out rearward pressure and control nose lift. The attention to detail is absolutely ludicrous and it was not all about show.

According to Porsche – and in the right hands obviously – the latter of those two modifications enabled the 4.0-litre 997 to take Fuchsröhre at the Nürburgring flat-out whereas the previous 3.8 RS couldn't. As a result of its modifications, the RS 4.0-litre lapped the Nordschleife six seconds faster than its 3.8-litre counterpart.

With all that grunt, the suspension needed a thorough revision as well. To that end it featured unique spring, damper, toe and camber settings along with rose-jointed rear lower arms taken from the GT2 RS, as well as secondary helper springs which reduced its unsprung weight. Furthermore, Porsche's dynamic engine mounts were fitted, designed to firm up and manage the rear-mounted engine's mass during hard cornering. Thanks to the use of lightweight plastics (side windows and rear screen), carbon fibre panels (bonnet, front wings and seats) and carpets that are half the thickness of those inside a normal 911, there was also less weight to deal with. The 4.0-litre tipped the scales at 1360kg, 10kg lighter than the 3.8 version.

So how does all of that translate to the road? Put simply, the engine is nothing short of incredible. It's more tractable than the 3.8-litre car, and there's no lumpiness at lower revs. It's a



wonderfully linear power curve that accelerates smoothly from just above idle and pulls hard all the way to the 8500rpm redline. The first time you hit mid-range reserves at around 3000rpm you feel that you must be a gear lower than you actually are. That's the flat-six telling you to approach a corner in a gear higher than you are used to and to let the torque do the work, which translates into fewer gear changes – great for track driving. And no matter how hard you push it, you rarely see the traction or stability light flashing, which in part probably has something to do with those cut slick tyres delivering unbelievably high grip levels.

Up until the 991, Porsche didn't offer its PDK dual-clutch transmission in any GT3. The PDK may well be superior to a manual gearbox in some respects but there is nothing quite like the control offered by a manual transmission which, as well as being lighter, enables the brave to initiate slides more smoothly with the ability to play with a clutch pedal. In terms of handling, the 4.0-litre car is sharper and more precise in its responses compared with the 3.8 machine. And despite all of that power, it always feels stable and composed through the corners. The power steering is





"It's an interesting car, but expensive. The general argument is that they're bought for investment"



perfectly weighted and linear – probably one of the best systems out there. Carbon ceramic brake discs are optional but the standard brake setup is pretty decent, biting immediately and hard. Where this car comes alive, though, is on track but if you can get used to the heavy clutch, weighty short throw of the gearbox and the firm ride, it's fairly civilised driving through traffic in town or cruising on the motorway, too. The only bugbear is the noise from the engine and the tyres; a fairly irrelevant factor for a track-bred machine that's compliant on a typical British B-road. And let's be honest, the bark from the exhaust is not exactly insulting on the ears!

It may well have cost nearly twice as much as an entry-level 911 when new (£128,466) but the GT3 RS 4.0-litre was worth every penny, although Porsche made no profit from the 600 cars it built. The feeling that you get of being connected to the road is simply sensational. Is it the ultimate Rennsport 911? At the time it certainly was – the culmination of everything that Porsche had learnt up until that point went into the creation of this run-out model. And even today – with the arrival of the latest 991 GT3 RS, the 997 4.0-litre incarnation remains all the car you would ever



Externally, 4.0 badges, purposeful aerodynamic aids and graphics distinguish it from lesser GT3s

need. When we think back to that first GT3, it's crazy to think that the 4.0-litre is its direct descendant and essentially built from the same concept. Even by Porsche's legendary standards, it has never built a machine like this since, and only time will tell if the 991 will follow in its footsteps. Perhaps it will surpass what we believe to be the finest pseudo road-come-track car ever built? What is certain is that the 997 GT3 RS 4.0-litre was an important car for Porsche, unmatched by anything else in terms of delivering a pure and addictive driving experience.

If you're still in doubt as to whether the last of the manual GT3s is the ultimate 911, perhaps the buoyant market will convince you. We spoke to Nick Maingot, former driving coach and now Automotive Consultant at The Octane Collection in Guildford: "The last 997 RS 4.0 we sold was this white car with 6761 miles on the clock. It

sold for £249,999. Sales peaked in December though, when there was a lot of uncertainty with the arrival of the new 991, what with it not having the Mezger engine and equipped with PDK automatic transmission. At Christmas we sold a black one for £263,000. It had the optional ceramic brakes, front-axle lift function, Michelin Pilot Cup tyres, PCM 3 Navigation and Telephone Module, and grey Alcantara interior, which seem to be the most preferable spec for prospective owners.

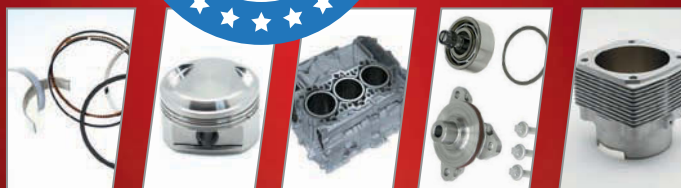
"It's an interesting market – very nervous, and extremely mileage and revision sensitive. It's strange as people want this limited track variant, yet they also want it to be absolutely immaculate. If it has got under 10,000 miles on the clock they'll still look to see if the inner front arches have been replaced. Likewise with the brakes or if any of the paint has been touched up at the

front – all signs of track use. But these cars are robust; they use the RSR crank, which revs to around 10,000rpm at Le Mans!

"It's an interesting car, but expensive. The general argument is that they're bought for investment. This is a car you keep and then buy a first generation GT3 for £120k, or a second generation one for an extra £40k, for track use. It is a shame as the 4.0-litre cars are very special on track, and the pinnacle of where you want to be in terms of driving, but the fact is people only want to pay for the best."

So there you have it: Porsche may have well achieved 911 perfection with the 997 GT3 RS 4.0-litre, but sadly it seems that they're fast turning into collector's items rather than being used for what they were born to do. Which leaves the door wide open for the 991 GT3 RS to challenge its position ○

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gt porsche retrospective

ONE
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A year ago it was the 964 Carrera's 25th anniversary, with regular scribbler Phil Raby finding: "Maybe I'm biased because I've owned several and driven countless others, but for me the 964 Carrera comes close to being the perfect classic 911. And the way prices are increasing, I'm not the only one to think so either." Talking of prices, we were also shouting about an unrestored 1973 2.7 RS that changed hands for a record £500,000 through specialist Autofarm.

Elsewhere in the issue we reunited World Sports Car legend Derek Bell with the 962C, the car he and Paragon Porsche's Mark Sumpter would share at the upcoming Le Mans Group C support race. And a rather wet day it was too...

FIVE
YEARS
AGO
AUGUST
2010



Half a decade ago we got behind the wheel of Cargraphic's 687hp 911 Turbo, and its 237hp 3.2 Carrera – its first and latest creations – to celebrate its 25th anniversary. We also took a look at Porsche's relaunch of its Exclusive and Tequipment ranges, and quizzed contributor Richard Meaden about his 964 RS purchase. He said: "It delivers a 911 hit of such purity and intensity that I'm on an adrenaline high for days afterwards. Even looking at it in my garage makes my heart beat faster." We also uncovered a garage full of prized Porsche possessions. The collection was owned by two Australian friends with a passion for 356s. "If there's a 356 heaven, it must look like this," we wrote.

TEN
YEARS
AGO
AUGUST
2005



We got under the skin of Porsche's new model, the Cayman, learning that it was far more than just a Boxster with a metal roof. Our trip to Weissach was quite an eye-opener and we were treated to whole bunch of gossip on the new kid on the block, reporting: "Porsche has already carried out over 10,000 hours of simulated testing alongside covering 2,000,000km of on-road dynamic tests." Getting behind the wheel for ourselves, we pitched the 993 RS against the 993 GT2 and both versions of the 996 GT3. We concluded: "To keep, pamper and occasionally trash: go 993. To use as intended, GT3. Of either description. Sometimes it pays not to be an RS after all."

UNRESTORED
'73 CARRERA 2.7 RS
SELLS FOR £500,000



The classic Porsche market continues to blossom with auction houses achieving record-breaking values for 1966 and original 911 to sale after sale, and now the Porsche specialist network is reporting equally successful values being achieved for rare and exotic models.

Last month, Porsche specialist

Autobank achieved \$100,000 for a 1970 left-hand drive 911 Carrera 2.7 RS, less than 12 months ago (100,000 would have bought you a similar specification and condition Carrera RS).

The 14472 touring specification car was originally supplied to an Italian customer before being shipped to the UK by its second owner in 1982. It

was then used for the next seven years before being put into storage for the next 24 years before its recent sale. During its time in storage the car was given an engine and gearbox refresh in 2002 by Autotech before being returned to its dehumidified chamber where it stood until late last year. Prior to the sale the engine underwent its

first service at 75,000 miles.

Chassis 0299 is a matching number car and is considered to be one of the most original examples of its type, having only undergone regular maintenance during its life rather than a restoration, a situation that is reflected in the car's value and the price Auctioneer was able to achieve.

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Derek Bell & the 9600

Derek & The Bell 962

Two of the most famous names in World Sports Cars are reunited once more. This is what happens when Derek Bell drives a 962 once again.

Stacy: Andrew Frankel Photographer: Gus Gagnier



Received 10/10/2014



25. <http://www.cites.org/eng/other/other.asp>

Camera 954 RS

Why I Bought a 964 RS

Of all the Porsches GT Purely Porsche contributor Richard Meaden could have bought, why did he opt for the oft-forgotten 911 RS?

Story: Richard Meehan Photography: Andrew Morgan

1975 almost four years since I took the pills and brought my PSA BS. With the beautiful knowledge it was undoubtedly the only thing I have done since getting on the pregnancy ladder.

And I have it as an investment! One lovely South Island power I've seen that some although I'd be lying if I said part of the appeal was the prospect of side-sleeping deprivation that led me to sell my previous - an NZ Green Edge I thought new and beautiful, but ultimately smaller's afford to have longer than 18 months.

Recently, given the 90-4's handling (was a lot more than just myself) myself it was a 'smaller' car. The 90-4 was great. But even I did a long journey on track day in killed in a crash, which is deadly at the best of times in the future. I have a 1994 Ford Focus, which

Caribbean Server, which had no roof, doors, windows or passageway out. In just 100mg was it the lightest load going Caribbean on my belt, although such was my obsession with making it as stark as possible the issue of stopping my self-supplied rancid urine into [catheter] didn't seem to be too on the time.

Fortunately, while the thought of this amazing little cat will make me groan, perhaps, the end result at the time of this singularity of purpose made a heavy load (cat and their meow) to be made softer only for the touch. Just a good thing, unless you hate towing and don't own a boat. Consequently I hardly need it, although it did give immortality thanks to Kaseem's Urinacool which kindly included it in his Playstation manuscript, *Great Turnout 3*, that I digress...

My life with the RS does not have to be divided into two parts, the honeymoon phase, which



what's in
your garage?

Story and Photography: Ian Curry

Two friends with a shared obsession for 356s reveal their rare and varied collection hidden away in an unassuming Melbourne warehouse.



A lot of earthshaking buildings go from the suburbs, this one just as full-blown as any other. I had recently arrived in Milwaukee for what was supposed to be a standard photo shoot – about a year special 2003 Porsche 911R. Gables + half-burnt down to an industrial site in the city's outer suburbs to collect five. A good amount of the building, followed by entering the 10th floor, the old and old was in our way 1000. The was supposed to be the plan.

Instead, with doors up and sunlight streaming into the open space, I soon realized that we are in a sprawling space serious. Even in this unassuming appearance, I had been rendered 'space'less. Before the sun, a scorching noon-even collection of 1000, and much less a quiet shift with two many patients at



TAIL ORMADE

Porsche wants you to see its new Cayman S as a standalone model, rather than a Boxster coupé. We go behind the scenes at Weissach to discover if the claim matches the reality.

Words: Word Substudies; **Phonemes:** Mail Boxes (white), Antenna (black) (white)



MASTERCLASS

The 993 RS is widely regarded as the best 911 ever created. So where does that leave the legendary 993 GT2 and both incarnations of 996 GT3? **Words:** Chris Harris **Photography:** Gert Smith



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long-term fleet

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

MATT BIGGS

1981 911 SC



The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



Bought in April 2012 from a highly reputable Porsche specialist, it was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been completely resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled. It's in pristine condition.

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that keeps him coming back for more.

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



A project bought unseen for £400 as a non-runner. Replacement engine, SPAX coilovers and 968 ARBs, a home-made quicker steering conversion and race seats already fitted. Plenty of track days, a rally in France and trip to Le Mans to see Porsche's return all under its belt.

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



Purchased in November 2014 the GTS was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

[twitter](#) @Jackkwood

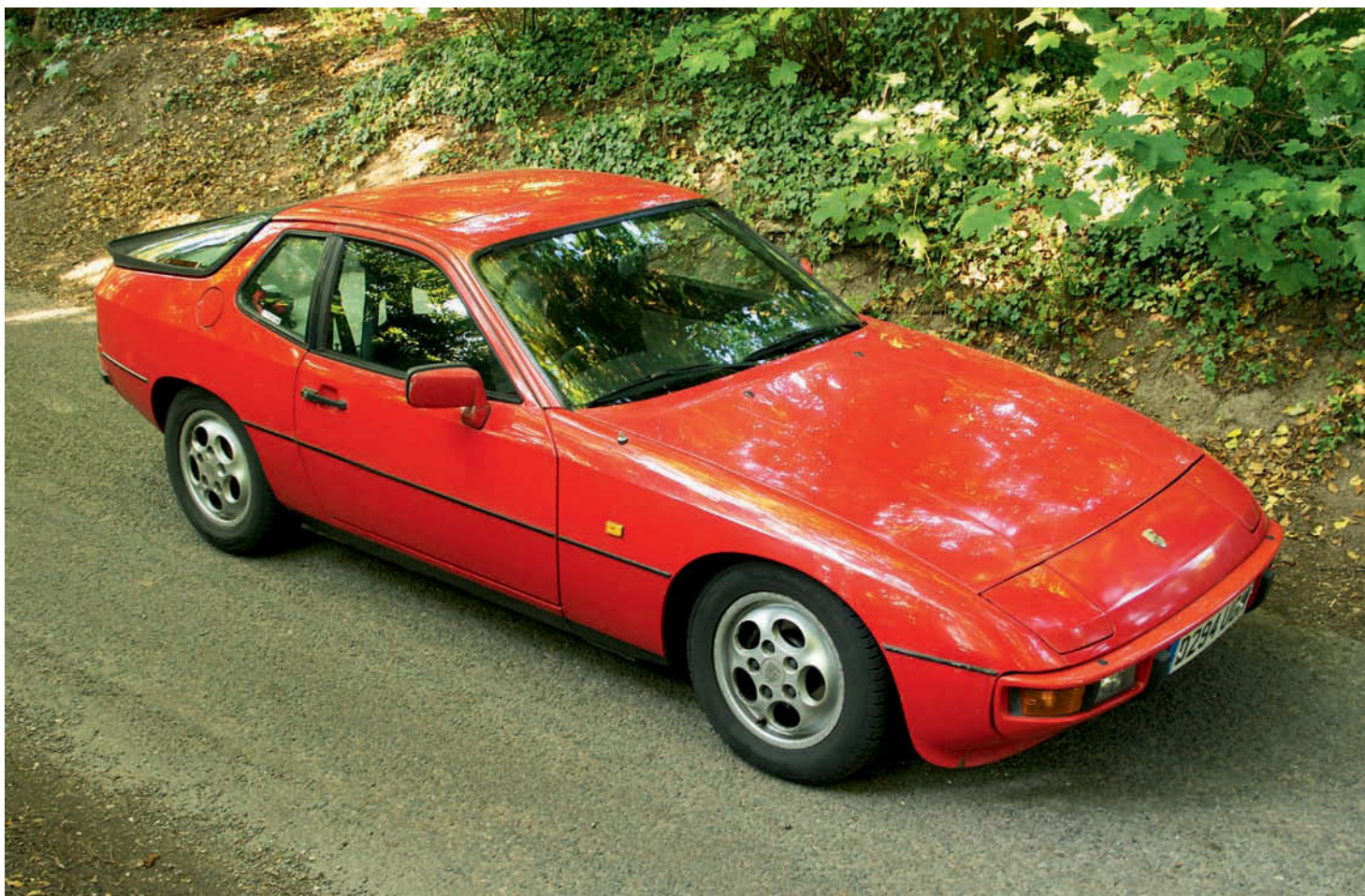
ROB RICHARDSON

1978 911 SC



Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 he's finally tracked down his perfect project. Expect to see this '78 911 SC being given the 'Richardson touch' over the coming months...

[twitter](#) @Racereightysix



924 S

I'm not sure how well written this report will be, I may be just a little bit high right now... Stand down there, Five-0, this isn't recreational it's 924 related. And I am not talking about a leaking fuel tank, I fixed that. I have, in fact, been refurbishing the summer wheels. I would have liked to have had them done professionally, but with everything that I have going on at the moment I sadly don't have the disposable income to throw at it. For the condition of the car as well, I thought a DIY job will be more in keeping with the overall appearance, rather than showing up the rest of the car.

I can't complain too much about the lack of funds, though. A few weeks back I was up in Scotland with a group of friends, including fellow contributors Jack, in his GTS, and Martin, in the Turbo. I took the Boxster, which was running great after

the engine work that Northway carried out. It was a truly epic weekend, not sure if we passed any of you? There were a lot of Porsches up there.

Just to give you a quick update on the Boxster: the engine is now back on top form but the suspension wasn't feeling right, especially when the roads were uneven; under hard cornering the car seemed to rock slightly from the front to the opposite rear corner. It turned out to be a leaking shock, off-side front. It wasn't covered under warranty as it's wear and tear. True to the experience so far, Northway offered to fit the shocks (matching set) for free if I bought the parts. I'd rather not have any problems, but oddly glad they're surfacing now. I feel a little sorry for Northway though with two problems that couldn't be anticipated – typically when I want to sell a car everything breaks in the preceding weeks!

Back to the wheels. To save on a lot of faffing around, and in the context of the finish I was willing to accept, I decided to do the job while keeping the tyres on – that way I can drive the car to Elite to get the new tyres fitted. I can fit a set of four wheels and tyres in the 924 S, but I can be quite lazy too and this was the easy option. Or so I thought...

My original idea was to completely strip the wheels back to the metal. To do this I started by buying a load of Nitromors, which is horrible stuff but it gets the job done... and gave me my first high of the project. But it didn't strip fast enough, I spent an evening brushing the stuff on to the wheels with a liberal dosing all-round. The paint blistered and bubbled up in places but it wasn't the easy back-to-metal process I was hoping for. Over night I was looking online to see if anyone had any pointers or some

miracle potion to make the job easier. I found a post on a BMW forum where someone had sanded the wheels back to where there was any damage. That was going to be a lot easier and a lot cheaper, given the amount of chemicals I felt I was about to need! I had a winner.

Thankfully my house is still without flooring so I was able to do most of the work inside. I started with 120 grit to get rid of the worst of the blistering, from damage and also from the Nitromors. This worked a treat but roughed up the 'okay' paint, leaving marks that would show through. So the next stage was a rub down with a 240 wet and dry. At this point I was beginning to evaluate how bad the wheels might have been before I started. There must be so many difficult jobs that I've performed on cars not because I was ever really sold on the idea but because I



needed to start what I finished – it's far too easy to get beyond the point of no return!

After the rub down I broke out the white spirit to try and remove the remnants of the residue from the wheel weights. The great thing about repainting the wheels is not having to be too delicate (a chisel may have been involved). Sugar soap then removed all the oil and grease.

I used bits of card to fit between the tyre and the rim to save the tyres from becoming a complete mess, and from the two sticking together. In the time it took to do this I could have driven into Reading and had the tyres removed. Twice. But again, at least I got to do this while watching a movie. The great news was that was the end of the prep work. I used one of my sheds as a spray booth, but it didn't have the best ventilation and I was still coming down from the white spirit

fumes! A couple coats of filler primer was followed by a couple of the grey and even with 15 minutes between coats it was still the quickest stage of the process.

Another light rub down removed any of the imperfections from the first few stages, well most of them – enough for me to sleep at night – before spraying with silver wheel paint. I am not entirely sure what the deal is with wheel paint: is it just marketing or it does it have magic qualities? One thing it seems to be brilliant at is highlighting the fact that my prep work really wasn't that good, and that makes me a little sad.

On the upside, the paint fumes have made me a little happy, I'm going to light some incense, pop on The Doors and dream of racing lines. If I come down in time I'll slap on some lacquer tomorrow.

Matt Biggs



Matt decided to refurb the wheels on the 924 himself this month, leaving the tyres in situ, although he soon realised this wasn't the quickest or most effective method...



1978 911 SC

The Porsche 915 gearbox is the worst box of cogs I've ever had the misfortune to have to stir around. It's course, inaccurate, borderline crunchy, heavy, sluggish and absolutely drive-spoiling... and then I adjusted the linkage. What a difference! Having never driven a 915 other than the one in my car, I thought that was just how they were. The world raves about the G50 over the earlier 'box, so I figured it really must be this unpleasant, or I've got a big rebuild bill coming. But no, happily five minutes of spanner twirling and it is utterly sublime. Don't get me wrong, it's still ponderous and an effort to use, but now it's crisp, accurate and rewarding; snicking into

each gear with reassuring mechanical feedback. It has character in spades and I love it. If you've not looked at your linkage for a while, drop whatever you're doing and give it some attention, that looming rebuild bill might not be required after all!

Talking of character it's time I updated you on the car as a whole. I've driven three 911s in my life: a '69 911T, my SC and a 991 GT3; quite a spectrum. I bought the car on spec rather than experience. It was the first one I drove and that was only around an industrial estate. I've now done a few hundred miles, made tweaks and adjustments as I've used it and it really feels like my car, I've gotten to know it. Its real stand-out aspect for me is its breadth of capability, it really

is a Swiss army knife: one car to do it all. From pottering along at 1500rpm to decimating my favourite roads and covering ground at an incredible rate, it's a lovely thing to be in and use. Plus it's got that real sense of rock solid reliability about it. I'd pack a bag and head for the Euro Tunnel without batting an eyelid.

The one apprehension I had when getting into an SC was the injection system. I fell out with CIS when I had my 924... it was weak, hated starting hot and felt crude. Not in this car. It's well setup and it runs and drives beautifully. There is something about the (relative) simplicity of the system and the crude way it hoses in fuel that makes the performance feel creamy, feeding the seamless mountain of

torque the motor produces.

I can't talk about a 911 and not mention the noise: blowing through SSIs and a Dansk back box it's surprisingly civilised, but delivers all the soundtrack you want. Mechanical and raw at idle and low rpm, balanced and very six-cylinder- sounding until around 4000rpm and then it all goes wild, with a sweet spinning howl that races to the redline with an accompanying shove back in the seat. I love the sense of sitting in this tiny car with this massive engine behind you. It's menacing as a first-timer, but this car doesn't want to bite. It's balanced and while it feels obviously rear engined it's surprisingly neutral until you want to use it to your advantage, making throttle adjustments to get it pointing



Rob feared the worst with his difficult 915 gearbox, but some time spent adjusting the linkage worked wonders



long-term fleet

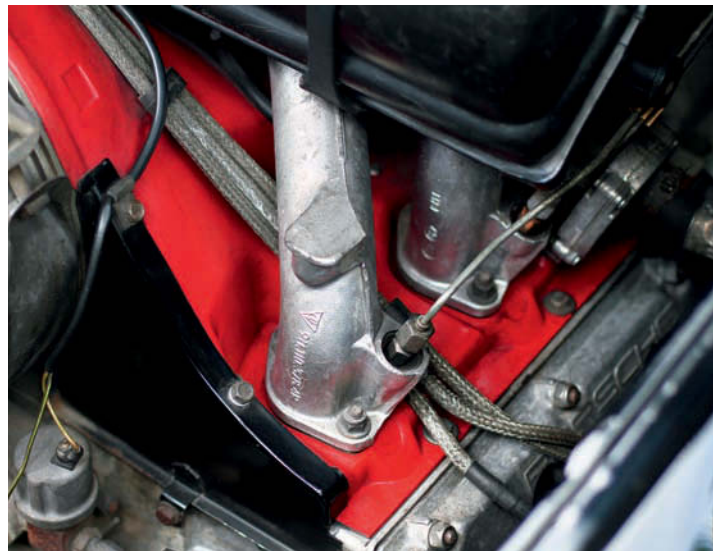
where you want to go. I'm no wheelsmith, but it is confidence-inspiring and I'm happy to lean on it... a bit. I'm aware it will still try and kill me if I lose concentration and that's part of the magic. The Falcon 912 tyres are great too and the higher profile (than the Toyos it came on) give great feel. Tight second gear corners are a dream: turn in until you're pointing where you want to go and open the taps letting the rear end dig in and fire you out. Glorious.

Dislikes? The column stalks are so horrible they would have been rejected by the head of quality for the Lada Niva. I'm not sure what parts bin they came from but they want putting in the actual bin. The heater system in my car is 50 percent missing and 50

percent completely baffling. I'm just ignoring it for now, mainly because I like not having pipes all over the engine bay. The cabin is also a bit too 'business' for me. Beautifully laid out with gorgeous crisp dials, but sort of boring and sober. It's not a special place to be and in a sports car I sort of want it to be. But I guess that's part of the charm and ethos of the whole car: the drama and beauty is in that iconic shape and the experience everything underneath it delivers.

So six months in I'm happy to report the SC is everything I hoped it would be and has genuinely lived up to the hype. I'm looking forward to the rest of the summer and using it as much as possible.

Rob Richardson



Tweaking the setup as he goes, Rob's SC now provides the rewarding drive he craved



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911 SC

I am an innocent, I mean, I'm sweetness and light... butter wouldn't melt and yet as soon as I am questioned by a police my little brain starts panicking as if I'm on my way home from a bank heist and MoTs tend to invoke a similar level of irrational behaviour.

Last month I had the SC MoT'd and it failed, which I had expected. I had four problems to fix, two of which were done by the time I finished my last report, with one being a non-issue to start with.

Having checked under the car myself I determined that the leaking middle exhaust was indeed the pre-silencer; it was blasting out a lot of fumes and I am quite amazed I've not passed out from carbon monoxide poisoning on my longer trips. A replacement arrived from Design 911 quite promptly, I went with the standard Dansk option – another time this would have been a perfect opportunity to upgrade to a full SSI system, but that will have to wait.

Getting home from work one evening I got my scruffs on and went out to the garage. I put the back of the car up on the stands and shuffled underneath to check what was what. In theory it is an easy job, although, aren't they all? Once I'd sized the job up I got a selection of 13mm spanners and some penetrating fluid and got back under the car. With just 9 bolts to remove I was going to be



doubly frustrated with the amount of time it actually took. Three nuts came off easily while others had no intention of going anywhere. Soaking the nuts in penetrating fluid loosened a few more. But a bunch of them just didn't want to budge. Worse yet, the spanners were slipping. It took me a little while to realise that whoever

fitted the pre-silencer had mixed metric and imperial nuts. Honestly, why would anyone in their right mind do such a thing? It's infuriating as hell. Although, in Tarantino's words, it would be worth them doing it just to catch them doing it. Surely it is not just me that abhors people playing fast and loose with nut sizes?

Not only did the mismatched nuts mean it took far longer than necessary to get the pre-silencer off the car, but it delayed the entire job by 24 hours as I had to buy replacement nuts and bolts the following day. But a trip to Marparts also meant I could get some sealant, and make sure there are no nasty gaps when the new silencer





In his quest to sort the pre-silencer Matt has been enduring problems with his nuts...

goes on. With the right fixings the pre-silencer went on in seconds. I really need to get some spare nuts and bolts for all of my cars. There is far too much of this mis-nutted nonsense going on, often by so-called professionals. Once I have finished my house I can get onto the garage and part of that dream is cabinets filled with all fixings to hopefully cover all eventualities. I am a man of simple needs... given I already have the air cooled 911, that is.

While the back of the car was still in the air I had to attend to the other outstanding MoT issue: the parking brake. I really dislike anything to do with the parking brake, I have a hell of a time getting the damn thing set right, if there is a knack to getting it right first, second or third time I clearly don't have it. As if the pain of fitting the brake shoes wasn't enough there is the guess work involved in setting it up right. A few turns to the adjusters and I refitted the wheels, putting the wheel nuts on just tight enough to get the car around the block; there is a hill close by to test the brake on.

Sadly it took a couple of attempts and the neighbours were watching me with more confusion than usual to get it so the car would hold on a hill. But I got there.

The following day I took the car in for its MoT test in Reading. I drove in extra carefully that morning as I am not entirely sure what the laws are on

driving a car without an MoT, even if it is being driven to the test centre? I am sure it's okay, but I wasn't taking any chances of my car being taken and crushed. As sod's law would have it this was one day after I was eligible for a partial retest – after ten days they have to test everything again. So, for no logical reason I was worried

about the emissions... well, there was some flawed logic – I did wonder if the SC passed that part of the test the first time around because the hole in the exhaust was diluting the test. It really makes no sense but I refer you to my opening remarks about the lack of logic that I possess when an MoT is involved.

As it turned out the car passed this time, and everything being in good order. This was good news indeed, not only because everything was fixed but it meant that I could go for a detour on the way home and lean on the R888s a little. It could be my imagination but the sidewalls seem firmer than the old tyres, the car feels as though it picks up more of the imperfections in the roads. The tyres do seem to be doing a great job though, so far. I am hoping to get the oil in the transmission checked this week and take it up to Bedford on Friday for a track evening and get those tyres tested in the proper environment, while not the fastest car on track it should be mega all the same!

Matt Biggs



Design 911 supplied the new Dansk exhaust section



996 TURBO

Summer is here, and with it comes track day season. I'll admit that I'm a little of a fair weather track day-goer; I've done freezing cold, soaking wet December days at tracks across the country and while it can be fun to exit every corner sideways if that's your thing, the risk of an inadvertent 'moment' and the resulting trip into the barriers is much higher. Call me a wimp if you will, but I much prefer balmy weather and the promise of a dry track, especially while I'm learning how to get the best out of a car like the Turbo.

With that in mind, I was very pleased to see the weather dawn dry and sunny for my first track day in a while. As I mentioned in my previous report, my Scotland trip last month highlighted some glaring deficiencies in my driving skills, so I arranged for some informal tuition from a skilled friend who has a lot more experience driving on track in powerful cars than I do, as a relaxed introduction to furthering my driving abilities.

My friend Richard demonstrated a

number of techniques for getting the car into and out of corners effectively while I sat rigid in the passenger seat, flabbergasted at both his easy confidence in the car and the speeds at which we were travelling. Clearly I'd only been scratching the surface of the grip and capability of the Turbo.

Somewhat chastened, I swapped seats with Richard and drove some initial laps to allow him to evaluate my driving. After a couple of steady laps compared to our previous pace, he then casually said: "Give it full throttle out of the hairpin as soon as we're at the apex," closely followed by "POWER, NOW! More power, more power, keep your foot down!" as I forced my right foot to ignore all previous experience and instincts to the contrary and flatten the throttle as soon as the corner began to straighten.

The first time you experience the traction and slingshot effect of a fully-lit 911 Turbo in second gear exiting a tight corner, with the car squatted down on its haunches and the front wheels clawing at the Tarmac practically dragging the car out of the

turn, is something you don't forget in a hurry. I spent the remainder of the lap and most of my subsequent ones frantically trying to recalibrate my brain to the new levels of grip and speed that were available to me if only I could unlock the correct techniques for accessing them.

I came away from the day absolutely buzzing with adrenaline and some satisfaction that with Richard's help, I'd managed to access the full performance potential of the Turbo, even if only for a moment. The next step will be to practice the skills required to make that a more regular experience on track.

All that performance being used to its fullest comes at the expense of fuel, tyres and brakes. I managed a new record low of 8mpg while on track, with the car devouring an entire tank of Shell's finest in just two hours of lapping. The Michelin Pilot Sport 2 tyres offer great grip and feel on both road and track, but I suspect their life expectancy will be limited after another couple of sessions on track. There's plenty of tread across the

carcass, but the wear on the outer shoulders betrays the difficulty of keeping 1580kg of ballistic Porsche on the black stuff.

The brakes continue to mystify me, with wooden and unreliable feel at the top of the pedal but perversely plenty of power as you push further down the pedal travel. That power doesn't seem to fade appreciably with extended use, but after a few laps the brakes were grumbling noisily with every hard stop. I also had a couple of heart-stopping moments where the brakes had cooled a little and appeared to offer virtually no stopping power for a few corners until more heat had bled into the system.

Obviously, confidence in the braking system is crucial to fast, safe lapping, so I'm going to drop the car into RPM Technik and ask the team to refresh the brake fluid and upgrade the pads to their recommended Performance Friction items in the hope that it improves the feel and consistency of the braking system. I'll report back on this upgrade next month.

Martin Spain



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the market place

by Philip Raby



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

996 Carrera and Carrera 4

Shock news – the 996 is a great Porsche and values are going up. Don't all rush to buy one at once...

For years, the 996 has been the 911 that people have loved to hate. Now, though, that's changing. The 996 is getting some great press and buyers are actually saying they like it. Yes, the first of the water-cooled 911s is becoming appreciated as a really great Porsche.

One reason for this is that it is the most affordable 911 you can buy

today. Air-cooled prices have rocketed, which leaves the 996 as the one 911 which people on a tight budget can afford, with starting prices sitting under £15,000. However, in recent months we've seen prices of good 996s actually rise slightly. What on earth is going on?

Well, there's always a ready market for low-priced 911s. A few years ago it was SCs and 964s which were the

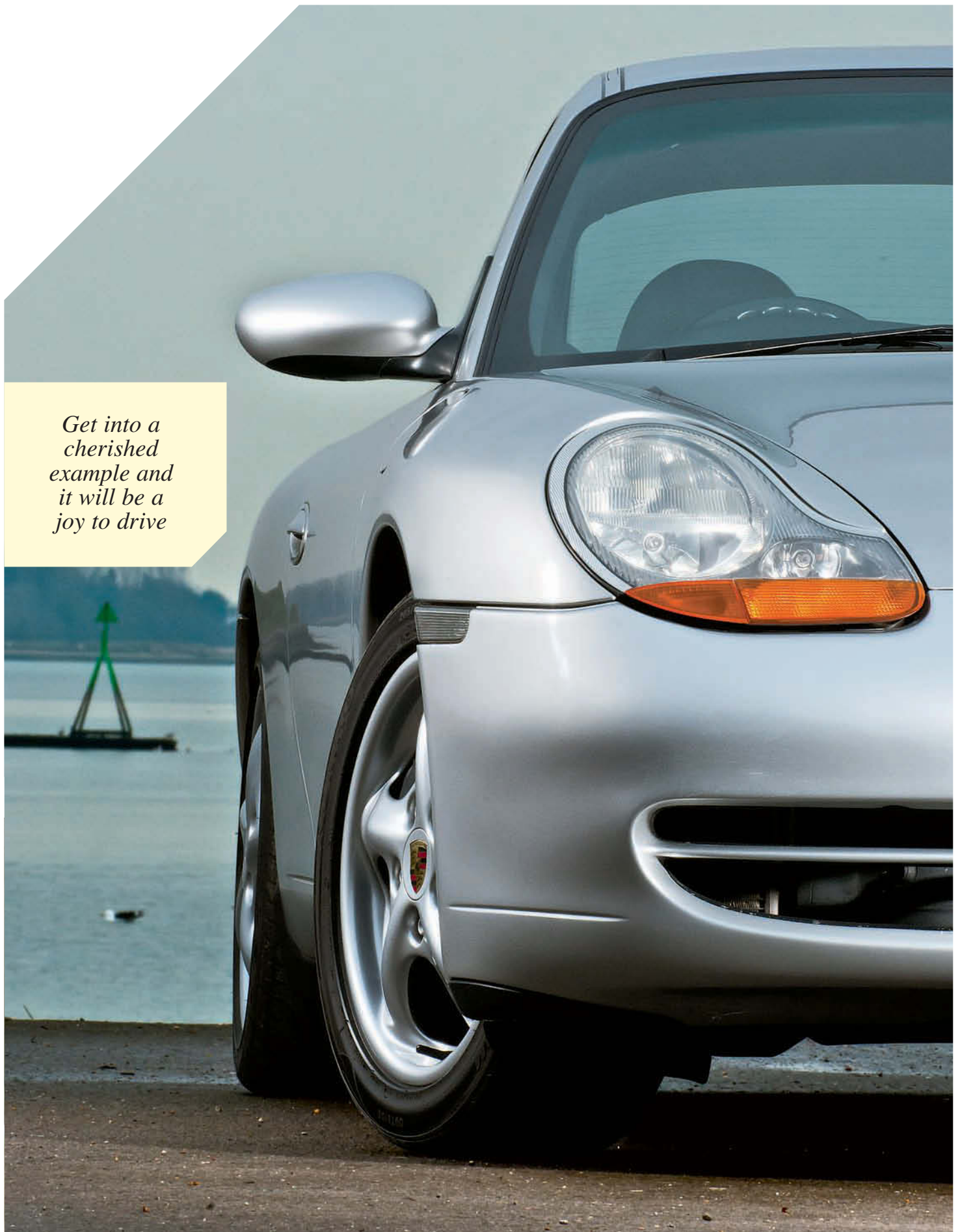
unloved models you could pick up for peanuts. Today, it's the 996. However, just as with the SC and 964, the trick is to start off with a good example and there are precious few good 996s left out there. It's the old story of prices dropping and cars ending up in the hands of people who don't have the wherewithal to maintain them properly, so they become neglected and not particularly nice. Drive a tired 996 and

it will feel (and look) horrible, but then get into a cherished example and it will be a joy to drive with all the dynamic characteristics you have come to expect from a 911.

As ever, my thermometer for used Porsches is the Pistonheads classifieds website. Here, at the time of writing, there were 176 996 Carreras and Carrera 4s (we're not including the 4S, Turbo or other more exotic variants



*Get into a
cherished
example and
it will be a
joy to drive*

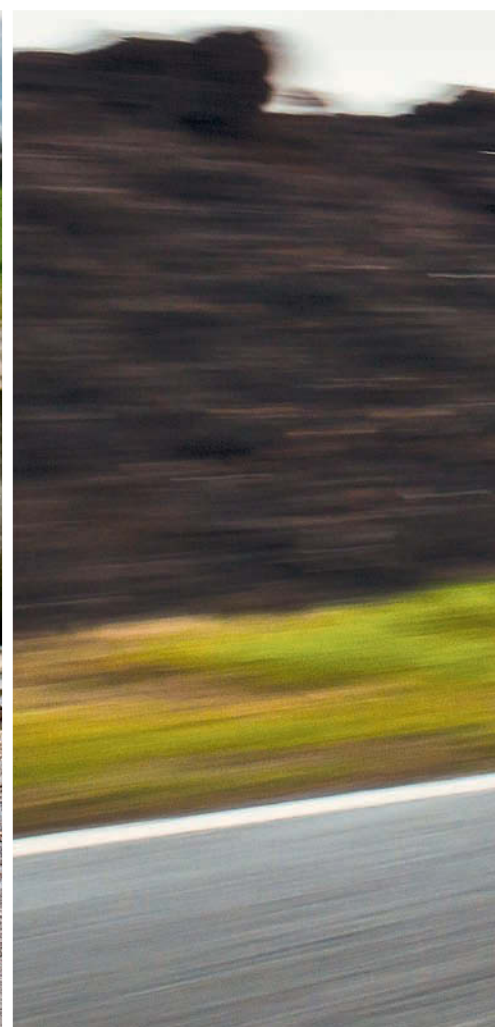


the market place



here) on sale. If you think that sounds a lot, compare it to a whopping 450 997s listed. Of these 996s, we can discount the six sub-£10,000 examples as being rubbish, I'll also take no less than 48 wide-bodied Carrera 4Ss out of the equation (these are in a different league, value-wise), so that leaves just potentially reasonable 122 narrow-bodied 996 Carrera and Carrera 4s on the market in the UK (it's fair to assume that most will be on Pistonheads).

Let's break these figures down further. A mere 25 of the cars listed are the original 3.4-litre engined 996 so it's interesting to see that the majority are the later 3.6-litre face-lift models. Furthermore, there's a near 50/50 split between rear-wheel and four-wheel drive.



What's striking is that, ignoring the obvious rubbish, of the handful of 3.4s for sale, specialist dealers are asking strong money for them – up to £15,000. And we're not talking super-low mileage examples, either; most are around 70,000-plus. Remember that these are the very first 996s from 1998 to 2001, and a year or so ago they were considered the absolute pits in 911 terms and most were languishing around the £10,000 mark. However, choose a good one and a 3.4-litre 996 is a joy to drive and to own. No wonder prices have firmed up – these early cars are getting hard to find in first-class condition.

As good as the 3.4 is, the later 3.6 is, by definition, the better car, with its extra power, restyled front end and more refined interior; plus, of course,

it's newer. And with a larger pool of cars to choose from, there's a good argument to opt for a 3.6.

Again, though, we've seen prices of decent examples hold firm and even start to rise. You can get a tired 3.6 for under £12,000 but you are now really looking at over £15,000 for a reasonable car. Opt for a lowish (under 50,000) mileage late 996 from 2003 or 2004 and you can pay as much as £20,000 for a standard narrow-bodied Carrera or Carrera 4. I'd argue, though, that you're better off finding a 4S at that sort of budget; £15,000 to £17,000 will get you a really good narrow-bodied 996, so why pay more?

Another reason for 996 values holding up well is that the entry-level price of the 997 is sticking at £20,000



the market place

– a figure that will only get you a tired early example. You are far better off buying a good, well looked after late 996 over a poor 997. Oddly, too, the 996 interior seems to stand the test of time better than the 997's – 997 leather seat bolsters wear through all too quickly.

It seems a sad fact that, as time goes on, more 996s will go to meet their maker, because of neglect and old age, leaving buyers to fight over the remaining good ones. Will they shoot up in value? No, because the 997 will always keep ahead on prices of its predecessor, leaving the 996 as the perfect entry-level Porsche for many years to come. However, don't expect to see any good 996 at rock-bottom prices anymore.

It's taken a while, but at last the 996's time has come ○



*You are far better off buying
a good, well looked after
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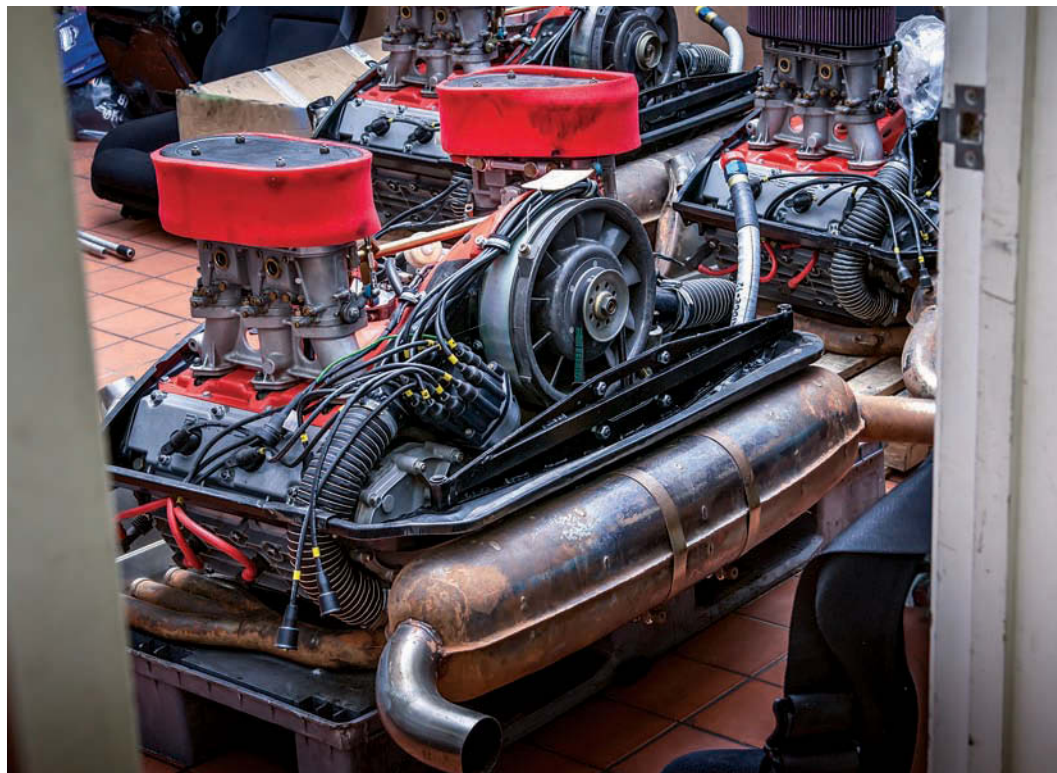
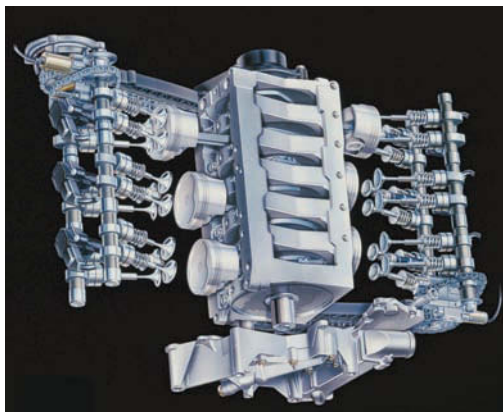
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Cylinder bores

Cylinder bores have a more important role to play in your engine that you may first think...

Cylinder bores may not seem the most complex part of a petrol engine, they're just tubes, right? What is there to say about a tube, except that it's round and long? Well that's true to an extent but the cylinder bore is more than that, it's where all the action takes place in an engine. It's where air is ingested (sometimes mixed with fuel already, sometimes not), power is produced, exhaust generated in the blink of an eye and expelled. Actually that's not quite true, it's not expelled in the blink of an eye, the whole process happens much faster than that.

The engine bore is ultimately where an engine's torque comes from and as power is a product of torque and rpm, the power too. It's been the subject of

endless studies into friction, lubrication, exhaust emissions legislation and let's not forget that most compelling of things, performance. The length of a bore in relation to its diameter tells you a lot about the characteristics of an engine as well.

Under-square engines are those where the bore diameter is less than the length of the stroke so the bore/stroke ratio is less than 1:1. Under-square, or long-stroke, engines are associated with lower revs and higher torque. Piston speeds and travel are higher and further than that of an equivalent capacity engine with a shorter stroke. Piston speeds or, to be exact, peak piston speed is important. As the crankshaft rotates through 180 degrees, the piston speed increases from bottom dead

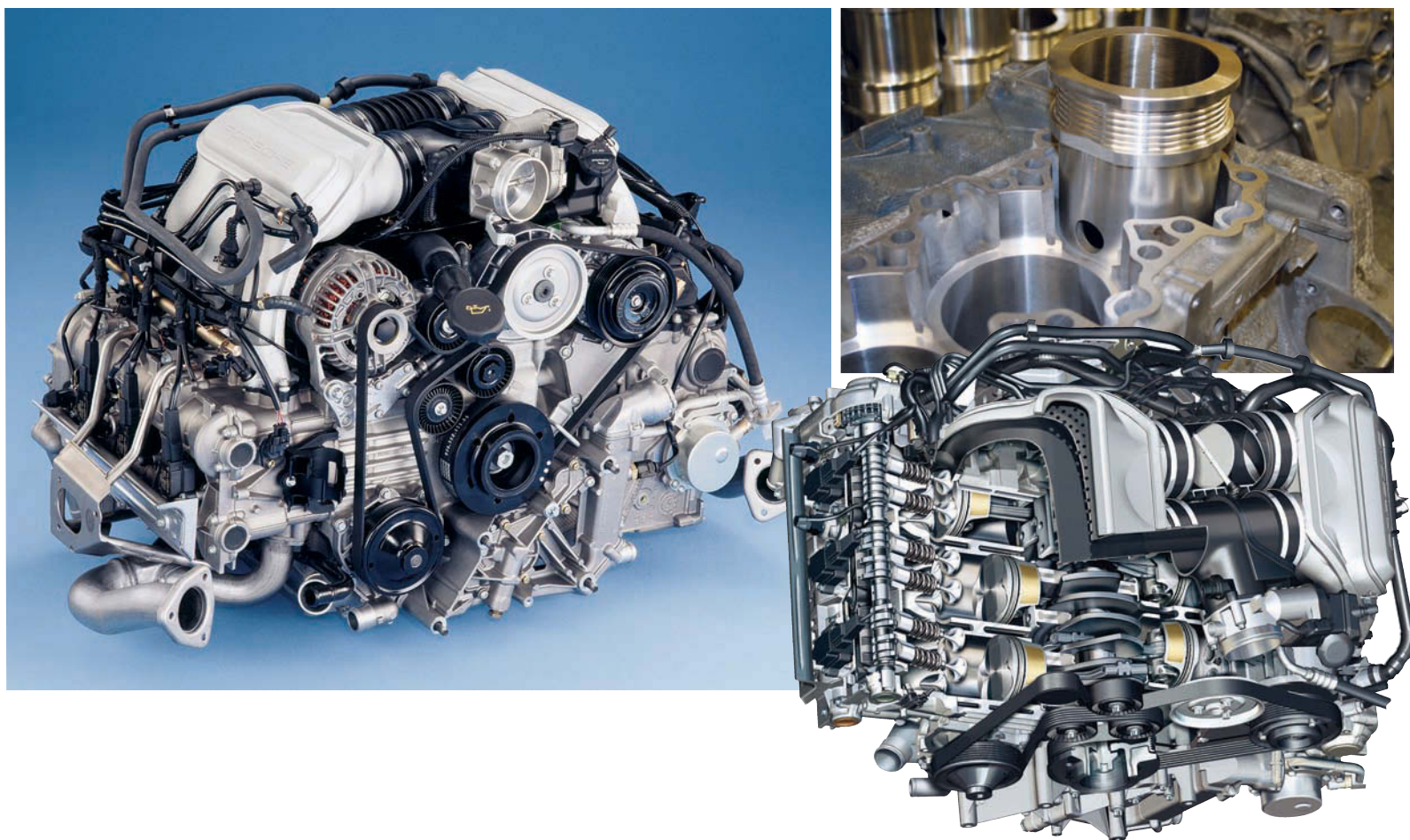
centre (when the piston is at the bottom of the stroke) and reaches maximum speed around halfway between there and top dead centre. The higher the maximum speed, the greater the loads and friction inside the engine at a given rpm.

Because of the smaller bore, valve sizes are restricted, which also implies higher inlet gas speed but less ability to breathe at high rpm than a short stroke engine which has room for larger valves. The bore has another important role to play as well, that of packaging. If the engine needs to fit in a small car or transversely (or both), a small bore diameter allows the engine block to be shorter.

If the bore/stroke ratio is 1:1 (a square engine) this implies a higher performance engine. If it moves

beyond 1:1 to over-square, where the bore diameter is larger than the stroke, the implication is the engine is intended to work at higher revs. Power increases with engine speed so to get a lot of it takes a lot of revs. All Porsche 911 engines from the year dot have been over-square engines for that reason. So bores are pretty important things. Larger diameter for high revs and high power, longer for more torque and lower revs.

If bores are so important then how do you make them? In the mists of time when the first piston engines were powered by steam, the gap was pretty large and sealed with rope or leather piston rings. On a modern high performance engine, the clearance can be measured in thousands of an inch and on some less than a thousandth



of an inch. That's rare because pistons expand when hot and need room to expand to prevent seizure. But Porsche, or to be more precise, piston-manufacturer Mahle, came up with a way of creating a bore to reduce the gap to less than one thousandth of an inch and improve efficiency without that happening. Before we get to that, though, how have bores traditionally been made?

The simplest, cheapest and by far the most common method has been (and probably still is) to make an engine block from cast iron with integral bores which are then precision bored and honed. Honing is done by fine grit stones, the sort of material used for sharpening knives or chisels, but attached to a spinning tool. This is moved up and down in

the bore quickly while being lubricated with cutting fluid to produce a fine finish, but also an equally fine cross-hatching pattern on the surface of the bore to trap minute quantities of oil.

Engine blocks are pretty robust, not just to withstand the pressures generated by combustion but they also need to be rigid enough that the bores don't distort fractionally as the engine is running. The best blocks are bored with a plate bolted to the block face to simulate the bolted-down cylinder head. A block bored without one (as was traditionally the case when engine tolerances were less accurate) would suffer slightly distorted bores once the head was torqued down.

The engine blocks in high performance cars are often made of

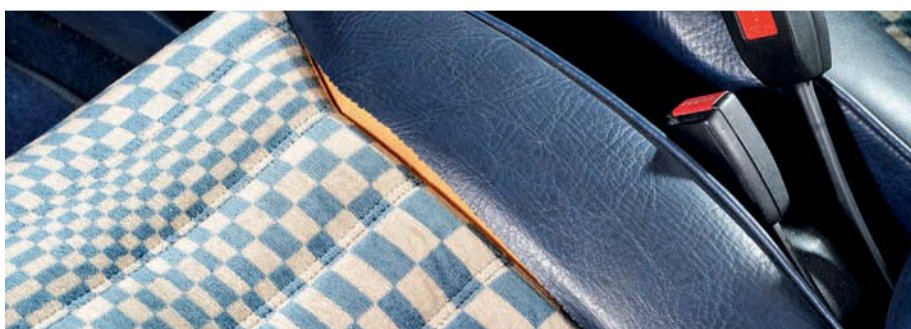
aluminium alloy for lightness. This poses a problem in that the surface of the alloy isn't hard enough to form a cylinder bore on its own and would wear out very quickly. The traditional method of getting around this was either to press in or (like Porsche once did for the early 911s) cast an alloy cylinder around a cast-iron bore.

This was called the Biral cylinder but in 1973 for the Carrera 2.7 RS, Porsche switched to a technology developed by Mahle called Nikasil. Nikasil is still in use on Porsche engines today and Nickel Silicon Carbide electro-plating on the surface of the aluminium alloy bore. The material is 'oleophilic' which means it attracts oil creating a perfectly lubricated surface.

The surface is so effective Porsche

can run much tighter piston clearances than possible in a cast-iron bore for more efficiency and power. Porsche also used Alusil, an aluminium silicon alloy on the four-cylinder in-line engines, the 928 and Cayenne V8s. Other manufacturers routinely use plated aluminium alloy liner-less bores today as well but to do so in 1973 was typical of Porsche's pioneering attitude to advanced engineering.

So the lowly cylinder is much more than just a tube. It's dimensions effectively decide the engine's purpose (utility or sport), it can affect engine size and packaging, its efficient working impacts fuel consumption and its robustness, engine life. Sometimes the simplest things can be among the most significant ○



Buying an older Porsche (part 3)

The final instalment of our guide to checking the tech when buying an older car.

So far in this three part series on buying an older car we've covered some basics, like how far it's worth travelling to find one and checking the bodywork. One thing to bear in mind, though, is that old cars are just that: old cars. This means that apart from the ravages of weather and time on the body, every single mechanical component on the car which hasn't been recently replaced will be worn to some extent.

Some components will have deteriorated through age and in some cases this can be significant. Rubber doesn't age well, especially the piston seals inside a braking system. Brake fluid is anhydrous and absorbs moisture, corroding the inside of the hydraulic system. This means that although a 'dry stored' car may fair better than one left outside, it's condition will still, inexorably, deteriorate unless it is driven (not just started) and serviced at reasonably regular intervals.

While we're on the subject of stuff ageing without doing anything, that applies to fluids as well. Lubricating oil is complex and made from a

combination of base fluid (what comes out of the ground) and additive packages, which control the viscosity and prevent corrosion and oxidation. Expecting it to protect big end and main bearings, camshafts and cylinder bores properly when it's been sitting in a dormant engine for three years is probably unwise.

Low mileages can be misleading, too. Apart from all those ills caused by generally standing around doing nothing, it's generally accepted that Nikasil-plated bores, on earlier cars at least, were not tolerant of short journeys. The 3.2 Carrera was famously associated with the 'Yuppy' era of the 1980s. The bores of those which were sold to city dwellers making short hops in their Guards Red beauties to the underground car park in the city, for example, may not have survived well, even into mid-life. Most of those will have been fixed by now but beware of the odd 'dry-stored,' never-been-touched low mileage example because it doesn't guarantee good health.

What about history? Does it really matter or not?

Well, yes and no. Does it really matter how many owners a car has had? No, why should it? The car doesn't know or care. Does it matter how many bills it has? Yes, that's a positive. Aside from service history, a car which has had a long life will have gone wrong, parts will have broken or worn out and that's an inescapable fact. A pile of bills showing things have been replaced is a good thing.

But what's also important to bear in mind is that the spending will continue once you've bought it and expecting it to be trouble-free is a mug's game. The older the car, the older the design and engineering and the less sophisticated the resources available to engineers building it. So even something fully restored will be prone to failures that a current generation car would never suffer. An old car can never be a new car so its best to start your journey into 'classic' ownership with that firmly understood.

Specifics depend a bit on the model but many aspects of ageing are generic. Regular oil changes are important, as is the use of quality oil. Remember,

One thing true of Porsches is that they are well engineered and strong and however tired they may be, as long as they have been cared for throughout their lives, it can make the gamble of buying an old one worth it. ☺

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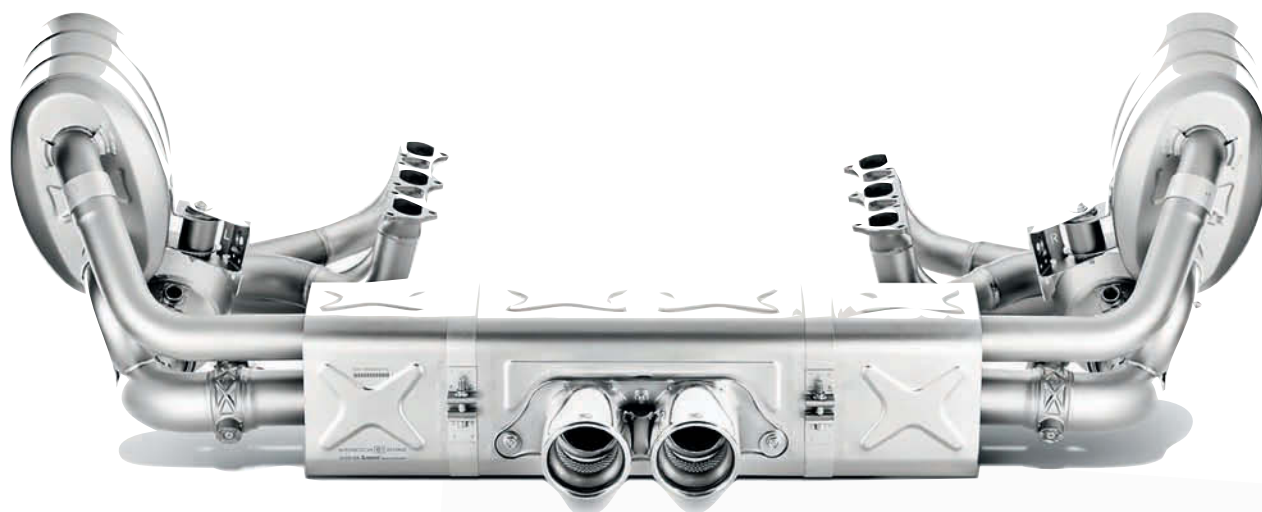
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How much? £689

Where from? www.porsche.com

Porsche Classic is reproducing the dashboard of the classic 911 of model years 1969 to 1975. The dashboard consists of a modern substructure and an original surface structure. The fluted texture and tactile feel, gloss and degree of black are identical to the original, using the hardy, re-engineered materials of today. Extensive tests conducted to modern standards assure 100 percent fit, and quality.

As an OE part, the dashboard, which also contains the loudspeaker cover, can only be installed via the original assembly procedure – which involves removing the windscreen. That is why Porsche Classic recommends the replacement by Porsche Classic partners, who have trained experts. The new part can be ordered from any Porsche centre.



AKRAPOVIC GT3 EXHAUST

How much? TBC

Where from? www.akrapovic.com

Akrapovic has developed four new exhaust systems and a carbon-fibre rear diffuser for the 991 GT3. The Slip-On Line represents the first step in the exhaust system tuning process. Featuring two round tailpipes, the setup is manufactured from hi-grade titanium and the company claims it makes the GT3 more powerful, lighter and provides a unique 'Akrapovic sound'!

The Sports Cup Line system is the next step up. Crafted from top-quality titanium, it retains the original manifold and adds a lightweight (72% lighter) titanium silencer and manifold link pipes. A pair of titanium tailpipes finish the system off. Akrapovic claims it provides gains of 19.6hp and 28.8lb ft at 3900rpm.

Finally, Akrapovic says its titanium Evolution Line system increases power (by 19.9hp) and torque (up to 37.3lb ft at 3900rpm) whilst lowering the 991 GT3's overall weight to improve handling. With cast titanium parts and a coating for durability, the system incorporates sports catalytic converters and side silencers. With its valves open, Akrapovic assures us the Evolution Line system sounds incredible.



CAYMAN CLUB SPORT KIT

How much? £4200

Where from? www.specialistvehiclepreparations.com

Specialist Vehicle Preparations has unveiled its Club Sport interior kit for all Porsche Cayman models.

Aimed at owners preparing their cars for track days and club motorsport events, the kit includes a rear-mounted half roll-cage with harness bar, competition-approved sports seats with six-point SVP harnesses, seat rails and runners, an Alcantara Momo steering wheel with a boss kit and an Alcantara gear lever. Further options include having the roll-cage painted to match the car's body colour and the full SVP catalogue of Cayman upgrades, including KW coilover suspension, a limited-slip differential, a replacement ECU with traction control, engine capacity increases, turbocharging, a lightweight drivetrain and more.



CHOCOLATE TOOLS

How much? £14.99

Where from? www.firebox.com

Here's a bit of fun – believe it or not these realistic looking tools are actually made from Belgian chocolate!

There are three chocolate tools currently available: a hammer, a spanner and a stillson – each priced at £14.99. These tools feature an amazingly intricate design so if you can't quite bring yourself to eat them you can always just sit back, relax, and marvel and their impeccable authenticity. Just remember, though, they'll be useless for fixing a Porsche!

DIESEL POWER PLUS

How much? £18

Where from? www.tunit.co.uk

Diesel Power Plus (DPP) was launched earlier this year and, according to its UK supplier, Tuneit, the first round of feedback has been very positive.

The product is designed to help customers to get more from their diesel, both in the UK and overseas, in terms of providing increased power, improved fuel economy, a reduction in visible smoke and invisible emissions, and lower levels of intrusive noise.

Tuneit tells us the product is also used in order to clean injection systems, to provide a cetane boost and it lasts for up to 12 months in the correct dosage to promote a more efficient and cleaner diesel engine. Driver preferences on the mix can be selected to promote additional power and fuel efficiency.

DPP was extensively tested in both the laboratory and on the road and tests with fleets of Cummins engines in the USA, demonstrating gains of up to 11% in fuel efficiency.



GTECHNIQ ANTIBACTERIAL CLEANING

How much? £12.98

Where from? www.gtechniq.com

This triple action cleaning product is new from Gtechniq, the name behind high-tech paint protection and car care products. Designed to combat bacteria, odours and germs in cars, the products are the result of a collaboration with antimicrobial technology, BioCote.

I2 Tri-Clean, is an interior cleaner that kills bacteria, and neutralises odours inside a car. I2 Tri-Clean is the first in a range of products Gtechniq is set to reveal over the coming months designed to clean and protect a car's interior.

A powerful pH neutral cleaner with deep cleansing properties, it does not require water, it's simply a spray and wipe application. Said to kill 99.9 per cent of bacteria, it absorbs rather than merely masks odours. We've tested the 500ml bottle on some nasty odours ourselves (don't ask!) and we have to say the results were very impressive indeed.



BUILT UP MODELS

How much? POA

Where from? <http://builtupmodels.wix.com/built-up-models>

We thought these fantastically detailed models were worthy of some space in *GT Porsche*, and we hope you agree. More like highly detailed fodder for dioramas than mere model cars in the traditional sense, these ultra realistic creations are the work of French firm Built Up Models. Each is handmade and, as you can see, incredibly detailed. They are part of the company's work that includes any subject matter from automotive to trains and planes; naturally we have focused on the Porsches here.

Built Up Models will take commissions on any scale, and prices vary from job to job. The firm's website makes for fascinating viewing, with a brace of completed commissions depicted alongside intriguing 'work in progress' shots of current models in a state of mid-build. Navigate your way to the website, and kiss goodbye to some of your spare time!



1:18 BOS PORSCHE TYPE 64

How much? £110

Where from? www.racingmodels.com

This stunning 1:18 scale BOS model depicts the 1939 Porsche Type 64, and is one piece we'd very much like on our desks. Originally created as a prototype with a flat-four engine and aluminium body for the 1939 Berlin to Rome road race, the Type 64 ultimately served as a prototype design for the later 356. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



POWER PEN

How much? £24.99

Where from? www.firebox.com

The two most borrowed items in the world have been united in one ground-breaking device – The Power Pen.

A brushed-aluminium stylus, it can be used as a traditional ballpoint pen (black ink), but with a quick twist provides access to a built-in battery with ports for both lightning and micro USB applications allowing you to charge your Apple or Android device – perfect for an emergency battery top-up. Pop the cap off to reveal the familiar USB connector and you're ready to start re-charging it – it's truly the only pen you'll ever need. Available in black or gold finish, it measures 15.5cm long and 1.3cm wide.



ENGINE COFFEE TABLES

How much? From £500

Where from? www.enginecoffeetables.co.uk

These engine coffee tables are exactly what you'd expect from a company called Engine Coffee Tables!

The example you're looking at here is a Porsche Boxster engine that was created earlier this year by the Scottish firm and sold back in May by Silverstone Auctions. Since starting out, the company has created tables from all sorts of blocks, including former Formula One engines.

Like all of the company's creations, the unit you see here was cleaned (degreased and shot blasted) then subsequently powdercoated in silver, with all engine parts frame bolted or welded safely with toughened safety glass added on top. Prices are surprisingly affordable, starting at £500 if you supply your own engine, rising to £800 if a unit requires sourcing. Engine Coffee Tables encourage buyers to view a table before purchasing, but the firm is able to offer worldwide delivery.



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1:24 RACING MODELS 911 GT3-R

How much? £79

Where from? www.racingmodels.com

This 1:24 scale 996 GT3-R model replicates the Repsol Racing Engineering 911 as driven at Le Mans in 2000 by Thomas Saldaña, Jesus Diez Villarroel and Giovanni Lavaggi. Sadly the team retired on lap 78 following an engine failure that year. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

PLAYTAPE

How much? £9.99

Where from? www.firebox.com

Here's a great one for the kids. PlayTape sticks to any flat surface and lets you lay down tracks or roads instantly. There are no scissors required, it's easy to tear and you can reposition it about three or four times before it starts to lose its stickiness. Roads and tracks can be laid anywhere; up the stairs and under tables, and it does not leave a sticky residue either. Portable, toxin-free, disposable and recyclable, PlayTape retails for just £9.99, for which you will receive 18 metres in length by 5cm in width, which we don't think is bad value in return for some quiet time at home or away.



1:43 MINICHAMPS 914/6S

How much? £48 (each)

Where from? www.racingmodels.com

Here's a nice pair of Minichamps models limited to 1008 pieces each. Both Porsche 914/6s tackled the 1971 Monte Carlo Rally. Car number one was driven by Gerard Larrousse and Jean Claude Perramond – it retired following clutch failure. Car number seven was more successful, finishing in third place in the care of Bjorn Waldegard and Hans Thorszelius. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

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1:43 MINICHAMPS 997 GT3 RSR

How much? £50

Where from? www.racingmodels.com

The Team Felbermayr Proton 997 GT3 RSR was driven to 11th place overall at Le Mans in 2010 by Marc Lieb, Richard Lietz and Wolf Henzle. A fine Minichamps 1:43 scale model, this one comes supplied in a Le Mans showcase. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



CLUBMAN RACE SCALES

How much? £976.99

Where from? www.bg-racing.co.uk

B-G Racing is now offering an accurate and fully portable scale system that incorporates all of the features required to carry out a professional chassis setup to race standards. The easy-to-use control pad displays readings from the four corner weights, the cross weights and percentages all at once and it also has the ability to calculate the vehicle's centre of gravity. The control pad is rechargeable, and includes the option to save vehicle setups for future reference.

1:43 MINICHAMPS 914/6 GT

How much? £48

Where from? www.racingmodels.com

Another Minichamps 914/6 for you here. The Etablissement Sonauto 914/6 GT was driven to sixth place overall (and a class win) at Le Mans in 1970 by Claude Ballot-Léna and Guy Chasseuil. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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Porsche 912 1968 Soft Window Targa. Manual Gearbox, LHD, Irish Green with Black interior.



Porsche (911) 930 Turbo 1978 3.3L. Manual Gearbox, LHD, Arena Red with Black interior.



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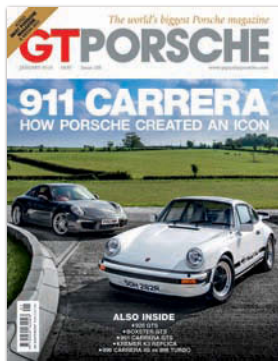
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GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



356

Dimensions: Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660

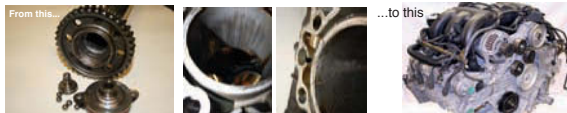
1948 to 1949: Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

1950: 'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced. **1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day. **1959:** 356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details. **1961:** Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes. **1963:** 356C:– Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details. **1964:** Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
'Pre-A' 356							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
356A							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
356B							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
356C							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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911 (1964 – 1989)

(Zero) 0-Series – 1963 to 1966: '64 to '66 Model Year – Wheelbase (mm): 2211 Length/Width (mm): 4163/1610 – **Significant developments:** 911 (very briefly 901) first shown at 1963 Frankfurt Motorshow, went on sale in 1964 with six-cylinder 2.0-litre engine. Targa announced in 1965 and goes on sale 12 months later. Weighs 50 kilos more than coupé

MODEL	MODEL YEAR	WEIGHT(kg)	ENGINE (cc)	Hp	TORQUE (lb ft)	0-60*	MPH
901	1963	1080	1991	130	119	8.5*	131
911	1964	1040	1991	130	120	8.3*	130
911	1965 to '67	1080	1991	130	128	8.3*	130

A-Series – 1966 to 1968: 1967 Model Year – **Significant developments:** 160hp 911S introduced, as are 5.5-in tyres. 911L had vented discs taken from 911S. Four-speed Sportmatic introduced in 1967. All models available as Targa, glass window replaces plastic item from 1968.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911L	1353/1321	1075	1991	130	130	10.6*	131
911T	1353/1321	1080	1991	110	116	8.3	124
911	1353/1321	1080	1991	130	128	9.1	130
911S	1353/1321	1080	1991	160	132	8.0*	137

A-Series – 1967 to 1969: 1968/69 Model Year – **Significant developments:** Wheelbase extended by 57mm to enhance handling, single battery replaced with twin 35amp alternatives in front luggage compartment to keep front end more securely planted and enhance handling. S and E both have mechanical Bosch fuel injection, 911T introduced, 'E' model replaces 'L'.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1353/1321	1075	1991	110	115	8.3	124
911E	1353/1321	1020	1991	140	129	8.4	134
911S	1353/1321	995	1991	170	135	8.0*	137

C-Series – 1969 to 1970: 1970 Model Year – **Significant developments:** Increase in bore from 80 to 84mm raises engine capacity to 2.2-litres. Aluminium crankcase replaces magnesium alloy item. 225mm clutch introduced. Sportmatic no longer an option on 911S. Front upper strut attachment points moved forward 14mm.

D-Series – 1970 to 1971: 1971 Model Year – **Significant developments:** PVC-coated, galvanised underfloor areas introduced. Tweaks to injection and ignition required to meet new European emission laws.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1362/1343	1020	2195	125	131	9.5	127
911E	1372/1354	1020	2195	155	141	7.6*	137
911S	1372/1354	1020	2195	180	147	7.0	138

E-Series – 1971 to 1972: 1972 Model Year – **Significant developments:** Engine stroke increased to 70.4mm giving 2.4-litre capacity. Compression ratio dropped to allow use of regular petrol. Gearbox uprated to cope with increased torque. External oil filler cap located between door and rear wheel. All models supplied with Fuchs wheels.

F-Series – 1972 to 1973: 1973 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4127 (RS 4147)/1610 – **Significant developments:** External oil filler removed due to customer confusion at the petrol pumps. Chin spoiler introduced on S to reduce front end lift (option on T and E) and greater variance in standard wheels. 2.7 Carrera RS is first to be fitted with duck-tail rear wing.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1360/1342	1050	2341	130	144	8.1	127
911E	1372/1354	1050	2341	165	151	7.9	138
911S	1372/1354	1050	2341	190	158	6.6	144
Carrera RS	1372/1394	975	2687	210	188	5.8	152

G-Series – 1973 to 1974: 1974 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4291/1610 (Carrera 1652) – **Significant developments:** Shock absorbing bumpers introduced as a result of US legislation. Range-topping Carrera model came with 'black look' trim and 210hp.

H-Series – 1974 to 1975: 1975 Model Year – **Significant developments:** Turbo introduced early '75 with four-speed gearbox and higher spec. Duck-tail replaced by whale-tail on Carrera models. Silver Anniversary model launched, 1063 sold.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1075	2687	150	173	7.9*	131
911 S	1360/1342	1075	2687	175	188	6.1*	142
911 Carrera	1372/1354	1120	2687	210	188	6.3	150
930 Turbo	1432/1500	1140	2993	260	253	6.0*	155



911: 1963 – 1989

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, four- and five-speed manual and four-speed Sportmatic gearbox.

For some a real 911 is an air-cooled 911, and some of the greatest examples are from this period. Two of the most iconic 911s ever produced – the 2.7 Carrera RS and 3.0 Turbo – arrived on the scene during this time and Porsche also gave us the sublime 1970 2.2 S. Bosch K-Jetronic fuel injection was introduced (1976) and the first 911 Cabriolets (1983) arrived in showrooms. The 3.2 Carrera fed the Yuppie boom (1983) and the Carrera Club Sport (1988) was the first lightweight 911 special since the original Carrera RS some 15 years earlier.

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an 'O' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

A seemingly continuous development programme saw the 911 evolve at a pace. The Targa model was launched in 1965 in anticipation of US legislation that would ban fully convertible cars (it never happened, but the Targa proved a popular choice with its distinctive brushed stainless steel rollover hoop and zip-out plastic rear window). More power (160hp) and larger wheels (5.5-inches) arrived 12 months later, as did ventilated discs and a four-speed Sportmatic gearbox. The Targa's plastic rear window was replaced with a more conventional glass item in 1968.

The start of the next decade saw the flat-six's capacity grow to 2.2-litres and gave us the sublime 2.2 S and a chunky 180hp (190hp in 1973). Measures were also taken to prolong the life of the 911 with PVC and galvanised floors both introduced, and the legendary Fuchs wheels became available across the range.

1973 was the year every 911 aficionado has indelibly inked on their mind: the 2.7 Carrera RS arrived. 975 kilos, 210hp, aluminium bodywork, lightweight glass and the infamous duck-tail spoiler signified the most focused, driver-orientated production 911 to date. Rarer R and S/T racing models had come and gone, but this was the first performance-orientated 911 road car to be sold through the dealer network. A legend was born.

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997

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Not content with blowing the minds of its faithful customers with its first RS road car, Porsche unveiled its concept for a new, more powerful, luxury-orientated version of the 911 at the 1974 Paris Motor Show – the 911 Turbo.

With a 3.0-litre flat-six motor and a single KKK turbocharger the new model produced 260hp delivered to the rear wheels via a four-speed manual gearbox. With a 0-62mph time of just 5.5 seconds and a 155mph maximum speed it was the fastest, most powerful Porsche road car to date, and its arrival coincided with the oil crisis.

With its flared rear-wheel arches, deeper front and whale-tail rear spoiler it was far from subtle, but Porsche's customers loved it and nearly 3000 were built. In 1978 it gained a bigger, 3.3-litre engine and more power (now 300hp), could crack 160mph and would continue in production until 1989.

Porsche also offered as a 911 Turbo Cabriolet and Targa model from 1987-88, as well as the 330hp 'slant-nose' coupé from 1983 through to 1989. And if you wanted the show without the go you could order Turbo-look Coupés, Cabriolets, Targas and Speedsters. Has there ever been a more blatant example of the excesses of the '80s?



During the 1980s Porsche hit upon a winning formula for its rear-engined sports cars, despite the best attempts by various management boards to try and kill it off.

As engine capacity rose from 2.2-, through 2.4-, 2.7-, 3.0- and finally 3.2-litres, so did the power and performance of the numerous models and variants introduced. The first 911 Cabriolet arrived on the scene in 1983, and before this a whole of host models had come and gone: the 2.4S became the Carrera in 1974 with 2.7-litres and 210hp, and the 3.0 Carrera in '76 with 200hp (US emissions laws had strangled the flat-six a bit). The 3.0 SC arrived in 1978 with a feeble 180hp but redeemed itself in 1981 with the new 3.0 SC arriving with 204hp.

In 1984 Porsche delivered its latest 911: the 3.2 Carrera. With 231hp, a 6.1 second 0-62mph and a 151mph maximum speed the 911 was back on track. In 1987 the somewhat wayward 915 transmission was replaced with a slick Getrag G50 'box and this generation 911 saw out its final years able to hold its head high and compete with the more youthful opposition.

I-Series – 1975 to 1976: 1976MY – **Significant developments:** Bodies now zinc-coated, galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.

J-Series – 1976 to 1977: 1977MY – Wheelbase (mm): 2271, Length/Width (mm): 4291 (Turbo 4318)/1610 (Carrera 3.0 1652, Turbo 1829) – **Significant developments:** Sportmatic cars get brake servo assistance. 'Black-look' trim standard on Targas.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1120	2687	165	176	7.8	135
Carrera 3.0	1372/1354	1075	2994	200	188	6.3	150
930 Turbo	1432/1500	1195	2993	260	253	6.0*	155

K and L-Series (the SC) – 1977 to 1979: '78 to '79MY – **Significant developments:** Super Carrera combined old 911 and Carrera with 3.0-litre engine, all had servo-assisted brakes. Turbo 3.3-litre engine equipped with intercooler and tea-tray spoiler replaces whale-tail. **SC (New A-Series) – 1979 to 1980:** 1980MY – **Significant developments:** Revised ignition and camshaft timing results in 188hp SC model. Turbo gets twin-exit exhaust.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

SC (New B-Series) – 1980 to 1981: 1981MY – **Significant developments:** First year of 17-digit international chassis number. SC now runs on 98RON fuel. **SC (New C-Series) – 1981 to 1982:** 1982MY – **Significant developments:** Limited edition 'Ferry Porsche' model goes on sale. Tea-tray spoiler option available for SC. **SC (New D-Series) – 1982 to 1983:** 1983MY – **Significant developments:** Cabrio rushed into production and launched following successful design study.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	204	189	5.7*	146
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

Carrera (New E-Series) – 1983 to 1984: 1984MY – Wheelbase (mm): 2271 Length/Width (mm): 4291 (Turbo 4318)/1610 (Turbo) **Significant developments:** Carrera replaces SC. Engine capacity climbs to 3164cc. Digital Motor Electronic engine management introduced as was the engine oil-fed chain tensioner. Turbo-look option adds 50 kilos and increases drag.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
911 SC RS	1398/1405	960	2994	255	184	5.0	159
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New F-Series – 1984 to 1985: 1985MY – **Significant developments:** Carrera available with catalytic converter. Four-spoke steering wheel standard. **Carrera New G-Series – 1985 to 1986:** 1986MY – **Significant developments:** Sport seats now a no-cost option. Turbo-look track 1434mm front/1526mm rear.

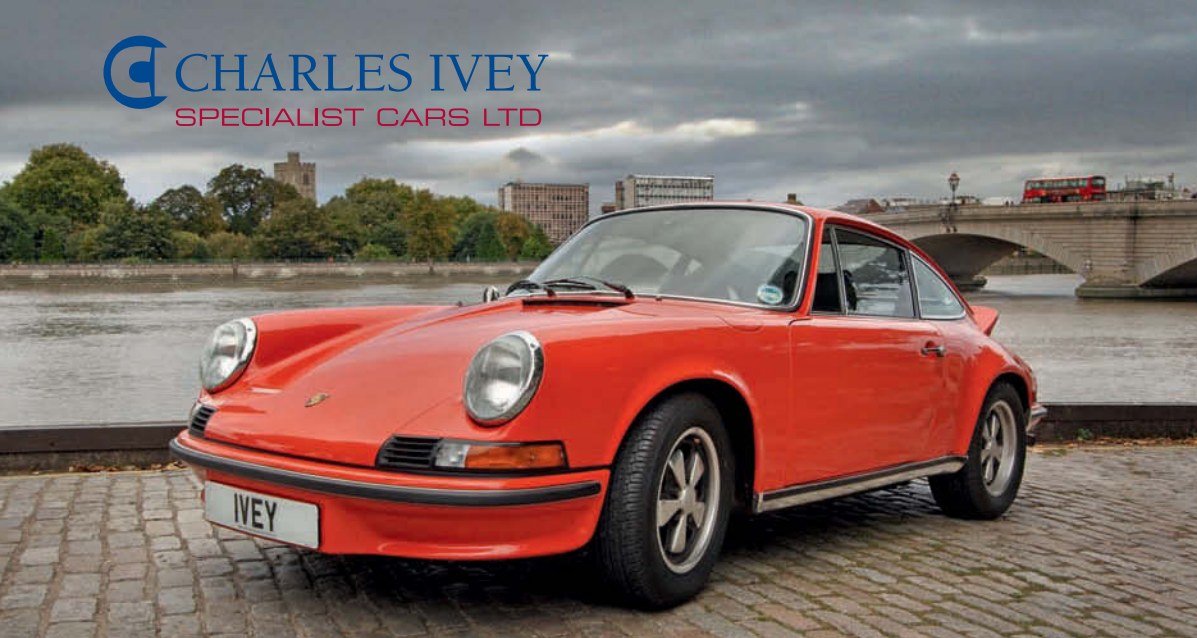
MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New H-Series – 1986 to 1987: 1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
Club Sport	1398/1405	1160	3164	231	209	5.6*	156
930 Turbo	1434/1526	1300	3299	300	319	5.1*	162

964 (1989 – 1993)

1988 to 1989: 1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50



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911 (964): 1989 – 1993

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. For a company that had very little left in the piggy bank and suffering from an economic and sales downturn, Porsche's engineers pulled off a remarkable achievement when developing the 964-series 911.

This latest 911 was '87 per cent new' over the model it replaced, and the big news surrounding the 964 was the increased capacity flat-six and the introduction of a four-wheel drive transmission. This resulted in the gearbox and rear final drive having two electronically-controlled wet clutches, limiting slip in both the centre and rear differentials. A torque tube connected the centre and front diffs. The torque split was 31:60 front-to-rear.

Joining the new C4 was a Carrera 2 Coupé, Cabriolet and Targa models, three Turbo variants: 320hp 3.3-litre, 360hp 3.6-litre, and a limited run 381hp Turbo S. The stripped-out 964 RS and limited run 3.8 RS were available from 1992.

Overlooked by many, the 964 offers an affordable entry into classic 911 ownership, although they require regular maintenance and some TLC.



911 (993): 1993 – 1996

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear- and four-wheel drive. Argued by many to be the most beautiful 911 design of all, the 993-series cars are also the best engineered, and for many purists the pinnacle of the model's achievement.

The last of the air-cooled 911s had it all – pace, grace and, for once, a bit of space. The entry-level Carrera 2 was all you ever really needed, but who could resist the appeal of the Carrera RS or, for the first time, the all-wheel drive, twin-turbocharged Turbo? For the seriously brave there was the GT2 and those after the Turbo look without the go could always opt for the Carrera 2S and 4S.

The 993 also saw the introduction of VarioRam (in 1996). This controlled the length of the engine's induction tracts, and at low and medium engine speeds longer tracts would provide a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

kilos heavier than coupé equivalents. **1990 to 1991:** 1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors. **1991 to 1992:** 1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built). **1992 to 1993:** 1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175

993 (1993 – 1998)

1993 to 1994: 1994 Model Year – Wheelbase (mm): 2272 Length/Width (mm): 4245/1735 (Carrera 4S and Turbo 1795mm) – **Significant developments:** 993 production begins in Jan 1994. Internal engine upgrades increase power and torque. Multi-link rear suspension is one of the biggest developments in the 911's history and transforms 993 into a more driver friendly sports cars. Four-piston brake callipers standard front and rear. Two- and four-wheel drive offered across the range in either Coupé or Cabriolet guise. **1994 to 1995:** 1995MY – **Significant developments:** Carrera RS introduced as is redesigned, all-wheel drive system for Carrera and Tiptronic S with steering wheel-mounted shift controls for automatic gearbox. New 408hp four-wheel drive, twin-turbocharged 911 Turbo is launched and includes a six-speed gearbox and hollow spoked alloy wheels.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	272	243	5.6/5.3	168/162
Carrera RS	1413/1452	1270	3746	300	262	5.0	172
Turbo	1411/1504	1500	3600	408	398	4.5	180

1995 to 1996: 1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built. **1996 to 1997:** 1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911. **1997 to 1998:** 1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	285	251	5.2	172
Carrera 2S/4S	1411/1504	1450	3600	285	251	5.2	172
Turbo	1411/1504	1500	3600	408	398	4.5	180
GT2	1475/1550	1290	3600	430	398	4.0	184
Turbo S	1411/1504	1500	3600	430	398	4.3	185

996 (1997 – 2004)

1997 to 1998: 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 2000 to 2001:** 2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174
GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

New 996 – 2001 to date: 2002MY – **Significant developments:** Second-generation 996 introduced.



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996: 1997 – 2005

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted six-cylinder water-cooled 'boxer' engine. A water-cooled engine in a 911! Whatever next? Once the purists had calmed down, beneath the 996's slightly frumpy looks is one of the greatest cars of our time.

Carrera 2 is all you ever actually need, but the four-wheel drive Carrera 4 and Carrera 4S are unstoppable. The latter, with its Turbo sourced brakes, suspension and bodywork is possibly the best value 911 Porsche has ever built. The 416hp, four-wheel drive Turbo is a contender for the greatest supercar ever built, and swept aside all in its way during its time on the price list. The 462hp GT2 was deemed a tad excessive for most on the road, and didn't enjoy the kudos of its predecessor, nor that of the 911 GT3. This stripped-out 911 was as close to a 911 RS you could get without actually calling it such. One of the most rewarding 911s when it was new, it's still a favourite amongst the purists but subsequent evolutions are better still. GT3 RS was further honed for the track, compromised for the road. The Targa featured the now traditional opening rear glass hatch, while the Cabriolet was perfectly at home in Miami.



997: 2004 – 2008

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. More evolution than revolution, the second-generation water-cooled 911 has a hint of 993 look about it and was available with two engine options. 997 ownership began with the 321hp 3.6-litre Carrera, with the majority of customers opting for the more powerful 355hp Carrera S.

Porsche Active Suspension Management (PASM) was standard on the Carrera S and allowed the car to play at continental GT cruiser one minute and Nordschleife slayer the next. Interior quality improved over 996. Turbo and GT3 models were even better than their predecessors, with the Turbo introducing Variable Turbine Geometry and Porsche Traction Management, while the GT3 got traction control! When Porsche combined these two models' philosophies the GT2 was built. At 530hp and 204mph it is the most powerful and fastest Porsche 911 to date. The Targa offered hatchback practicality – and four-wheel drive – and a big glass roof at the expense of ultimate driver involvement.



911: 2008 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled engine with Direct Fuel Injection and VarioCam Plus; normally

Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. **996 2003 to 2004:** 2003MY – **Significant developments:** GT3 returns with 381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, GT2 gets power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph. **996 – 2005:** 2005MY – **Significant developments:** The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1465/1500	1345/1405	3596	316	273	5.0	178
Targa	1465/1500	1415	3596	316	273	5.2	177
Carrera 4S	1472/1528	1470	3596	316	273	5.1	173
Turbo	1472/1528	1540	3600	414	413	4.2	190
Turbo S	1472/1528	1549	3600	450	457	4.1	190
GT3	1485/1495	1380	3600	381	284	4.5	191
GT3 RS	1485/1495	1360	3600	381	284	4.4	190
GT2	1495/1520	1420	3600	483	457	4.0	198

997 (2004 – 2008)

2004: 2005 Model Year – Wheelbase (mm): 2350; Length/Width (mm): 4427/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** 3.6-litre 321hp, and 3.8-litre 355hp, water-cooled flat-six engines for Carrera and Carrera S respectively. New six-speed manual gearbox standard on both models, Porsche Active Suspension Management (PASM) standard on Carrera S – lowers car by 10mm, cost-option on Carrera. 19-inch alloy wheels standard for Carrera S. **2005:** 2005MY – Carrera 4 and Carrera 4S launched. Engines as Carrera and Carrera S respectively, rear body widened by 44mm, PSM now equipped with 'pre-filling' brake system to quicken responses. **2006:** 911 Turbo and GT3 launched. The former features Variable Turbine Geometry, Porsche Traction Management and 480hp. The third-generation GT3 is the best all-rounder yet. PASM fitted as standard, as is a 415hp 3.6-litre flat-six engine and traction control. 911 Targa 4 and 4S launched based on the wider Carrera 4/4S shell and feature the full length glass sliding roof. GT3 RS launched. Same power as a GT3 but 20 kilos lighter and unique aero pack. **2007:** 997 Turbo Cabriolet launched, followed by the new 911 GT2 with 530hp, rear-wheel drive, traction and stability control, and launch control. 204mph claimed maximum.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

997 gen-2 (2008 – 2012)

2008: 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. Porsche Active Suspension Management (PASM) standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on the top speed. **2009:** 2010 MY – Eagerly awaited Generation-two 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, Direct Fuel Injection, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offer optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt Motor Show. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono Package Turbo and Torque Vectoring are all standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche the company has ever built. Based on the GT3 RS it features further aero dynamic tweaks and recalibrated PASM, Traction and Stability control systems. 3.6-litre engine is the final swan song for the Hans Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed the kilos as do the plastic rear and rear quarter windows. Only 500 built, and all sold out within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK only transmission available, PCCB standard and Pure blue paint or

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aspirated and turbocharged. Six-speed manual gearbox fitted as standard, seven-speed PDK, double-clutch gearbox optional. Porsche shows its green credentials by introducing its cleanest car to-date, claiming a 3.6 Carrera fitted with a PDK gearbox will return over 29mpg.

This heavily revised flat-six engine should prove more reliable now the intermediate shaft is no longer needed, but some of the soul has gone AWOL when it comes to the flat-six's voice. PDK is a revelation, despite some complaining about the up/down buttons being the wrong way round. Although this is easily rectified with the optional paddle-shift controls.

The 911 line-up expanded like no other series under the 997. Along with the regular Carrera, Targa, Turbo and GT models Porsche introduced four-limited production models – GT2 RS, GT3 RS4.0, Sport Classic and Speedster.

The second-generation 997 Series was Porsche's most expansive line-up of the 911 in the car's history with 22 'basic' models having been introduced. Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, GT2 RS and GT3 RS4.0) and two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all use the wider body first introduced with the four-wheel drive models. 12 coupés, seven cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered.



991: 2012 – TO DATE

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry over parts were very few, the changes made were like nothing seen in the last 17 years. The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

There is much to praise about the 991, however. Both engines are a delight to experience, full of zing and guttural grunt. The more powerful, 400hp 3.8-litre has an epic performance reach, but it's the 355hp 3.4-litre that is the sweeter engine. For the first time we'd also consider PDK over the manual gearbox, the latter not as slick nor as precise as its predecessor. Although PDK only makes sense with the optional paddleshift controls.

If you opt for either the GT3 or Turbo models PDK is your only option. Many still haven't picked themselves up off the floor upon hearing that news. Porsche claims the double-clutch is not only quicker and more efficient, but it's what the customer wants. The problem many have is that the 911 was the last bastion of the truly wonderful manual gearbox, and now it's gone from the likes of the GT3 and the Turbo it feels like a chapter has closed when we were still left wanting for more.

white the only colours. Windscreen is 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive running gear; again the 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GTs also features a SportDesign front bumper and deeper side sills. Inside is a mix of leather and Alcantara with a new SportDesign steering wheel also standard. Rear-seats are optional. **2011:** Just when we thought Porsche was done with the 997 along came one more derivative. A 500hp, normally aspirated 4.0-litre flat-six engine with a crank lifted straight from a GT3 R. The car weighed 1360kg and had aero dynamic add-ons designed specifically for the Nürburgring. Everything about the 4.0RS was extreme. It cherry picked the very best bits from every 997 that had gone before it to produce the ultimate in rear-engined driving thrills. It's unlikely we'll see anything of its kind again. **2012:** Porsche had time for one last 997 swansong: the Carrera 4GTS. As its name suggests it was a four-wheel drive version of the Carrera GTS. This really was the last 997.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	187
Carrera 4	1488/1548	1470	3614	345	285	5.0*	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7*	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2*	176
Targa 4S	1488/1548	1540	3800	385	310	4.9*	184
GT3	1497/1524	1395	3797	435	317	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

* 0-60mph: cars fitted with six-speed manual gearbox; ** cars fitted with Sports Chrono Plus and PDK

991 (2012 –)

2012: 2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm)

1303/1295 (Carrera/Carrera S) – **Significant developments:** All new 911s featuring a longer wheelbase, a lighter body and more technology than a 911 has every seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox.

However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the slick-shifting six-speed manual. Other mechanical highlights include the option of Porsche Dynamic Chassis Control (PDCC) on a 911 for the first time, dynamic engine mounts and torque vectoring.

Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911 generations. The Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, the Carrera S models with a 400hp 3.8-litre motor.

2013: The Carrera 4 and 4S coupé and cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts are all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm. **2015:** GT3 RS - A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10-kilograms less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7-minutes 20-seconds – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-milimetre wider rear axle, the changes between GT3 and GT3 RS are vast underneath. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside - Sport Chrono is optional. The last naturally-aspirated 911? Sadly it may be so...

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175

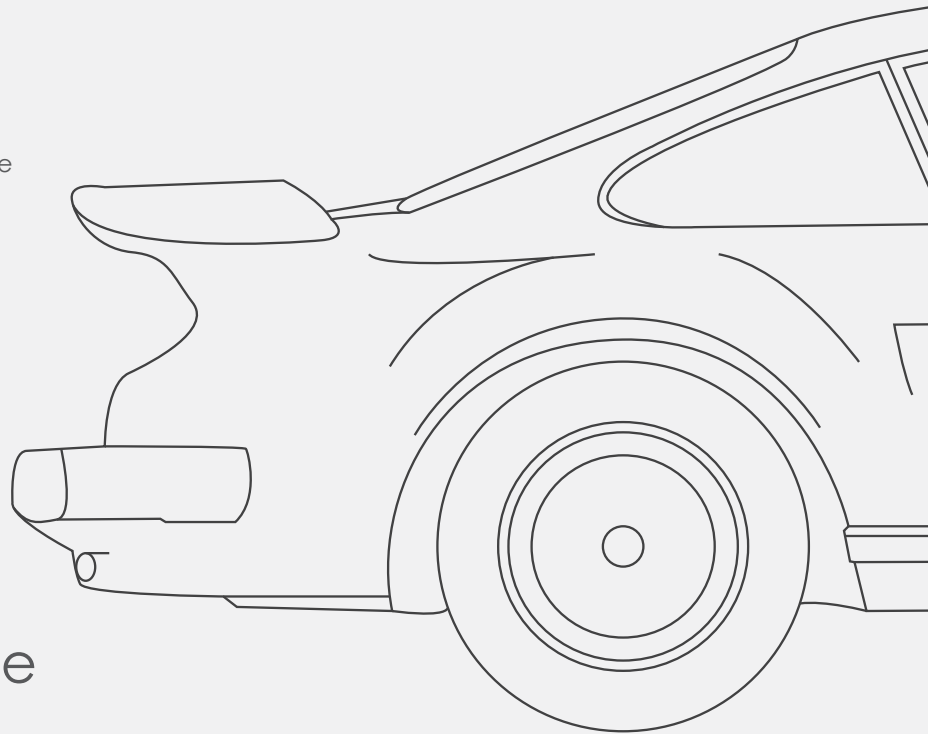
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912: 1965 – 1969; 1975

Two-door Coupé and Targa, rear-engined four-cylinder air-cooled 'boxer' engine. 'The poor man's Porsche' was actually quite expensive, not that this stopped it from building a strong following, especially in the States.

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon outsold its more expensive brother, with over 30,000 delivered during its first production run. Re-introduced in 1975, a further 2000 examples were built including a Targa Variant.



914: 1970 – 1976

Two-door Coupé with mid-mounted four- and six-cylinder air-cooled 'boxer' engines. Built by Karmann, Porsche's original mid-engined roadster was praised for its unrivalled dynamics, although its boxy looks and awkward gearbox were often criticised. The four-cylinder engines were sourced from VW, and the later six-cylinder Porsche units offered significant performance advantages – and even more of a challenge for the 'entertaining' dynamics. Sales were poor throughout the model's six-year lifespan.



924: 1977 – 1988

Two-door, two+two Coupé, front-engined, four-cylinder water-cooled engine, rear-wheel drive, five-speed gearbox. The 924 was Porsche's first front-engined sports car and production car fitted with a water-cooled engine. Originally conceived, designed and developed for Volkswagen, it was eventually launched as a Porsche, albeit still powered by a VW/Audi sourced engine. Performance wasn't earth-shattering, but its transaxle configuration provided the balance and handling worthy of the badge.

Continual development saw the 924 improve in the performance stakes, especially so when it received the 2.5-litre engine from the 944. Peak performance, however, came with the Turbo models, which delivered the much needed performance gain, ultimately reaching its peak with the Carrera GT, a homologation requirement in order for Porsche to race the car at Le Mans. A handful of more extreme, lighter Carrera GTS models were also built.

Sadly for the 924, with every evolution came a price increase and the coupé quickly went from the affordable entry level Porsche it set out to be, to becoming an expensive, out-dated car.

Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

912 (1965 – 1969; 1975)

912 – Wheelbase (mm): 2211 (1969 – 2268, 1976 – 2272) Length/Width (mm): 4163 (1976 – 4293)/1610. **Significant developments:** 356C four-cylinder engine, four- or five-speed gearbox, disc brakes, MacPherson front and semi-trailing rear suspension, low-spec interior. **1969:** Larger wheelbase and 911 body introduced before production ends for six years. **1975:** Re-introduced using the 914's VW 2.0-litre. Heavier than its predecessor, five-speed gearbox fitted as standard.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
912	1965 to '69	950	1582	90	86	11.6	115
912E	1975	1132	1971	90	98	13.0	110

914 (1970 – 1976)

914 – Wheelbase (mm): 2459 – Length/Width (mm): 4050/1650 **Significant developments:** 1.7-litre VW four-cylinder and de-tuned 911T 2.0-litre six-cylinder engines offered, MacPherson front and rear trailing link suspension, disc brakes all-round, five-speed gearbox and low-spec interior. **1972** – 914-6 dropped due to poor sales. **1973** – 2.0-litre engine becomes an option. **1974** – Bore increase raises displacement to 1795cc.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
914 1.7	1970 to '73	970	1679	76	96	13	108
914 1.8	1974 to '76	970	1795	72	99	12	110
914 2.0	1973 to '76	970	1971	95	105	10.5	115
914/6	1970 to '72	940	1991	110	115	8.2	119

924 (1977 – 1988)

924 Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar uprated to 21mm; **1984:** 924 gets 944 tilt-slide roof mechanism; **1985:** 924 replaced by 924S; **1986:** 924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned; **1987:** Rear axle strengthened; **1988:** 924 gets 944 engines. Power steering standard. Le Mans SE launched.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
924 Turbo	1979 to '81	1180	1984	170	181	7.8	140
924 Turbo	1982 to '84	1180	1984	177	185	7.7	140
Carrera GT	1981	1180	1984	210	203	6.9	150
Carrera GTS	1982	1121	1984	245	247	6.2	155
924S	1986 to '87	1190	2479	150	144	8.5	134
924S	1988	1195	2479	160	158	8.2	137

928 (1978 – 1995)

928 Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm – 1552/1530 – 1529mm. **Significant developments:** **1978:** 90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155
928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

944 (1983 – 1991)

944 Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451; **Significant developments:** Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT; **1985:** New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard; **1986:** Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot

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928: 1978 – 1995

Two-door, two+two Coupé, front-engined, water-cooled V8. Built to succeed the 911, 928 went head-to-head with Jaguar's XJS and Mercedes' SL. V8 engine offered stonking performance and grew to a mighty 5.4-litres and a heady 360hp before stepping aside to allow the 911 to continue its success story. Auto 'box most popular choice, although a manual is the one to go for, and both choices offer intergalactic cruising ability. Dynamically as sharp as any Porsche, the 928's popularity is not without foundation.



944: 1983 – 1991

Two-door, two+two Coupé and Convertible, front-engined, water-cooled. NA and turbocharged. The 944 was an unprecedented success, breaking all sales records and keeping Porsche afloat during the 1980s. The 924's body and turbo suspension formed the basis, but the 944 felt better. Turbo models offer good combination of performance and ability, although the last of the line 16-valve S2 models are probably the better option. If your budget doesn't stretch that far a good 2.7 will do. Cabriolet had sleek looks with Coupé's performance, though loss of rigidity takes shine off the driving experience. Considered to be the perfect introduction to Porsche ownership.



959: 1988

Two-door, two+two Coupé, flat-six, twin-turbocharged water/air-cooled flat-six. 197mph, 4WD, supercar. Based (lightly) around the 911, the 959 was Porsche's homologation special for Group B rallying. A technical *tour de force* for its time, the 959 boasted all-wheel drive with active torque split-drive, selectable traction settings (dry, wet and snow conditions), electronically-adjustable ride height and damper control, water-cooled cylinder heads and multi-stage turbocharging, and a 911 evolved composite body providing 'zero-lift'. All 283 959s built cost Porsche more than double the price the customer was asked to pay.



968: 1992 – 1995

Two-door, two+two Coupé and Cabriolet, front-engined, water-cooled. Porsche's last attempt at a front-engined Coupé resulted in its best effort to date. What the 944 derived 3.0-litre four-cylinder engine lacked in character, its chassis – especially in Club Sport spec – soon made up for. Regular car not as sharp as bare-to-the-bone Club Sport or semi-stripped Sport, but all offer one of the best front-engined/rear-drive experiences. Convertible lacks dynamics and looks a little frumpy, while limited edition Turbo S offer 911 levels of performance. Comparatively cheap to buy and run, 968 is one the safest Porsche ownership experiences.

brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé); **1991:** Turbo Cab launched, airbags standard on European Turbo models.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
944	1982 to '87	1180	2497	163	151	8.4	131
944	1988 to '89	1260	2681	165	166	8.4	136
944 S	1987 to '88	1280	2497	190	170	7.9	142
944 S2	1989 to '91	1310	2990	211	207	6.9	149
944 Turbo	1985 to '88	1350	2497	220	243	6.3	152
944 Turbo	1989 to '91	1350	2497	250	258	5.9	162
944 Turbo S	1988	1350	2497	250	258	5.7	162

959 (1988)

959 – Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 – **Significant developments:** Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-drive, double wishbone suspension front and rear with adjustable ride height. Aluminium and composite body panels, four shocks per 17-inch wheel, 322 and 308mm discs front/rear. Adjustable ride height and dampers.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

968 (1992 – 1995)

968 – Wheelbase (mm): 2400, Length/Width (mm): 4320/1735, Track front/rear (mm): 1477/1451 (1457/1445 with 17" wheels) – **Significant developments:** 3.0-litre four-cylinder S2-derived engine, S2 suspension, four-pot fixed callipers, ABS and 7- and 8x16-inch alloys; **1993:** Lower spec and stripped down Club Sport launched with 7.5x17-inch alloys (front) and 9x17-inch (rear), no driver's airbag and all 'unnecessary' equipment (electric windows, sunroof etc) removed. Turbo S launched with 8-valve Turbo head and 305hp. Similar spec to CS; **1994:** 968 Sport introduced with same chassis tweaks as Club Sport but with a number of creature comforts (and weight) reinstated. Standard 968 dropped from line-up, Sport and Club Sport continue for further 12 months.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
968	1992 – 1994	1370	2990	240	225	6.5	156
968 Sport	1994 – 1995	1400	2990	240	225	6.5	156
968 Club Sport	1993 – 1995	1320	2990	240	225	6.3	160
968 Turbo S	1993 – 1994	1300	2990	305	369	5.0	175

Boxster 986 (1997 – 2004); 987 (2005 – 2009; 2009 – 2013); 981 (2013 – 2015)

BOXSTER – Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) – **Significant developments:** Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags; **1999:** Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres, resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox; **2003:** Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 3lb ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.5	1997 to '99	1260	2480	205	180	7.0	155
Boxster 2.7	1999 to '02	1260	2687	220	192	6.6	156
Boxster S	1999 to '02	1295	3197	252	225	5.9	161
Boxster 2.7	2003 to '04	1275	2687	228	192	6.4	157
Boxster S	2003 to '04	1295	3179	260	228	5.7	164

BOXSTER 987 (2005MY –) Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) – **Significant developments:** **2005:** 2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard; **2006:** 2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; **2009:** 2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers. **2010:** The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage



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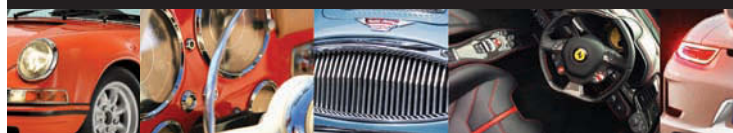
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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Boxster S is now serious contender for the only Porsche you'll ever need. Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on a extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippery diff the essential extra to take full advantage of the car's sublime chassis.

compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

BOXSTER 981 (2012MY –) Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) – **Significant developments: 2012:** Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engined Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991. **2015:** Boxster Spyder arrives. Reminiscent of its 987 forebear, the 981 Spyder is a topless GT4 without the input of Weissach: 3.8 911 power, 30kgs lighter than the Boxster GTS, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning system, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've ever seen. At only £4000 cheaper than the GT4, a proper Porsche Motorsport model, though it's only for the hardcore wind-in-the-hair aficionados.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173
Boxster Spyder	2015	1315	3800	375	TBC	4.5	TBC

Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

Cayman S – Wheelbase (mm): 2415, Length/Width (mm): 4315/1801, Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S); **2006** – 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard fitment, but PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé, Porsche Stability Management (PSM) comes as standard; **2006:** 2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional; **2009:** 2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability. **2011:** 2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 – '12	1295	3436	330	273	5.0*	175

*manufacturer's claim

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013** – 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more. **2014:** Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by



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CAYMAN 987: 2005 – 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



CAYMAN 981: 2013

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster – wheelbase, engines, gearbox, suspension and steering – the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



CAYENNE: 2014 –

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vanes hidden in the front bumpers of the

-20mm. The one to have. **2015:** The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft torque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175
Cayman GTS	2014 –	1345	3436	340	280	4.6	177
Cayman GT4	2015-	1340b	3800	385	310	4.4	183

*manufacturer's claim

Cayenne (2003 – '07; 2007 – '10; 2010-'13; 2014–)

Cayenne – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque cliches. **2014:** Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optimised for greater performance.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380 ¹	427 ¹	6.5	150
Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172

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new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The biggest news is that the old petrol V8 has been replaced with a 3.6-litre biturbo petrol engine – part of Porsche's downsizing practices. It's the same unit we've seen in the Macan, and with 420hp and 550Nm torque on paper the new Cayenne offers greater performance than its eight-cylinder forebear. But, if you're talking about a petrol Cayenne then it's really all about the Turbo. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp with 750Nm of torque; it's fast and capable.

The Diesel and Diesel S should be the best-selling Cayenne models for Porsche in the UK. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic. We expect that this will be the more popular choice in the UK, but the Diesel S really is brilliant and worthy of serious consideration despite being an older engine (the only engine which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel. The power delivery is refined and almost like a petrol car, arriving low down. What's interesting is that the Diesel S is almost as quick as the Turbo, over £30,000 cheaper, and it's more economical.

The first plug-in Hybrid vehicle in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries. Driving requires an altogether new mindset. At £61,434 it's almost exactly the same price as the Diesel S – choosing between them is a question of priorities.



CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar every built. Carbon-fibre tub, 612hp V10, 205mph maximum and a birch wood gear knob. Perfection!



PANAMERA: 2009 – 2013

Five-door, front-engined, rear-and four-wheel drive saloon-coupe; normally aspirate, turbocharged and supercharged V6 and V8 petrol, diesel and hybrid engines, six-speed manual and seven-speed PDK transmission. The last new Porsche to be launched while Dr. Wendelin Weideking was running the company, the Panamera is Porsche's fourth model line and, according to the company, a car that creates a new class. Powered by either a normally aspirated 4.8-litre V8 or a twin-turbo charged version of the same engine, Panamera is available in rear-wheel drive 'S' guise with a six-speed manual gearbox, or an all-wheel drive 4S or Turbo (both only available with the 7-speed PDK gearbox, which is also an option for the S).

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera's interior is the most striking Porsche has designed for decades, and as you'd expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only

Cayenne GTS	2012 – '13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – '13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – '13	2195	4134	382	627	5.7	156
Cayenne	2014 -	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 -	2110	2967	262	427	7.3	137
Cayenne S	2014 -	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 -	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 -	2350	2995	416	324	5.9	150
Cayenne GTS	2014 -	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 -	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 -	2235	4806	570	590	4.1	176

¹ when combined with electric motor. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm):

1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, rewinding to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205

Panamera: 2009 – 2013: 2014 – To Date

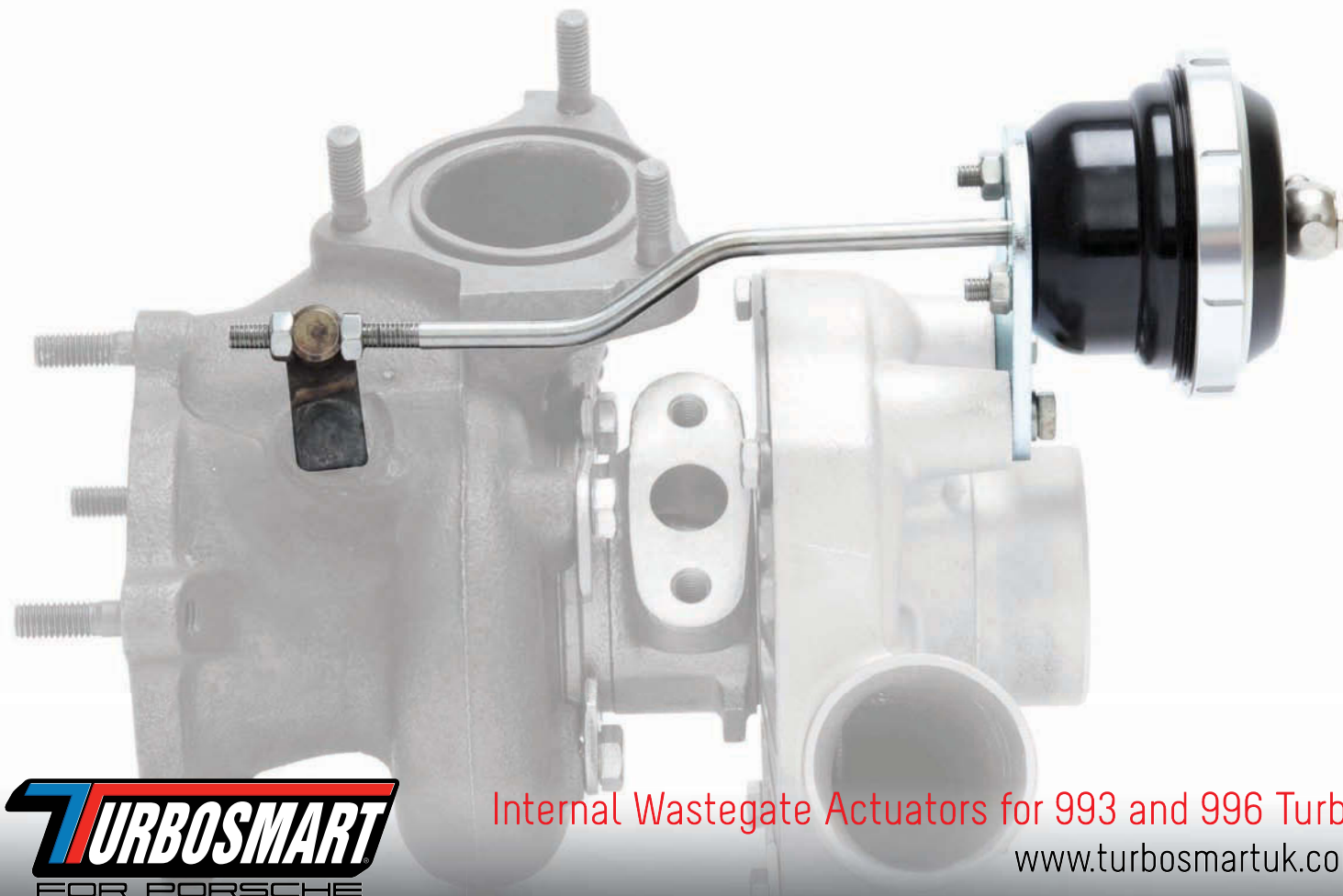
Panamera S, 4S, Turbo – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009** – 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.

2010 – 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6, is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional. **2011** – 2012MY The Panamera Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model. **2012** – 2012MY Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera	2010 – 2013	1730	3605	300	295	6.8	162
Panamera 4	2010 – 2013	1820	3605	300	295	6.1	159
Panamera S	2009 – 2013	1770	4806	400	369	5.0	175
Panamera 4S	2009 – 2013	1860	4806	400	369	4.4	175
Panamera Turbo	2009 – 2013	1970	4806	500	516*	3.5**	188
Panamera Diesel	2011 – 2013	1880	2967	250	405	6.8	150
Panamera GTS	2012 – 2013	1920	4806	430	383	4.5	178
Panamera S Hybrid	2012 – 2013	1980	2995	380	427	6.0	167
Panamera Turbo S	2012 – 2013	1995	4806	550	553	3.8	190

* 567lb ft when in Sport Plus Mode when Sport Chrono Package Plus fitted. ** 0-60mph time

2013– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it replaces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 still llops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five



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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two tons.



918 SPYDER: 2014 –

Two-door, mid-engined, petrol-electric plug-in hybrid. The supercar has evolved into the hypercar, one that combines the thoroughbred engine from an LMP2 race car with the pioneering engineering of electric motors and lightweight(ish) batteries. The 918 signals the beginning of a new dawn for Porsche, one that provides the company with a halo product on which to hang its Cayenne, Panamera, Macan and, potentially 911 hybrids from. To help the 918 along the way its launch coincides with Porsche's return to top flight sports car racing, including Le Mans, with an all-new LMP1 race car. A petrol-electric hybrid race car. The 918 has a lot to deliver, but on the eve of its launch it made an impressive debut with a sensational 6 minute 57 second lap of the Nürburgring Nordschleife.



MACAN 2014 –

Five-door, front engine, permanent four-wheel drive compact SUV, six-cylinder turbocharged petrol and diesel engines; seven-speed PDK transmission. Built to fulfill Porsche's ambitions to build 200,000 cars by 2018 the Macan is the company's answer to Land Rover's Evoque, BMW's X3 and Mercedes GLA in the premium compact SUV sector. Porsche forecasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-cylinder petrol engine.

The Macan launches with two trim levels, the S and the Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line is expected to join the line-up, along with a more basic trim level to sit below the S models; expect this to be offered with a four-cylinder engines, both petrol and diesel.

Sitting below the Cayenne in Porsche's SUV line-up, the Macan is lighter by over 100kgs, 16cm shorter in overall length, eight centimetres lower in height and sits on a wheelbase eight centimetres shorter than the Cayennes. The Macan is usefully quicker than its big brother, too, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne, the GTS. The Macan Turbo's sprinting prowess sits neatly between the Cayenne Turbo and Turbo S. The smaller SUV is also usefully more fuel efficient and cleaner than its big brother, too.

Porsche's decision to build the Macan is not just to piggy back into an established growing market, it is serious about its latest addition to the model range. How so? Rather than share production resources with other VW Group brands also building similar cars for the same market, the Macan will be built exclusively at Porsche's Leipzig factory, which has undergone a €500 million investment and now includes a body press and paint shop, which has also led to the recruitment of 1000 new staff at the home of the Cayenne and Panamera. The Macan is here for the long term and features in Porsche's ambitious future plans.

times the energy. And if that's not enough, the E-Hybrid is also a plug-in hybrid which means you can charge the car while you're at work, asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic. **2015:** Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLS, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192
Panamera Edition	2015–	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015–	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

918 Spyder (2014 –)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612 **Significant developments: 2013 – 2014MY** Where to start with the most technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combination of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includes a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Available in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41kgs – the magnesium wheels account for a 14 kilo saving. Other weight saving measures include ceramic wheels bearings, titanium chassis bolts and brake pad supporting plates. Other upgrades include additional aero parts including aeroblades positioned behind the rear wheels, thinner paint and exposed carbon-fibre body parts. All this tech, lightweight construction and 887hp results in a very quick Porsche indeed: 0-62mph on 2.6 seconds, 0-124mph in 7.3 (7.2 if you order the Weissach pack), 0-186mph in 20.9 (19.9 with the full Weissach) and a maximum speed of 214mph. Then there is that lap time of the Nürburgring - 6 mins 57 seconds.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

Macan (2014 –)

Macan – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo) **2013 – 2014MY** Built at Leipzig, Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre biturbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selected at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and the S Diesel 44.8 – 46.3mpg. Emissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are available with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models. The three-spoke 918 Spyder-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014	1770	1984	237	258	6.9	138
Macan S	2014	1865	2997	340	339	5.4	157
Macan S Diesel	2014	1880	2967	258	427	6.3	142
Macan Turbo	2014	1925	3604	400	405	4.8	165

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SEPTEMBER 2014

Cover Story: 911 Turbo 40th Anniversary: 930 & 991 Turbo S. **Inside:** Road Test: 991 Targa 4. UK first drive: 991 Turbo S. 914 2.0-litre versus 981 Boxster 2.7. 968 Turbo 'RS'. Pedro Rodriguez. *Market Place:* 997.2 GT3 RS. *Tech Guide:* Roll-cages. Buying a Porsche: £90-100,000.



OCTOBER 2014

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Inside: 997 GT3 R-GT. LMP2 RS Spyder. First drive: Techart 991 Turbo S. Macan S Diesel 2000-mile test. George Follmer. How To Sell Your Porsche. *Market Place:* 986 Boxster. *All You Need To Know:* Brakes. *Tech Guide:* Steering wheels.



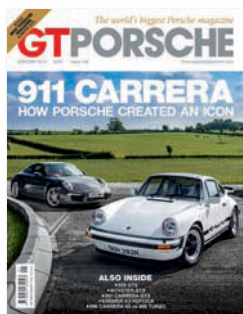
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Inside: 911 GT1. Backdated 964 Targa. 997 GT3 3.9. New Cayenne, first details. Porsche's only F1 win. Classic restoration guide. How To Buy a Porsche. *Market Place:* 987 Cayman R. *All You Need To Know:* Weight. *Tech Guide:* Bodywork.



DECEMBER 2014

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Inside: RPM Technik 996 CSR. Redtek 911 SC. 964 Speedster. 991 Carrera GTS. 909 Bergspyder. Macan Turbo vs Cayman S. *Market Place:* 1974 911 2.4 S. *All You Need To Know:* Carbon fibre. *Tech Guide:* Bodywork pt2.



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FEBRUARY 2015

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Inside: 911 Carrera 2.7 RS Touring. Kremer K3. Cayman GT4 - revealed. 928 retrospective since end of production. 991 GTS first drive. Retromobile, Paris. Tony Dean profile. 964 50 Years Edition. TechArt Boxster.



MAY 2015

Cover Story: 911SCs
Inside: First drive: Cayman GT4. 991 GT3 RS – tech details explored. 964 v 911T. John 'Fitz' Fitzpatrick. Cayenne S Diesel roadtrip to Paris. History of the 16-cylinder engine. 356 B Cabriolet restoration. Macan tuning. *Market Place:* 911 Cabriolet.



JUNE 2015

Cover Story: 911 GT3: 996 v 997 v 991
Inside: 1930s Auto Union. Techno Classica event. 991 GT3 meets Carrera Cup car. Pfaff Tuning 991 GT3 'alternative'. Backdated 964. Le Mans 2015 preview. 944 S2 Cabriolet at 25 years old. New Boxster Spyder. Advanced driving techniques.



JULY 2015

Cover Story: 991 GT3 RS driven
Inside: Restored 1969 911S. A '£5k' Boxster: the truth. Ferdinand Piëch retrospective. 911 2.4S. 924 Carrera GTS. Nürburgring 24-Hours. 991 Targa vs classic 911 Targa. Marathon de la Route. *Market Place:* 996 Turbo.

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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
BOXSTER							
Boxster 2.7	£39,553	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster Black	£46,164	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,858	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£53,872	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	310lb ft	4.5secs	180mph	1315kg

CAYMAN							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg

911 COUPÉ (991)							
911 Carrera	£73,509	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£83,545	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£78,365	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Carrera 4 Black	£79,309	6cyl/3436	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£88,400	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 Turbo	£120,598	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£142,120	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg

911 CABRIOLET (991)							
911 Carrera	£82,169	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera Black	£81,852	6cyl/3436	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£92,204	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg

CAYENNE							
Cayenne	£49,576	6cyl/3598cc	300hp	295lb ft	7.7secs	143mph	2040kg
Cayenne Diesel	£50,441	6cyl/2967cc	262hp	428lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,845	6cyl/3604cc	420hp	406lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£62,099	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2215kg
Cayenne E-Hybrid	£62,099	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	443lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£93,574	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg

PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,474	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£84,401	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg

Macan							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg

918 Spyder							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg



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Pro-9 was responsible for building the backdated 964 featured in our June issue

Pro-9

Established for over 20 years, Pro-9 offers Porsche servicing and repairs, 911 backdates, restorations, race prep and fabrication services

GT: How long have you been established and how did you get started?

Simon Evans founded the company 20 years ago after many years experience working as a technician at Porsche specialists and working as a motorsport mechanic running a variety of different Porsches. His desire to run his own business led to him setting up Pro-9 in a small unit in Solihull and he soon generated a loyal following of customers of both air and water-cooled Porsches.

GT: Who is in charge and what is their background?

Pro-9 is managed now by the father and son team of Simon and Brett Evans. They run a busy workshop which is overseen by Simon who manages all the on-going projects. Brett has been brought up on Porsches and has been working with his dad since he was a teenager. He is a highly skilled welder and mechanic, and is also handy behind the wheel of one of the Pro-9 race cars.

GT: Tell us a little about the products and services you offer?

We offer servicing on all models of Porsches but generally work on cars that are no longer under the manufacturer's warranty. Project cars, however, take up the majority of the work in the workshop. Pro-9 specialise in realising the wishes of their customers by transforming 911s into

the ultimate incarnation of their owners' dreams. Whether that means a nut and bolt restoration of a Sixties classic or a near perfect RSR backdate of a 964, all under the supervision and advice of Simon and the team. We also offer an extensive range of secondhand parts all kept on site.

GT: What do you think your potential customers are looking for in an independent specialist such as yourselves?

Personal service, uncompromising quality and attention to detail, passion for every single car that comes through the workshop and a friendly, experienced ear to help fulfil customer's dreams.

GT: What facilities do you have on site?

Full workshop facilities with Porsche diagnostics. In-house facilities to take a car down to bare metal and rebuild it to the customer's detailed specification including all mechanicals and engine rebuilding. Paintshop duties are outsourced to a local partner, as are the bespoke exhaust systems that are often required.

GT: What is your USP?

Uncompromising quality and attention to detail at fair prices that genuinely surprise and delight our clients. We are all enthusiasts, we live, eat, sleep and dream Porsches.

As petrolheads we really have got the best job in the world!

GT: Which Porsches do you cater for?

Our speciality is air-cooled 911s but we also work on plenty of Boxsters, water-cooled 911s and we have Cayenne customers, too (they like to come and have a nose at the older stuff). We still have a soft-spot for 944s and 928s; we just love the marque!

GT: What is your background with the Porsche brand?

Simon was a Porsche specialist and Porsche motorsport mechanic for many years before setting up Pro-9, a dedicated Porsche specialist (we don't work with other marques at all!).

GT: How many members of staff do you employ?

We currently have five members of staff; they're all Porsche nuts.

GT: What exciting new products or services should we expect from you soon?

Loads! We have a number of beautiful back-dated 911s underway and a particularly nice 911ST based on 1970 shell of our own. We have a 914/6 race car project that is very close to being finished that we can't wait to see Brett race. The one we're all excited to see is a low mileage 1982 944 that

we're applying a tasteful road/race style retro look to that really will be unique – think Singer style 944!

GT: Finally, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

Anything air-cooled has gone through the roof in terms of value, which means that back-dating a 911 is becoming much more specialist than it has been in recent years. It seems that the rest of the world has finally woken up to the fact that these early cars are a joy to own and use and now can be a great investment, too. Gone are the days when customer used to ask us to turn a Seventies 911 into a 964 look-a-like; now we can't believe that really used to happen! This means most 911 projects are now a complete rebuild as opposed to the part cosmetic work we did a lot of a few years ago.

As a result of the 911 prices increasing, we're also seeing more interest in things like the 944s and 928s as a way of still owning a soon to be classic before the prices go bonkers too.

Contact information

Pro-9
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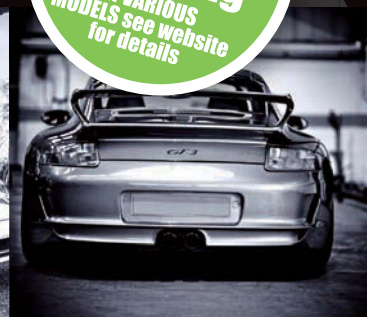
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

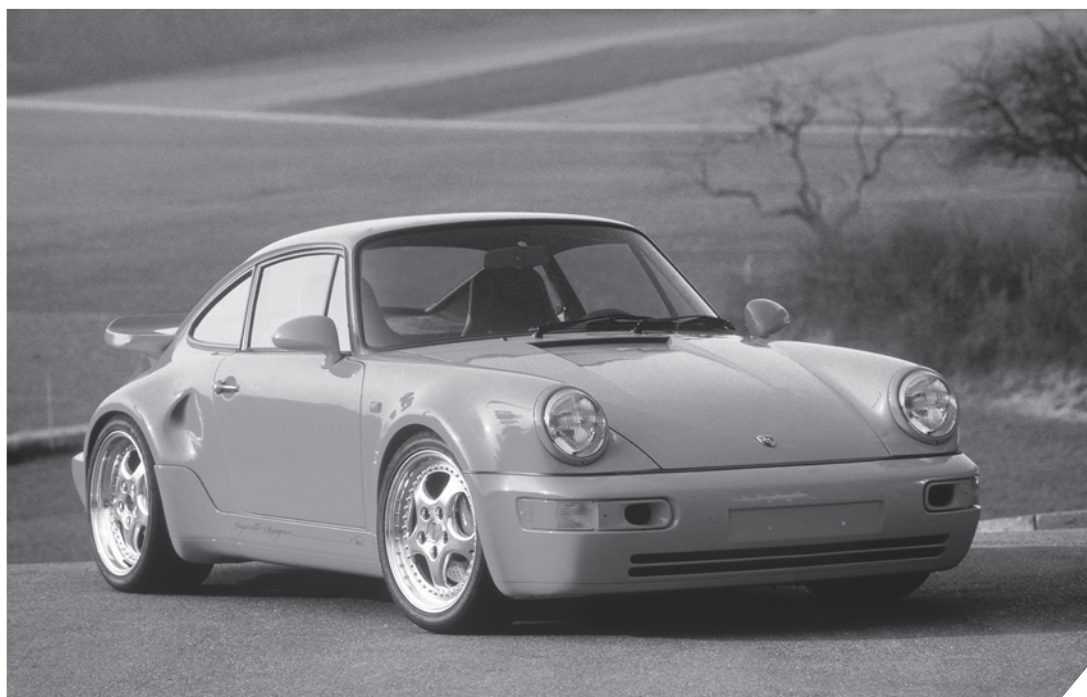
Colin Goodwin recalls the time he lost his rag at the wheel of a Porsche 911 Turbo S...

Over the years I've bored thousands of readers of various magazines with my crashing a 911 into the back of a Ferrari anecdote but the other day the editor of this rag reminded me of another Goodwin Porsche/Ferrari incident that tickled him when he heard about it on the grapevine. It's my one and only road rage moment and I'm not proud of it. Unusually, the rage was aimed at my passenger and not someone who had done something outrageous on the road!

Many years ago a car company rang *Autocar's* then editor and asked if it would be possible to send one the firm's young press officers on one of our road tests to see the process from the other side. 'Of course,' said the editor, 'she can come along on a twin-test we're doing on a Ferrari 360 Modena and a Porsche 911 Turbo S. Goodwin will be there and he'll look after her. He'll come to your office and collect her Monday morning.'

Two great cars, Welsh roads and a stay at the Cawdor Arms in Llandeilo – one of our favourite haunts. That and the company of a young petrolhead plus colleague Hugo Andreae, who unfortunately transferred his formidable writing talent to the boat world.

I collected the young lady as planned and set off down the M4 in the 360, cruising at my usual cautionary 90mph. After about ten minutes my companion chirped up with 'why are you driving so slowly?' I explained that we were in a bright yellow Ferrari, that a driving licence was quite important for the job and that if I was going to lose it or get ink on it I'd rather do so on a more interesting road. You'd have thought that this explanation would have done the job but no, for two days I was repeatedly chided for not driving fast enough. This never happens with Mrs Goodwin and I rather wish it did because it would make a change from her repeated 'there could be a sheep around the corner' warnings.



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On the afternoon of the second day I cracked under the constant barrage. She and I were in the Turbo S on a teeming wet dual carriageway as Hugo zapped past us in the Ferrari. 'I can't believe you let him do that,' she said. Right, I thought, you want speed, I'll give it to you. I dropped the Porsche down a couple of gears and floored the go pedal. At 165mph the rooster tails out the back of the car looked amazing. Suddenly, a long way distant a Ford Fiesta pulled out to overtake a slower vehicle. I hit the Porsche's brakes and for a second or so was confident that I would have knocked enough speed off to avoid tailgating the Fiesta. Moments later I wasn't so sure and was looking for an escape route or considering hitting the Armco on purpose. Anything but hit the innocent Fiesta.

As it turned out we matched the Ford's speed when we were about three feet off its bumper. Madness. And would you believe it, not ten minutes after nearly hitting two innocent people in a Mk1 Fiesta, she's at it again chiding me for lack of progress. This time I didn't hold back and explained the facts very clearly.

This isn't quite the end of the story. It turned out that the boyfriend of the girl driving the Fiesta was a Porsche fan and recognised our 911THUL numberplate as one of Porsche's own plates. He rang Reading to explain that some bastard in one of their cars had nearly killed him and his girlfriend. Reading rang my editor and he rang me to ask what the hell was going on.

Totally my fault. I should have left her on the side of the M4 on day one ○

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



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