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GT PORSCHE

DECEMBER 2014 £4.50 Issue 157

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Stuart Gallagher
Editor [@stuartg917](https://twitter.com/stuartg917)

Issue 157
December 2014

So far during 2014 Porsche has launched 17 new models into the market. Yes, 17! When we first launched *GT Porsche* back in November 2001 the model line-up comprised two Boxster derivatives and seven 996s (eight if you included the then-new 996 Targa that we drove for the first time in issue one but that had yet to go on sale). It's safe to say that during the intervening dozen years Porsche as a company has changed to an almost unrecognisable market share-consuming powerhouse that I could never have envisioned. Has this growth been for the better, providing a richer pool of products that appeal like nothing that has gone before? Yes and no.

The current crop of new cars are, with little exception, exemplary at what they do, delivering the experience expected of them and designed and honed to the level of quality that so many associate with the company's products. But some of these cars, while head and shoulders above their competitors, are not what you or I would call pure Porsches. Yes, they go, stop, steer and reward with a continuity and enjoyment that only a Porsche can deliver, but how many Macan Turbo owners will care or appreciate the extremes the Weissach engineers went

to in order to prevent their SUV-lite from toppling over at the first corner? The least we can ask for is that cars such as the Macan are dynamically the best they can be and superior to their rivals. And the Macan, Cayenne and Panamera are just that.

The negative side of all this expansion and new products is that it's hard to work out exactly what Porsche is in 2014. In jest, many of us claim it is an SUV manufacturer with a sideline in sports cars but now I think even the most die-hard Porsche fan would have to concede that this is the case. Yes, the new breed of GTS models are sports cars in the truest sense but there's a whiff of tokenism about them, a sense that someone in Zuffenhausen thinks a single digit percentage increase in power and some Alcantara trim will keep the purists distracted from the factory full of Cayennes and Macans.

Perhaps I'm being too harsh. Perhaps I need to remind myself what I tell others who voice a similar opinion: that without Leipzig and the products it manufactures Porsche wouldn't be here at all today. Or rather it would, but it would be Porsche in name only, one that we'd quite happily sign our life away in order to banish and to have the Porsche we have today.



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Regulars

- 008** News
Porsche invites you to step inside the 919 Hybrid, the 997 R-GT is to go into limited production and Techart has been busy with the Macan.
- 012** Porsche Shop
The festive season is approaching fast, so avoid the bad jumper and socks present combo and stick a copy of this month's *Porsche Shop* under the other half's nose.
- 018** Motorsport Month
There's a new name on the Carrera Cup GB champion's trophy as the title fight goes down to the final race of the season. And the 919 Hybrid continues to impress in its debut season in the World Endurance Championship with another podium finish.
- 033** Just Looking
When it comes to buying a Porsche the accompanying paperwork must be in order, but this isn't always a sign of a roadworthy car in good condition, as Peter Morgan explains.
- 104** The Garage
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It's service and MoT time for some and a healthy walk for one as the long term fleet continues to shine a light on Porsche ownership.
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Goodwin travelled to the Paris Motor Show this year by train and fell for a German car with a motorbike engine. Sadly it was opposite Porsche's stand and not on it.



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Features

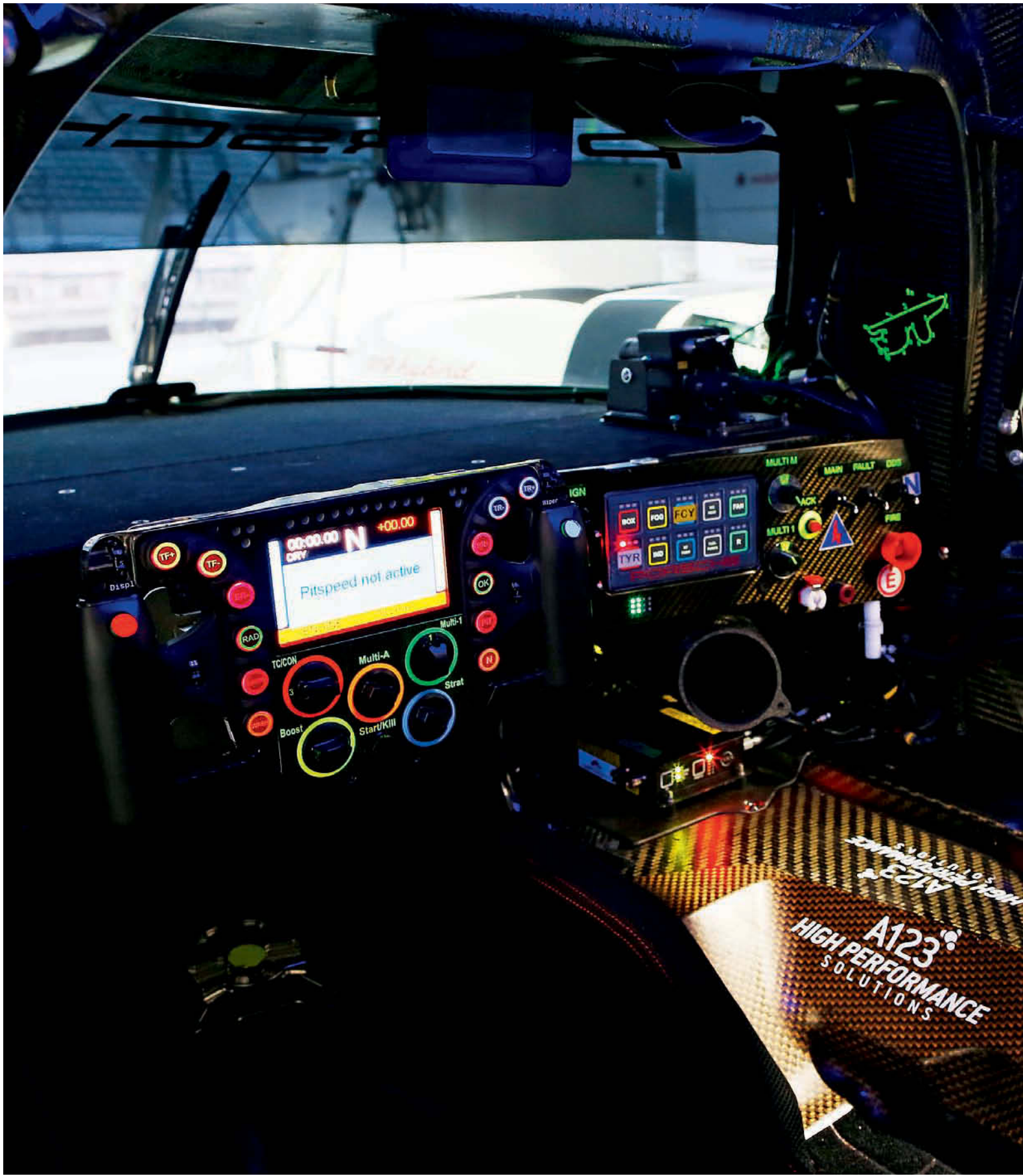
- 034** **991 Carrera GTS**
Porsche has added to its GTS catalogue with the Carrera and Carrera 4 GTS models. We've the first details and official pics of the newest 991 on the block.
- 038** **It started with a...**
Where did it all begin for Porsche's GTS lineage? We give you a rundown of the sub-brand that's featured on nearly every production Porsche since 1964.
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The 996 is today's poor-relation of the 911 family, but this brilliant sports car has much to offer, even more so when it's been in the hands of a leading specialist.
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Porsche claim the Macan, especially in Turbo guise, is more sports car than SUV. To test the theory we headed to north Wales to see if this is the case.
- 058** **Macan Turbo vs 981 Cayman S**
When Porsche claimed the Macan was a sports car, there was only one way to test the theory: 'Hello Porsche, we'd like to borrow a Cayman S please...'
- 062** **909 Bergspyder**
In the 1960s hillclimbing was big business with manufacturers going to extreme lengths to be the quickest up the hill. For Porsche this meant building the remarkable 909 Bergspyder.
- 070** **911 2.7 Coupé**
There are more famous 911s, certainly more powerful ones and rarer examples, too. Which means the original impact bumper 2.7 Coupé is often overlooked. But we think it's about time it had its day in the limelight.
- 086** **964 Speedster**
Universally panned when it was new, the 964 Speedster has matured with age into a fine classic 911, as Andrew Frankel discovered.
- 094** **Redtek 911 SC**
With 3.2-litres and 275hp this latest build from Redtek is no humble 911 SC, proving the classic 911 market isn't wholly consumed by concours examples and six-figure values cars.



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SIT DOWN, HOLD ON

And take a seat in the cockpit of Porsche's most technologically advanced car ever.

Today's race drivers need only to sit in the car and press a few buttons. It's easy, right? Well, yes, technically that is what they have to do but now thanks to Porsche we can see just how *many* buttons they have to press and what they all do.

In total there are 24 buttons on the face of the 919 Hybrid's steering wheel (actually it resembles a games console controller than a steering wheel.) There is also six paddles on the reverse, and a further five rotary dials and a multi-function screen on the face.

While it may look like a case of squeezing the controls on wherever they will fit, the reality is the layout was designed as ergonomically as possible, with the most frequently used buttons arranged around the outer edges of the wheel.

Two of the rotary switches are linked, one

is labelled alphabetically, the other numerically, and they control engine fuel and management programmes respectively. The other three rotary switches pre-select brake balance, manage the traction control settings and the hybrid strategy.

Four of the six paddles are for the gearbox. The centre paddles are used to change gear – the right paddle for upshifts, left for downshifts. The lower paddles operate the clutch and do the same function no matter which side you pull. This is down to driver preference, and the two upper paddles are performance-related. Top left operates the engine's overboost function and the top right paddle initiates manual energy recuperation. Now think about all of this as you approach Indianapolis corner at 3am in the rain. Not so easy now, is it?

| | | | | | |
|----|-------------------------------|----|-------------------------------------|----|--------------------------------|
| 01 | overtake button | 09 | multi switch (together with no. 10) | 17 | flasher |
| 02 | display selection | 10 | multi switch (together with no. 9) | 18 | drink system |
| 03 | reduce traction control front | 11 | activate selection 9/10 | 19 | windscreen wash |
| 04 | volume team radio | 12 | brake balance to the front | 20 | traction control wet/dry track |
| 05 | reduce traction control rear | 13 | increase traction control front | 21 | engine on/off |
| 06 | brake balance to the rear | 14 | dashboard dimmer | 22 | hybrid strategy selection |
| 07 | team radio button | 15 | increase traction control rear | 23 | speed limiter pit lane |
| 08 | brake balance pre-selection | 16 | windshield wipers | 24 | transmission neutral |



TECHART TAKES ON MACAN

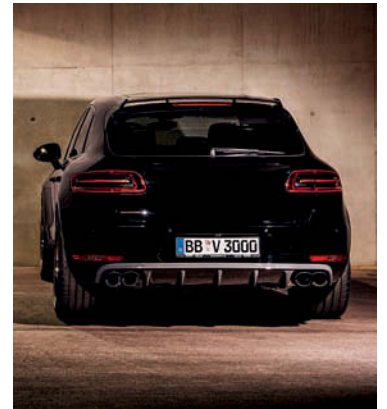
German Porsche specialist Techart has released details of its Macan tuning programme.

The full works are on offer, from a comprehensive external aerodynamics package that includes a deeper front spoiler, side sills, roof spoiler and a rear diffuser. It also consists of a selection of 21- and 22-inch alloy wheels and the company's Air Suspension Module Sport, which provides a permanent 20mm lower ride height without effecting the car's ride quality.

As with its other tuning programmes Techart will also offer its full interior makeover service, allowing the customer to pick and choose from an infinite selection of leather finishes and colours.

At the heart of the programme is a series of power kit engine upgrades that employs the company's Techtronic technology. Plugging in to the car's ECU, Techtronic utilises the car's standard Sport button opening the door to more power and torque. For the Macan Turbo, for instance, peak power and torque climbs 50hp and 50lb ft to 450hp at 6200rpm and 457lb ft at 2700rpm. Available from Spring 2015 Techtronic will be available across the Macan range, including the S Diesel, and will be accompanied by the launch of the company's sports exhaust for the car.

For further details visit www.techart.de, UK customers can call Tech 9 on 0121 4255 911



911 R-GT RALLY PRODUCTION GIVEN THE GREEN LIGHT

Tuthill Porsche has announced it is to produce a limited run of its World Rally Championship class-winning 911 R-GT. Following a successful debut on Rallye Deutschland at the hands of Richard Tuthill, and more recently on the Rallye de France-Alsace with WRC-winner Franois Delecour behind the wheel, the company has taken the decision to build a limited run of 997 R-GT rally cars that start life as former 997 GT3 Cup cars.

Former senior sales manager at Provide, Graham Prew will oversee the project with the first customer orders set to be completed in time for the opening round of the 2015 FIA R-GT Cup, a new five-round World Championship series for cars built to the FIA's R-GT technical regulations.

"Our 911 R-GT has caused a massive stir wherever it has gone," says Richard Tuthill. "I have always loved the R-GT concept and I am delighted that we are now going to build a few cars for appropriate customers to compete with."

On the two events Tuthill has contested so far the R-GT has proven to be a competitive package, with Delecour claiming a series of stage wins and finishing in the top 20 when he debuted the car in France. As this magazine went on sale the team were preparing for the next event, the WRC Wales Rally GB.



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BBS WHEELS FOR THE MACAN

Wheel manufacturer BBS has released a range of alloy wheels for Porsche's new mini-SUV, the Macan.

The two-piece CH-R II heads the line-up, with the classic single piece CH-R also available, along with the company's SR winter wheel and a selection from the CX-R range also on offer. Sizes range from 8x18 inches through to 10.5x21 inches and a number of colours and finishes are available.

How much? From £1300 (set of four)

Where from? www.bbs.com or www.rimstyle.com (UK)

PORSCHE DESIGN BLACKBERRY P9983

Back in 2011, Porsche Design joined forces with BlackBerry to design the P9981 smartphone. More than 170,000 were sold, and while that doesn't quite match the millions of iPhones which were sold that year, that hasn't stopped the two makers from joining forces once again.

The Porsche Design P9983 is based on the BlackBerry Q10, so has a 3.1-inch touch-screen and an eight megapixel camera. There are the usual Porsche Design flourishes, including the full gloss rear (the Q10 has a matt back finish) and the glass effect keyboard below the touchscreen. It also carries a Porsche-esque price tag, and is available exclusively from Harrods.

How much? £1400

Where from?

www.porsche-design.com



AUTOART 1:18 911 GT3 R

There's something about a naked, un liveried race car that gives them a look of serious intent, and this 2010 diecast model from AUTOart looks as hard as nails. And with modern race car liveries not being a patch on those of yesteryear, this plain white example will really stand out against the norm.

How much? £125.99

Where from? www.racingmodels.com (Ref: AA81070)



GOPRO HERO4 ACTION CAMERA

If you regularly take your Porsche on track, you'll want to relive the drive to learn the circuit. GoPro has cornered the action camera market, and has just launched the HERO4.

Two versions are available – Black and Silver. The Black can film in 4K or shoot super slo-motion 1080p footage at 120 frames per second. While the Silver misses out on this (it can shoot 1080p at 'only' 60fps), it includes a touchscreen on the back to view your shot. Both cameras have WiFi, so can be controlled with a smartphone app. If they're outside of your Christmas budget, GoPro has also announced the HERO – a £100 version. It can shoot in 1080p at 30fps and 720p at 60fps, and like the HERO4, it's waterproof to 40 metres, but it misses out on 4K, WiFi and the viewfinder.

How much? £289.99 (Silver); £369.99 (Black)

Where from? shop.gopro.com



EB MOTORSPORT 911 RSR PRESSURE RELIEF VALVE

Classic Porsche specialist EB Motorsport has further expanded its period Porsche motorsport product range with the introduction of a 911 RSR oil pressure relief valve (PRV).

This period RSR part is an authentic reproduction of the original, cast from an original pressure relief valve before being machined to accept bespoke internals. The PRV works in conjunction with EB's high-capacity oil tank. This PRV is also suitable for use on a 914-6 GT.

How much? £675 plus VAT

Where from? www.eb-motorsport.com

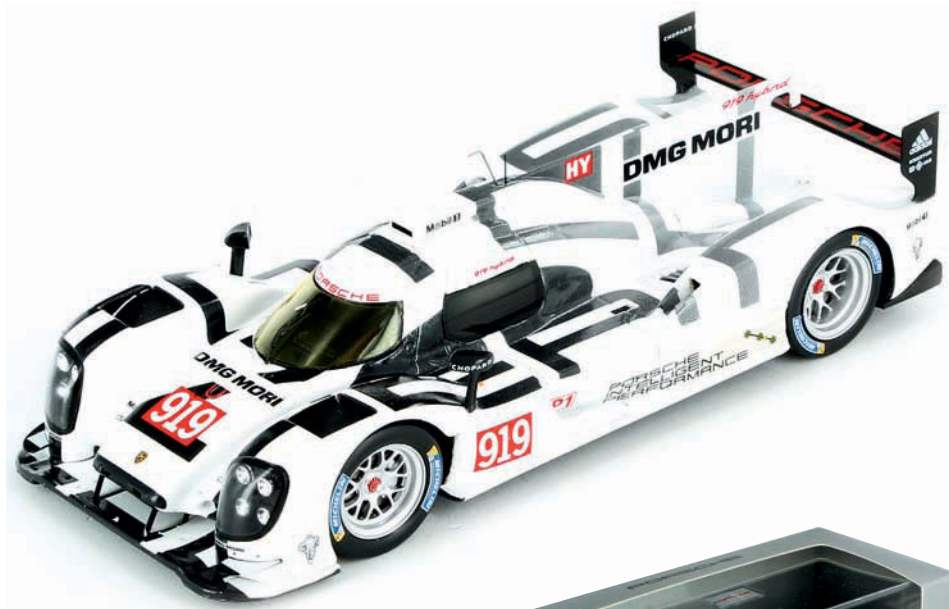


TECHART 981 CAYMAN REAR SPOILER II

Porsche specialist Techart has released a larger, fixed rear spoiler for the 981 Cayman. The uprights are manufactured from aluminium and the end plates and main plane from PU-RIM and the wing is fully adjustable. Designed to work in conjunction with the company's Front Spoiler I, this new rear wing is claimed to enhance the Cayman's handling balance.

How much? TBA

Where from? www.techart.de or www.tech9.ms



SPARK 1:43 919 HYBRID

This model is of the 919 Hybrid show car that was first revealed in Geneva earlier this year. Produced for Porsche it comes in an exclusive Porsche box and was originally only available through Porsche Centres. It's a must for any Porsche Le Mans collector.

How much? £62

Where from? www.racingmodels.com



CASIO EDIFICE EQW-A1400DB-1AER

Casio, manufacturer of some of the longest watch names in the market, has launched this rather stylish addition to its Edifice range.

As with previous Edifice models this latest edition takes its inspiration from the world of motorsport and features a multiple world time display, radio controlled time calibration, solar charging, a stopwatch, an all-metal construction and a scratch-resistant mineral glass cover.

How much? £450

Where from? www.casioonline.co.uk



GOODYEAR WINTER TYRE

With winter fast approaching, Goodyear has added the new UltraGrip 9 to its range of cold weather tyres. Goodyear has sold more than 60 million UltraGrip tyres since the range launched, and this latest version is claimed to stop four per cent shorter than its predecessor in the wet. Improvements have also been made to snow handling and rolling resistance. They're available in sizes from 14-16 inches, so will fit older models such as the 924, 911 SC and the 914-6.

How much? Depends on size

Where from? www.goodyear.co.uk





MINICHAMPS 1:43 997 GT3 RSR

In 2005 Gruppe M entered its 997 GT3 RSR into the Proximus Spa Francorchamps 24 Hours and this is a wonderful 1:43 scale diecast model of it. Raced by Porsche factory drivers Marc Lieb, Mike Rockenfeller and Lucas Luhr, the car finished seventh overall and first in class. Possibly helped by the magazine sponsor on the front wing...

How much? £36

Where from? www.racingmodels.com



SPARK 1:43 997 GT3 RS

When he's not on the race circuit Porsche factory driver Romain Dumas can often be found on the rally stage. This model is of his 2012 Rally du Var GT3 RS rally car. Beautifully detailed, it's a lovely example of a rare water-cooled 911 rally car.

How much? £50

Where from? www.racingmodels.com

PARROT MINIKIT NEO 2 HD

Hands-free specialist Parrot has launched a new speakerphone for those who bought a Porsche without the factory-fitted telephone module. The new Minikit Neo 2 HD clips onto your sun visor and features voice recognition so you just have to say 'Minikit' before any command to dial in, out or reject a call. It also features noise cancellation, an auto start function and audio streaming.

How much? £69.99

Where from? www.parrot.com/uk



GT SPIRIT 1:18 964 SPEEDSTER

Real 964 Speedsters are one of the rarest air-cooled 911s of them all, so this 1:18 scale example is a must-have for any fan of the unique soft-top 911.

As you'd expect from a model of this size, the attention to detail is astonishing and the finish quite exceptional.

How much? £90

Where from? www.racingmodels.com



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

TRUESCALE 1:43 FAUSETT PORSCHE 928C

Porsches aren't immune to taking on the challenge of Pikes Peak but it's normally 911s that can be found attacking the mountain rather than a 928. However, in 2009 Carl Fausset finished third in the Open Division and was the fastest two-wheel drive car up the 7.7-mile hillclimb in a supercharged 1978 928. This diecast replica is a great tribute to this fascinating Porsche.
How much? £74.99
Where from?
www.diecastlegends.com
 (Ref: TSM134362)



RICHBROOK TAILORED CAR COVER

It's vital to protect your car from the elements during winter. Richbrook's new range of tailor-made car covers feature bespoke door mirror pockets, elasticated hems and a unique, detachable strap to ensure easy fitment. The cover can be used indoors or outside, thanks to the breathable, non-abrasive fabric which allows damp and condensation to evaporate swiftly, while the UV-resistant exterior features a special bonded coating that the company claims sheds up to 95% of standing water.
How much? From £99 (Boxster cover)
Where from? www.richbrook.co.uk

TUNIT V-CR ADVANTAGE II PERFORMANCE BOOSTER

Diesel performance specialists Tunit has a new, beefed-up box for your car's engine control unit (ECU). The upgrade has updated electronic hardware and more robust casing, so it is more resistant to any impacts and bad weather. It's currently only available for the 3.0 V6 TDi Cayenne, where it'll boost power from 240hp to 293, and increase torque from 406lb ft to 459lb ft. Versions for the Panamera and Macan are said to be in the pipeline, and the device comes with a two-year warranty.
How much? £510
Where from? www.tunit.co.uk

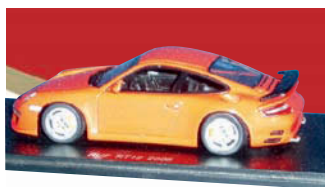


CARRERA 918 SPYDER SLOT CAR

The Carrera 27467 Porsche 918 Spyder is the latest slot car to be released in the 1/32 Evolution collection.

The highly detailed slot car comes with magna-traction drive, easy change spare braids and a shallow guide for use on Scalextric tracks and is digitally upgradeable using the appropriate chip from Carrera. All Carrera slot cars come with a reverse polarity switch for change of running direction.

How much? £34.99
Where from? www.hobbyco.net
 or 01908 605686



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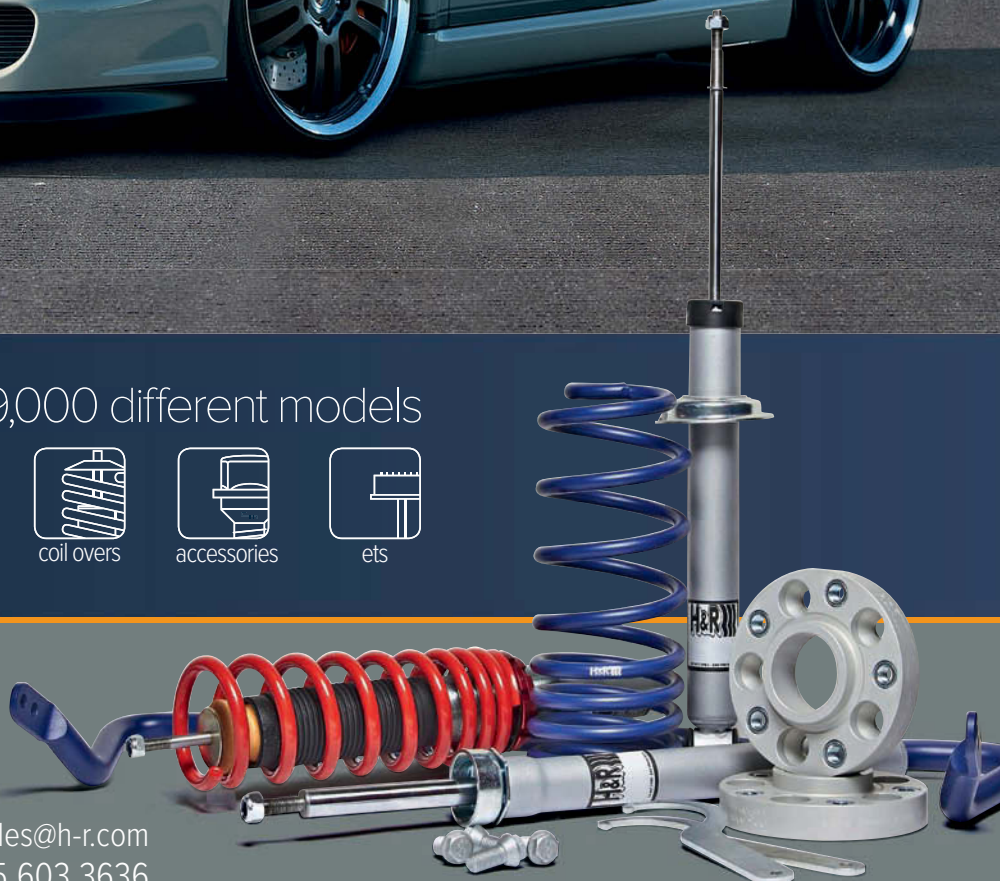
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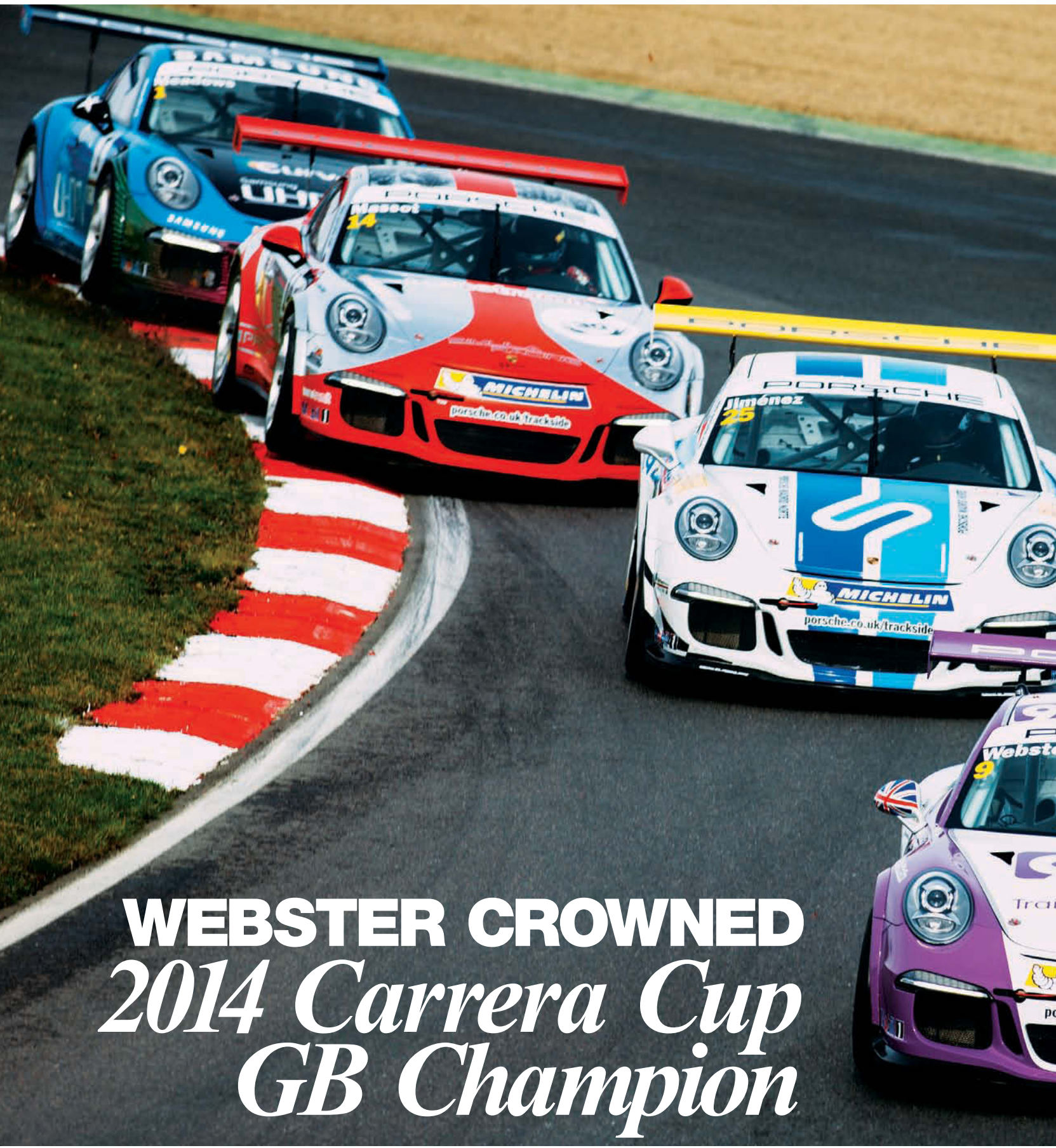


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WEBSTER CROWNED
*2014 Carrera Cup
GB Champion*



Josh Webster has won the 2014 Porsche Carrera Cup GB championship, the first Carrera Cup Scholarship winner to do so, beating double champion Michael Meadows in the process. The 20-year-old from Suffolk clinched the title in the final round of the 19-race season at Brands Hatch last month.

Webster was one of only two drivers to finish all 19 races throughout the season, recording five victories, 12 further podiums (ten second place finishes and two thirds), three pole positions and the same number of fastest laps, finishing nine points

ahead of Meadows and topping the championship standings with 357 points. Finishing third in the championship was Carrera Cup debutant Paul Rees.

Joining Meadows in the Redline Racing team, Webster was straight in at the deep end with the double Carrera Cup champion as his team-mate but the scholarship driver was unfazed by any pressure the situation presented. At the season opener at Brands Hatch, Meadows continued where he had left off the previous season with pole position but it was guest driver Ben Barker who took the chequered flag and

motorsport month

Reigning champion Meadows (bottom) was looking to secure his third successive Carrera Cup title in 2014. Right: The series joined the support package at Le Mans, Ben Barker won the race with Webster second

posted the fastest lap of the race. But with the guest driver not scoring championship points Meadows collected maximum points and got his championship defence off to the perfect start. Webster followed Meadows across the line and so began a season-long battle between the two. The second race of the opening weekend saw

Meadows once again finish behind Barker with Josh down in fourth but this would be the last time the young driver would finish off the podium.

At Donington Park for the following two rounds Meadows took pole and the race one win, Webster the fastest lap, but for race two, with changeable conditions, Webster took the decision to



pit for wets as the rain came. As the rain became heavier any time lost during the slow pitstop (Cup cars aren't designed for mid-race tyre changes) was soon made up as the 20-year-old made his way back to the front to take the chequered flag ahead of Victory Jimenez and Paul Rees.

At Thruxton Meadows dominated

with two poles, two fastest laps and a victory, but Webster finished second in both races to keep the scoreboard ticking over, and an inspired drive by Josh at the Le Mans 24-hour support race saw him finish second and ahead of Meadows, with Barker returning to the series to claim the victory.

When the teams returned to the UK

for the next two rounds at Croft Webster took the championship lead, capitalising on Meadows' misfortune when he crashed in qualifying and was forced to miss the first race of the weekend. Paul Rees claimed pole for race one at Croft but couldn't hold off the determined Webster who took the victory and the fastest lap. In the

weekend's second race the winner was the same but Meadows repaid his Redline team's sterling efforts in repairing his GT3 Cup by finishing second and claiming the fastest lap.

Josh Webster dominated at his home circuit at Snetterton, although a fastest lap by Meadows in race two prevented the Suffolk racer from



claiming a clean sweep, but the two poles, two victories and one fastest lap saw him extend his championship lead. At the following rounds Meadows demonstrated why he has claimed back-to-back Carrera Cup crowns when he claimed both poles, victories and fastest laps, with Webster finishing second in both races. It was the same result in race one at Rockingham but in race two Paul Rees claimed his maiden

Carrera Cup GB victory ahead of Webster as Meadows succumbed to fuel surge issues and dropped down the field.

It was another master class by Meadows at Silverstone in both races (pole, win, fastest lap) but Webster was second in race one and third in race two giving the scholarship driver a slender four-point lead heading into the final rounds of the 2014 season. Guest

driver Dan Cammish secured pole for race one and led the field with a lights to flag victory, securing pole for round two. Webster finished second in the weekend's first race with Meadows fourth on the road but collecting points for third as Cammish was ineligible to do so as a guest driver. And so it came to the last race of the season, Meadows needed a clean sweep of points (victory and fastest lap) and for Webster to

finish off the podium and no higher than eighth. By race two the weather turned and the rain began to fall as the rolling start crossed the line. Cammish raced ahead and Meadows passed Webster for second, but as Cammish stopped for wets the conditions stabilised and the running order remained unchanged, so as Meadows took his ninth victory of the season Josh Webster took his Carrera Cup crown.





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SHERWOOD AND LIQUORISH *Secure Class Titles*

The Carrera Cup GB consists of three classes overall and while Meadows and Webster battled it for overall honours, the racing was equally as close and hard-fought in the Pro-Am1 and Pro-Am2 categories.

In Pro-Am1 Justin Sherwood took the title, finishing 41 points ahead of Rob Smith who finished 15 points

ahead of Jordan Witt in third. Sherwood contested the most rounds throughout the year securing three victories, seven second-place finishes and a quartet of third places. He also added a pole position and three fastest laps to his season's points tally.

Pro-Am1 was denied the season-long battle it promised as drivers

dipped in and out of the series. Irishman Karl Leonard set the early pace and won four of the five races he entered, claiming pole position in all of them and setting the fastest lap in all but one. But after the Le Mans support race Leonard's season was run. Newcomer Rob Smith enjoyed similar success in the rounds he

entered, finishing on the podium in all nine races he started, winning both Snetterton races, claiming both poles at Brands Hatch and securing the fastest lap in race one at Snetterton. Had he not had other racing commitments that forced him to miss as many races as he did, the former VLN Champion would have challenged

Sherwood for the title. Jordan Witt joined the series at round eight at Croft, and despite taking a couple of rounds to find his rhythm he finished the season with five victories, the same number of pole positions and six fastest laps. Other Pro-Am1 winners through the year included Graeme Mundy (Thruxton), Pepe

Massot (Croft) and George Brewster (Brands Hatch).

In Pro-Am 2 Steven Liquorish and Peter Kyle-Henney contested every round of the series but Steven took the title by one point after the drivers dropped their three lowest scores.

There was little to separate the two throughout the year with Liquorish

2014 Porsche Carrera Cup GB championship standings

| | | |
|----|-------------------|-----|
| 1 | Josh Webster | 357 |
| 2 | Michael Meadows | 348 |
| 3 | Paul Rees | 250 |
| 4 | Victor Jimenez | 242 |
| 5 | Pepe Massot | 135 |
| 6 | Justin Sherwood | 128 |
| 7 | Peter Kyle-Henney | 127 |
| 8 | Steven Liquorish | 121 |
| 9 | Rob Smith | 88 |
| 10 | Jordan Witt | 65 |
| 11 | Jake Hill | 59 |
| 12 | Karl Leonard | 56 |
| 13 | Kelvin Fletcher | 46 |
| 14 | Will Goff | 45 |
| 15 | Graeme Mundy | 42 |
| 16 | James Fletcher | 26 |
| 17 | Mark Cole | 24 |
| 18 | Paul McKay | 23 |
| 19 | Ben Barker | 22 |
| = | Paul Donkin | 22 |
| 21 | George Brewster | 20 |
| 22 | Carol Brown | 15 |
| = | Daniel McKay | 15 |
| 24 | Nicholas Latifi | 14 |
| 25 | Mike Donovan | 12 |
| 26 | Kieran Gallagher | 11 |
| 27 | Scott Marshall | 7 |
| 28 | Bill Cameron | 6 |

Pro-Am1 (points total includes class pole positions and fastest laps)

| | | |
|---|------------------|-----|
| 1 | Justin Sherwood | 132 |
| 2 | Rob Smith | 91 |
| 3 | Jordan Witt | 76 |
| 4 | Karl Leonard | 65 |
| 5 | Graeme Mundy | 46 |
| 6 | Pepe Massot | 33 |
| 7 | George Brewster | 20 |
| 8 | Mike Donovan | 12 |
| 9 | Kieran Gallagher | 11 |

Pro-Am2 category (points total includes class pole positions and fastest laps)

| | | |
|----|-------------------|-----|
| 1 | Steven Liquorish | 132 |
| 2 | Peter Kyle-Henney | 131 |
| 3 | Will Goff | 68 |
| 4 | Kelvin Fletcher | 54 |
| 5 | Paul Donkin | 24 |
| = | Carol Brown | 24 |
| 7 | Paul McKay | 23 |
| 8 | Daniel McKay | 18 |
| 9 | Scott Marshall | 9 |
| 10 | Bill Cameron | 8 |

Note: In Pro-Am2 drivers count the scores from their best seven race weekends

Henney finished on the second step of the podium more times than Steven (10-7) but Liquorish's qualifying pace saw him start eight rounds from pole position.

The pair didn't have it their own way, however. Will Goff took three victories (Brands Hatch, Rockingham and Brands Hatch), Paul Donkin two (Croft), Carol Brown won both rounds at Knockhill on her championship debut and Kelvin Fletcher won both rounds at Silverstone. Goff, Donkin, Brown and Daniel McKay also secured eight poles between them.

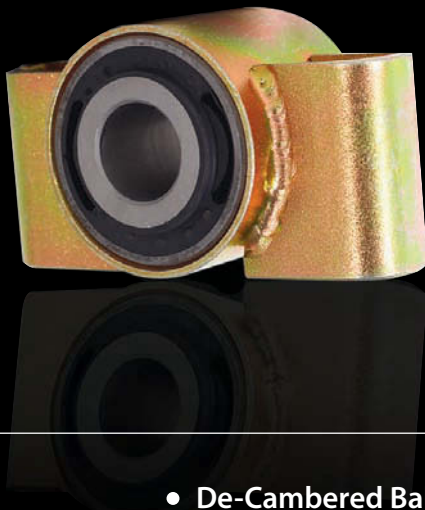
In the teams' championship Redline Racing took the crown with 599 points, ahead of In2 Racing on 416 points, Samsung UHD TV Racing (Michael Meadows) with 348, Parr Motorsport finished on 295 points, Team Parker Racing 255 and Welch Motorsport 77 points.



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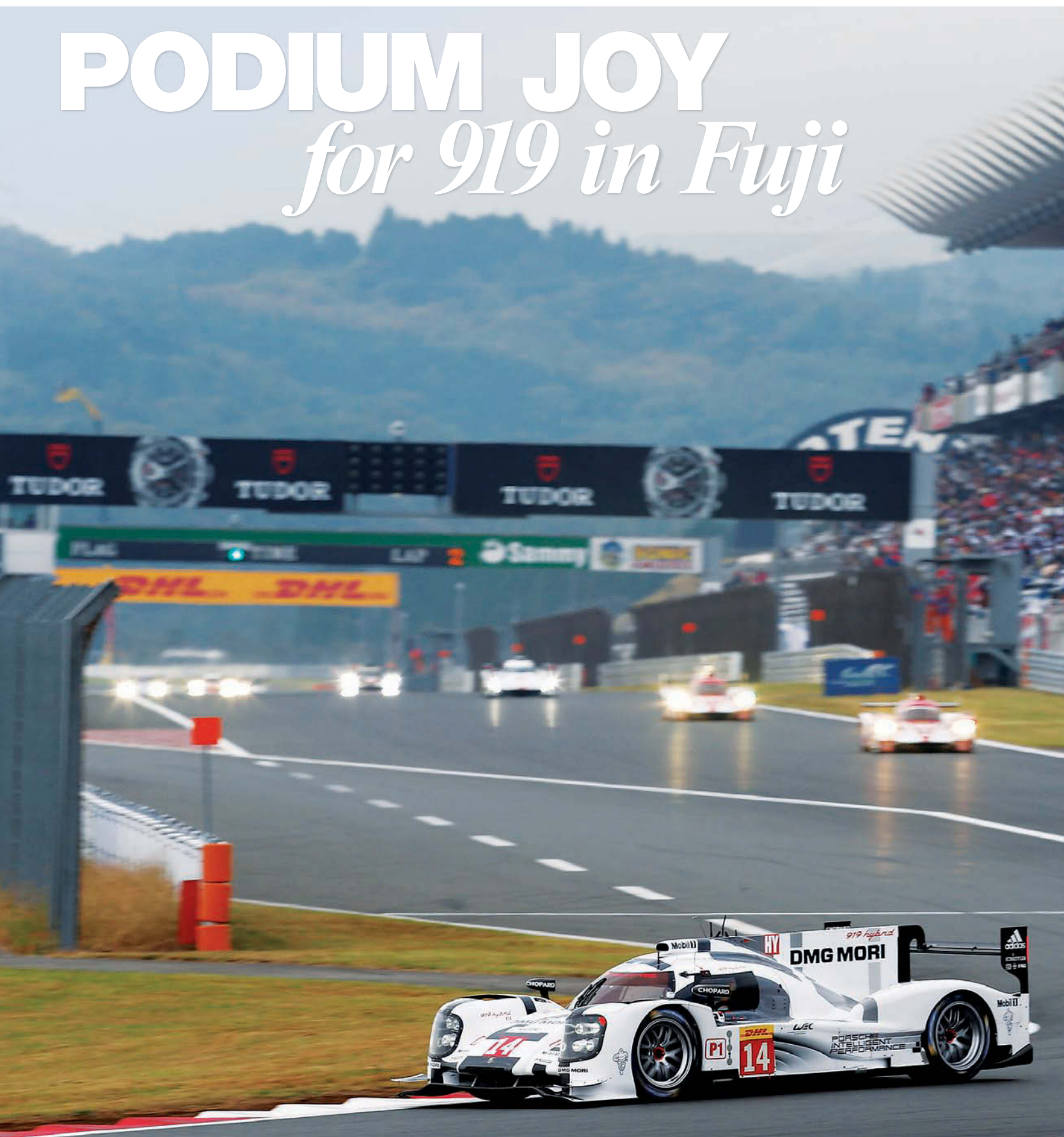


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PODIUM JOY

for 919 in Fuji





Porsche's 919 Hybrid returned to the WEC podium last month with Timo Bernhard, Brendon Hartley and Mark Webber finishing third in the Fuji six-hour, round five of the FIA World Endurance Championship. Webber also posted the fastest lap of the race. The sister car of Marc Lieb, Neel Jani and Romain Dumas finished fourth, ahead of the two factory Audis. Toyota won the race having qualified both its cars on the front row of the grid.

The 919s had been performing strongly during practice and qualifying. The team then continued to find more pace in the heavily revised racer and built on the improvements they had made for the previous round held at the Circuit of Americas.

Webber started the race for car 20 and was fighting strongly with the lead Toyotas when he was forced to pit early after just ten laps because of a puncture. As a result the ex-F1 driver double-stinted on a single set of tyres to minimise the time lost due to the unscheduled stop. Webber then handed over to Bernhard 74 laps after his first stop, who completed another double stint but took on a new set of

Michelins during his fuel stop. Hartley was charged with bringing the number 20 car home, again double-stinting and stopping only for one tyre and fuel stop.

The sister 919, car 14, was an equally fast starter, running as high as third in the early stages of the race and keeping the Toyotas honest and the Audis at bay. Running to a different strategy Lieb completed a single stint before handing over to Jani who double stinted, stopping for tyres after 73 laps. Romain Dumas then took the wheel and held third position during a frantic pit stop period which saw the Frenchman also take on a new set of Michelins and more fuel, before eventually handing over to Lieb for his second and final stint, requiring a splash and dash before the race was run to finish fourth.

"Third and fourth are very good results for us and this is down to a great performance from all drivers and the team – not only from the crew on site but the guys back home in Weissch too," said Andreas Seidl, Team Principal. "In our fifth race we have, for the first time, been able to

The GTE-Pro 911 RSRs both finished in Fuji, but a first corner incident involving Patrick Pilet put paid to any chance of a victory



get both cars to the complete the entire race without noteworthy problems. Third and fourth are down to our merits.

"In car 20 the strategy worked out perfectly. Despite the early stop, the pit stop windows were ideal. This way number 20 was able to finish ahead of number 14," added Seidl.

The positives were flowing from all involved in the team, from senior management to drivers. The latter

were impressed with the progress the team has made with the car. There were issues with some tyre degradation when the car was double stinting, although Marc Lieb said it wasn't as bad they had expected and Webber felt the car lost some time by double stinting, but overall the progress being made is encouraging. But Toyota remains the team to beat as they head both the driver's and manufacturer's standings.

In the GTE-Pro category the Porsche Team Manthey had another race filled with bad luck. Having qualified on the second row of the grid, Patrick Pilet was involved in a first corner incident that saw the 911 RSR limp back to the pits and take seven laps to have its damage repaired. Undeterred by the setback, Pilet and team-mate Frédéric Makowiecki set about making up for lost ground and finished in sixth place.

The sister car of Jorg Bergmeister

and Richard Lietz, who was returning from a fractured elbow, finished fourth behind the victorious Ferrari 458 Italia and Aston Martin DB9.

There was a sense of what could have been from the GTE side of the garage, with Porsche's new head of motorsport Frank Walliser looking to the plus points: "A positive from today is that our cars ran faultlessly and precisely as we had imagined. But unfortunately we couldn't do any better."



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One non-specialist gave a Porsche he was selling a new in-house VOSA and the next day we found serious roadworthiness issues



In the inspections business, we've had some stark glimpses of the less desirable end of the Porsche market over the past few months. The long 2014 run of strong interest in all models has brought out those who want to profit from it at any cost.

The used car trade has always had its fair share of less than scrupulous individuals and the problem has always been identifying the most sophisticated. High value cars – and today, all air-cooled 911s and the faster water-cooled models fall into this category – are the most frequent targets for those outside the legal boundaries.

The consumer's task isn't helped by the fact that the used car business is largely unregulated when it comes to quality standards. There is legislation regarding post-sale disputes with a trade seller, but this assumes you are dealing with somebody who both respects the law and is traceable. And, of course, by then the consumer has already been placed in a defensive position, having paid out their money.

There is a real need, which government seems slow to recognise, for specific motor trade quality control standards – perhaps even licences – that motor traders must meet to begin selling cars to the general public. The

leading independent Porsche dealers are some way ahead in this respect, but even they don't have a 'parent' that puts a global quality stamp on their practices as with a main dealer. The consumer needs extra reassurance that a dealer is bona fide and committed to delivering quality to their customers. It works for the best food shops and restaurants, who set themselves apart with five-star hygiene ratings.

You might think that the ever more complex VOSA (MoT) test would provide peace of mind on a specific car, but it focuses on roadworthiness and environmental-impact only. And it doesn't always work. One non-specialist gave a Porsche he was selling a new in-house VOSA and the next day we found serious roadworthiness issues on the car. Despite all the DVLA's fastidious attempts to control VOSA quality, some abuse the system for their own ends.

There is no intention to criticise the annual VOSA test here and assuming the tester is independent from a seller, it remains the first line of defence against the criminal element and a very useful reference for the consumer. The DVLA's VOSA database is an extremely valuable reference for checking mileage build up when a service

history is sketchy. We had one suspect car where we discovered the mileage in 2006 was only 80 miles less than it was currently – and there was various other evidence to suggest the car had been used extensively meanwhile.

The use of complex alloy pre-formed blanks in the structure of Porsches since 1996-7 has introduced high technology materials into the bodysheet that go well beyond pressed and zinc-coated mild steel. An 'under-the-arches' bodysheet will use a mallet and gas torch to repair the car with the minimum cost. Such heavy-handed repairs can seriously affect the strength of the sophisticated materials. The new variable as well is the emergence of what we call 'new age trade sellers'. The majority of these sellers are quite ruthless in the way they handle their customers and many use their contacts in eastern Europe to have cars repaired cheaply and poorly. They hook their customers by offering desirable models at below normal prices and become very evasive at the prospect of any kind of technical check or probing question. Some of the marginal traders we've come into contact with recently operate with mobile phones and the one that had a landline directed us 40 miles away to see the car!

The other area where we are seeing a good deal of fakery concerns engine numbers on the early cars. So obsessed is the market today with the alleged importance of having 'matching numbers', we have seen several early 911s this year with engine numbers that don't follow the characteristics of the original stamping on the crankcase fan support. The most obvious sign of this adjustment is when the surface itself is machined to clear the old number and then is restamped. An authentic number can put 20-30% extra value on a given car, so it's a very important detail. The matching numbers premium is just one of the small areas of OCD behaviour in the current early 911 market. Those of us who have been around long enough to remember running these cars as daily drivers will recall how routinely the cases (the fragile magnesium ones in particular) were changed if they became damaged.

Nevertheless, in today's ultra-picky marketplace the bottom line is to know your particular model inside out and not to ignore any warning signs you get from a first impression. It's important to repeat that most sellers are absolutely genuine. It's the bottom five per cent that give us all a hard time ○



WELCOME *to the* PARTY

Porsche has added a quartet of models to the 991 model line. Say hello to the latest Carrera GTS models.

Story: Stuart Gallagher Photography: Porsche AG

Porsche's GTS sub-brand continues to grow with the announcement of four new derivatives joining the 991 line-up this month when the Carrera and Carrera 4 Coupé and Cabriolet GTS models arrive at your nearest OPC.

The debut of these new 911 GTS models increase the 991 range to 12 models in less than two years since the car's introduction. The 997 GTS models weren't introduced until that series of 911 was nearing the end of its model cycle, but today it's all about giving the customer what they want and that means this GTS is approximately six years early.

The 991 GTS recipe is nearly identical to its



predecessor, which is a good thing because, GT3 and RS models aside, the 997 GTS was the best 997 Porsche produced. Based on the Carrera S model, each is fitted with a 3.8-litre DFI flat-six motor, and just like its predecessor it benefits from Porsche's factory Powerkit upgrade which in this case consists of a free-flowing induction system and air filter, an optimised sports exhaust system and a massaging of the ECU. The results are a 30hp power increase to 430hp produced 100rpm higher up the rev range at 7500rpm. Engine torque remains the same at 325lb ft, but also arrives 100rpm higher. And despite carrying a 30kg weight penalty over a Carrera S coupé, the Carrera GTS manages to shave a tenth from the

0-62mph time (4.4 seconds) and add 2mph to the maximum speed (190mph) if you stick with the standard seven-speed manual gearbox. Pay for the same number of ratios in a PDK 'box and you'll hit 62mph in 4.0 seconds. You can expect similar levels of performance improvement if you go with the Porsche Traction Management-equipped Carrera 4 GTS models.

As is the case with Porsche's GTS mix, its Sport Chrono Package and PASM active dampers are standard fit, joining the already present PTV (or PTV Plus with PDK-equipped cars) that brings with it a differential lock in the rear axle. The GTS is, according to Porsche, the most dynamically focused 991 you can order without spending

extra on Porsche's Dynamic Chassis Control (which we wouldn't) or a regular Sport chassis which lowers the car 20mm (which we'd consider). Without spending the extra on a GT3, this is the quickest 991 you can buy.

Being a GTS it doesn't stop at the motor. All variants, no matter how many driveshafts there are or what material is used for the roof, utilise the wider Carrera 4 body shell and wider rear track, which is a shame as we'd much prefer the Carrera's narrow body to be used. If you're going to produce the dynamic star of the Carrera line-up why use a wider body that increases weight and bulk and makes you wince every time a car comes towards you on a narrow road?



Inside the new GTS models follow the successful formula utilised by the 997 with leather and Alcantara surfaces. The Anniversary Edition's grille bar between the rear lights also makes a welcome appearance





Other visual highlights for the newest 991 include 20-inch Turbo S style wheels with centre locks and finished in an exclusive matt black paint. There is also special trim elements in the front bumper, a smoked finish for the bi-xenon headlights (Porsche Dynamic Lighting is standard) and the engine grille is finished in black and is a similar design to the chrome grille used on the 50th Anniversary edition. On Carrera GTS models the chrome grille strip between the rear lights fitted to the Anniversary Edition is also fitted to the GTS but is finished in black. And, of course, there is a set of GTS decals on the bottom of the doors. Inside, Alcantara and leather covers the interior along with a splattering of GTS logos.

The new GTS models sit between the

Carrera/S Coupé and Cabriolet models and beneath the GT3 and Turbo, a position reflected in their retail prices. The Carrera GTS with a manual gearbox starts at £91,098 a premium of £7553 over a Carrera S, at £99,602 the Cabriolet GTS costs £7398 more than a Carrera S Cabriolet. If you want a four-wheel drive chassis you'll need to shell out £95,862 or £104,385 for a 4 GTS Coupé or Cabriolet respectively, a £7462 and £7325 premium.

It is clear Porsche is investing in its GTS sub-brand, with every model line now sporting a variant wearing the three letters, and each of those variants being a model line highlight. But we won't know if this latest addition is worthy of the name until next month when we get behind the wheel ○



It started with a...

Porsche is quickly building its GTS sub-brand but the concept is nothing new, in fact it can trace its roots back half a century.



Story: Stuart Gallagher

1964 is not an unfamiliar date in the Porsche lexicon. It is the year the 911 went on sale after its debut 12 months previously. It is also, by happy coincidence, the year that the company first used the GTS moniker on one of its road cars (although this description is meant in the loosest of terms). The 904 Carrera GTS Coupé, to give it its full name, was Porsche's attempt to build a race car that could be used for the burgeoning road racing championships that were in full swing during the Sixties. It resulted in one of Porsche's most beautifully simplistic car designs and its lightest ever road car. Announced in November 1963 it took until the following March for Porsche to build the 100 examples required for homologation. Designed by Butzi Porsche the 904 was powered by a 1966cc four-cylinder air-cooled motor that produced up to 180hp and 144lb ft of torque and weighed just 740kg (the chassis weighed just 50kg, the glass fibre body not much more). Designed for endurance events the original GTS was fitted with a 110-litre fuel tank and a cockpit designed for functionality rather than comfort. The brakes were from the 911 and the five-speed transmission was new, as was the ZF differential.

Licensed for road use the 904 GTS was primarily a race car with Porsche only homologating it for the road because that was the quickest way it could sell the 100 examples required for the car to be eligible for motorsport. From hill-climbing to Le Mans and pretty much everything in between, the 904 Carrera GTS found favour and enjoyed success with many that raced this diminutive mid-engined sports car.

It took 17 years for the GTS name to appear on another Porsche and the second incarnation was once again a motorsport homologation special. Having built 405 924 Carrera GTs in 1980 to comply with Group 3 regulations, Porsche realised that what it really needed was a more extreme version of its four-banger racer, something along the lines of the 924 prototypes that had raced at Le Mans the previous year. Back to the drawing board the engineers went and out of it came a lighter, meaner, fitter, more potent 924 Carrera GT – one worthy of the GTS badge.

Aluminium and, where possible, fibreglass replaced steel. The windscreen was thinner and the side windows made from plastic. The interior was stripped, the doorcards were simply hollowed-out plastic items and the sound deadening was left to one side. The diet resulted in 59kg of weight loss over the Carrera GT but this wasn't the only item on the engineers' agenda: the Carrera GT's 2.0-litre turbocharged four also came in for some gym work. The single KKK turbo had its boost increased from 0.8 to 1.0bar, the compression ratio increased to 8.0:1. And the air-to-air intercooler was increased in size and relocated to improve its performance. The result was a 245hp and 247lb ft motor, up from 210 and 207 respectively on the GT model. With a 155mph top speed and a 6.2-second 0-62mph time it was also 6mph and half-a-second quicker, too. Just 59 examples of the 924 Carrera GTS were built and all were sold through the Weissach Motorsport department at £35,000 a pop.

In 1992 the GTS name debuted on its first series production Porsche, the 928 GTS. The final evolution of the V8 coupé, the GTS, introduced wider rear wings, a body-coloured rear spoiler, full width rear reflective light band and new Cup Design 17-inch wheels. Performance upgrades included larger 332mm ventilated front discs and a host of upgrades for the V8 motor. Chief amongst these were a new crank and rods to increase engine capacity to 5397cc, four-valve cylinder heads, LH jetronic fuel injection and a new induction system. The results were 350hp and 369lb ft (up from 330hp and 317lb ft). Production continued until the 928 was retired in 1995, with 2831 GTSs built.

Following the motorsport specials and the mighty 928 the GTS trail went cold for a dozen years until resurrected the name for... a Cayenne. Based on the Cayenne S the GTS featured the same 4.8-litre normally aspirated V8 petrol engine but with a revised intake manifold and throttle butterfly resulting in an extra 20hp (405hp) to help shift the 2225kg SUV. A shorter final drive ratio in either the six-speed manual or optional Tiptronic gearbox was fitted to help shave half a second from the 0-62mph time. Visually the front and rear arches

Opposite page: The 904 Carrera GTS is where it all started. This page, top to bottom: 924 Carrera GTS was another motorsport special; Cayenne GTS was the second series production car to use the name since the 928 in 1992. 997 Carrera GTS and 4GTS were the brilliant examples of the breed



were wider than on a regular Cayenne and you could order one in Nordic gold. In 2012 the GTS returned to the price list, this time with an additional 20hp than a Cayenne S, 20-inch wheels, PASM, a sports exhaust and lashings of Alcantara. At 2085kg it weighed nearly three times as much as the original 904 GTS.

You may have detected a pattern emerging here, so you won't be surprised to hear 12 months later the Panamera got the GTS treatment: 30hp and 14lb ft increases for the 4.8-litre V8, brakes from the Panamera Turbo and a sport design body kit and fake suede for the interior completed the package. As a two-tonne, four-door saloon car goes, it was Porsche's best. Which is why the GTS appeared immediately on the revised Panamera price list 12 months later.

This quartet of GTS models couldn't be further from the original GTS DNA if they tried; in 2011 Porsche made the GTS a mainstay of its sports car ranges, too. That year it delivered the simply brilliant Carrera GTS. The formula was close to that of the limited run Sport Classic, comprising the wider body of the Carrera, rear-wheel drive and the factory's 408hp Powerkit upgrade for the DFI 3.8-litre flat-six. And you could have a coupé or cabriolet. The detailing was subtle, the 19-inch RS Spyder alloys with centre-lock tech less so. And from the factory the car came with no rear seats (although in some markets, such as the UK, they were part of the standard trim). Alcantara and leather trimmed the interior but this was more than a parts bin special, it was sensational. The engine demanded to be worked hard in order to benefit from the extra power available, which in turn made you drive this 997 less like a Carrera and more like a GT3. With a six-speed manual gearbox (PDK was optional) it was a brilliant car on which to sign off the 997. Except it wasn't the last, the Carrera 4GTS that arrived six months later was.

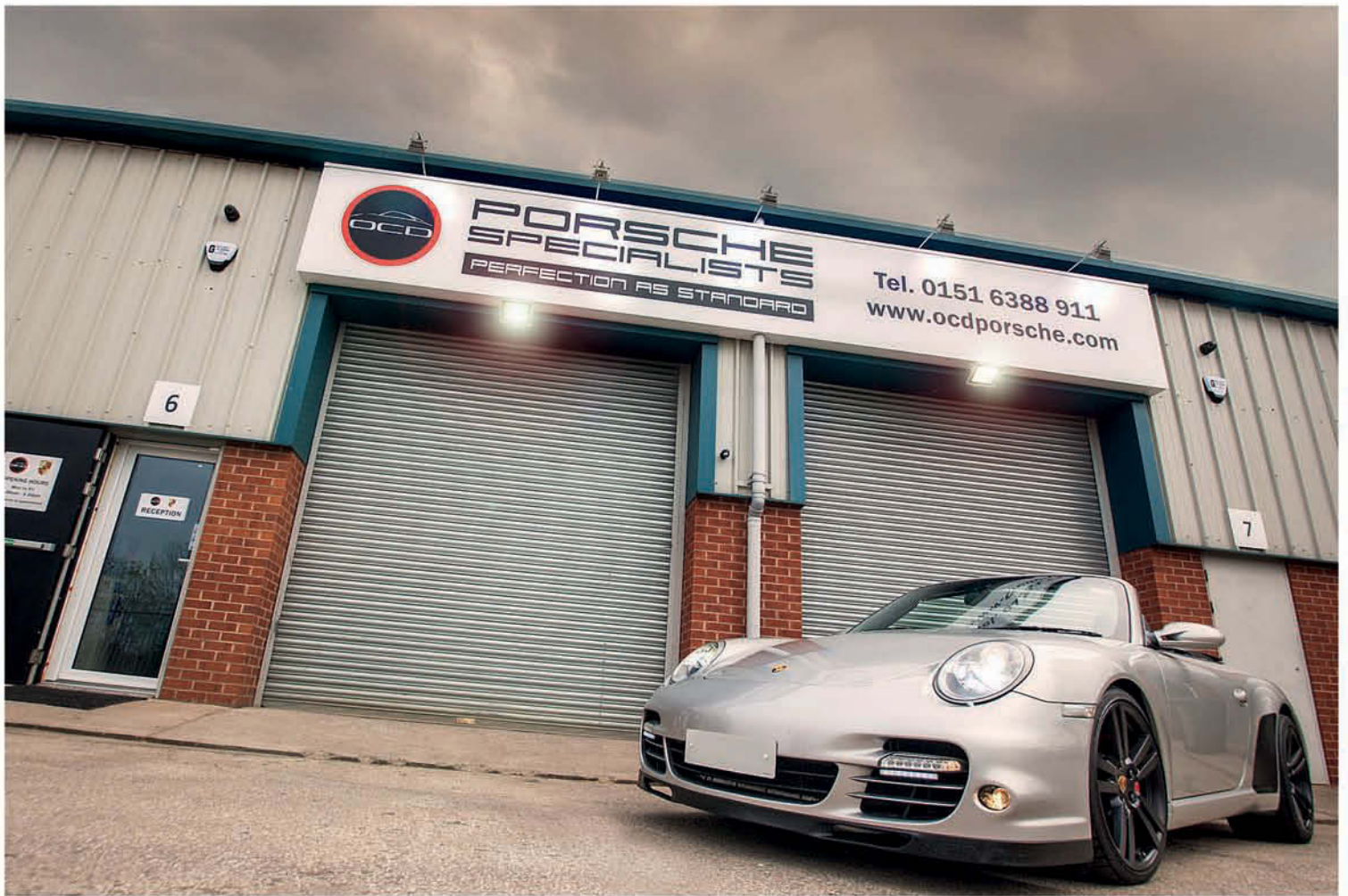
And, of course, you can now buy a Boxster GTS or a Cayman GTS – models that follow the recipe of the Carrera GTS more than they do the Cayenne's and the Panamera's, and after a brief drive on their international launch and a few laps of Porsche's Silverstone test track, we can confirm that the GTS name has gone back to its roots ○



As with all GTS production models the Panamera variant in 2012 was the best in the range; new Cayman GTS (and Boxster) both follow that trend

In 2011 Porsche hit upon the idea of making the GTS a mainstay of its sports car ranges





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DII RPM

CSR

Despite many having an issue with the 996 Carrera, RPM Technik thinks it's still a 911 to savour, which is why it has developed its CSR concept for this much-maligned 911.

Story: Jethro Bovington Photography: Gus Gregory

Road to Redemption

*The 996 was lighter, more powerful
and faster than the car it replaced*



ts time is coming. It has to be. People are waking up to the 996 because, frankly, for many it's now the only affordable 911. Cheap 964s are a distant memory, once unloved SCs are now hot property, the 3.2 Carrera is heating up in its afterglow and the 993 has been commanding strong money for some time. The air-cooled cars are, quite rightly, now solid gold classics with prices to match. So you want a genuinely cheap 911? Welcome to your only choice, people. The one with water pumping through its arteries, fried egg headlights and, as legend has it, an engine made from chocolate, old paper clips swept out from behind the cupboards at Weissach and chewing gum scraped from the underside of the engineer's desks: The 996 Carrera.

Of course I'm being facetious. As you might know I own a 996 Carrera and all my formative 911 experiences were at the wheel of various flavours of this much-maligned series. So I'm biased. But before we try RPM Technik's lighter, harder, faster version of the 996 Carrera it's worth taking a little trip back to the late 1990s to see what the 996 promised. Its task was simple but critical: ensure Porsche's survival by turning a meaningful profit. In order to fulfil its mission the 996 was cheaper to build than the 993, shared many parts with the recently launched Boxster and was intended to broaden the appeal of the 911 by offering more practicality, accessible handling and greater refinement. Hardly a list of qualities to get the die-hard 911 fan's heart pumping faster. In fact you might conclude that Porsche was, ahem, watering down the 911 experience.

Of course, that devastating conclusion has become the prevailing view, but it rather ignores the 996's many strengths. Namely that the 996

was lighter, more powerful and faster than the car it replaced. It accelerated harder, stopped faster, had more grip and finer balance. I have a copy of German magazine *Sport Auto's* 'Supertest' of an original 996 Carrera 3.4 and it serves to highlight that the 996 delivered more than just a sound business model for Porsche. From 0-200kph the 993 clocked 26.7-seconds to the 996's 22.9 seconds. At Hockenheim the 996 lapped at 1:15.9, a full 2.3 seconds quicker than the 993. Its margin at the Nürburgring was 11 seconds (8:17 vs 8:28), it had better aero balance in the wind tunnel and so the list goes on. So while there's no question that the 996 was a cheaper, more profitable car it's equally true that it evolved the 911's dynamic capabilities with considerable success. And not just in terms of cold, hard objective data. The 996 Carrera emerged victorious in various magazines' Car of the Year gatherings and won nearly every group test it ever showed up to. In other words if this is your only choice for 911 thrills, maybe you shouldn't be too depressed.

RPM Technik understands the 996 Carrera's appeal and with GT3 prices continuing to rise the company felt now was the right time to give the model its CSR treatment. Regular readers will remember the 997 CSR from last year, a sort of GT3-lite that realised much of the potential of the 997 Carrera. The new 996 CSR package follows a similar approach but perhaps makes more sense.

Early 3.4s are still hovering around the £12,000 mark but these are 15-year-old cars now and will usually require a sort of mini rolling restoration if you buy one. I'm going through this process myself and although you can find a sweet early Carrera that still drives very well, inevitably



you'll start thinking about new bushes, maybe refurbished dampers, new discs and pads... the list tends to get longer every time you log on to one of those addictive Porsche online parts shops. It's a really rewarding process and can be done pretty economically, but RPM argues that although the CSR package isn't cheap it's less painful if you factor in the cost of refreshing everything back to OE standard. And, of course, you end up with a more focused, more special end result.

The silver demonstrator, riding at GT3-style height and wearing gorgeous HRE wheels, certainly looks special and the spec suggests the dynamics should match the aesthetic. The CSR uses three-way adjustable KW suspension complete with new top mounts, polybushes all-round, hollow adjustable anti-roll bars from

Eibach, a rear axle housing a Wavetrac torsen limited-slip differential, a new intake and exhaust system and carbon fibre side sills and engine cover complete with ducktail spoiler. The brake discs remain OE but Performance Friction pads beef-up the response and should prove more durable under demanding conditions. RPM claims a total weight saving of around 30kg but the expensive HRE wheels are an option that I suspect few will take up (they cost £5000 plus VAT), the alternative being GT3-style Sport Classic wheels. The M96 engine has been fitted with an LN Engineering IMS bearing upgrade, low temperature thermostat and features a lightweight clutch and flywheel. You can go further with a carbon fibre bonnet (as fitted to this car), RSS solid engine mounts, GT3-style adjustable suspension arms... The list is almost endless.

No question then, the CSR has some choice modifications. However, it does not come cheap. Deliver your slightly baggy Carrera to RPM's workshop and it will transform it into a lean CSR for around, gulp, £20,000. RPM is also looking to source 3.4 Carreras and offer turnkey cars for around £27,000. Expect a 100,000-miler with the engine upgrades and a clean bill of health for that price, but there's no actual rebuild cost included. I absolutely understand where all that money goes, but it's still not going to be especially easy to persuade people to ignore a nice 996 Turbo or a 997 Carrera S and instead buy an early 996 with some tasty suspension and aesthetic mods. It needs to be bloody marvellous, in fact.

I love jumping into 996s just because they bring memories flooding back. I adore the amazing tactility of the steering, the slim



dimensions that make the whole car feel so intimate and the tangible sense of lightness. Remember, the GT3 utilised the heavier C4 chassis and with all the other bigger items it required (think brakes etc), a Carrera carries a small weight advantage at just 1320kg. That relatively low mass infects the whole car, from the way it changes direction to the way it rides over a bumpy road. As you'd expect it is preserved and exaggerated in the CSR. First impressions? This trimmed-down 996 is still properly quick, sounds terrific with the new exhaust silencers and builds on the donor car's agility and responsiveness. Good signs. Shame the original but optional hard backed seats are set a shade too high. I think the CSR needs some tasty replacements.

We're on one of my favourite roads in the

whole world, the surface is mostly dry and visibility can be measured in hundreds of metres – perfect to carry a bit of speed in safety. The surface is coarse and many of the corners drop away or hide wicked lumps to unsettle a car when it's already well loaded-up. Despite the aggressive looking ride height the CSR rides pretty well. It doesn't quite have the fluidity of a first generation GT3 (which is amazingly supple) but the KWs do a great job of parrying the worst bumps and the damping is decisive and controlled. In fact, the main thing that strikes you about the CSR is the tightness of all of its movements... it's amazing what a fresh set of bushes and some expensive dampers can do. Any thought that a 996 must feel a bit baggy evaporates. In terms of response and control the CSR feels completely fresh.

From the outside you notice the rake of the set-up – front splitter almost scraping the floor but the rear running a bit higher. The car looks 'on the nose' and that's exactly how it feels. Turn-in is very quick indeed and the front Michelin Pilot Sport 2s seem to serve up almost Cup levels of grip. The signature 996 light, bobbly front end is gone completely. If you can get this thing to understeer on the road in the dry then you should probably be sectioned. That initial response is more than matched by the traction available. The Wavetrac LSD is a geared diff and it finds simply tremendous drive. Even if you actively try to provoke the tail it barely budges, just giving a little wiggle of exit oversteer and only then when you're fully committed at turn-in.

Skimming over the moor, the engine hollering a distinctive, bassy growl in the strong mid range



and yet revving with energy out to over 7000rpm, the CSR feels focused and genuinely exciting. The brakes feel excellent, too. The Performance Friction pads can be a bit noisy at low speeds but the solid brake pedal feel that they create is full of detail and is hugely reassuring. There's just a real sense of quality to this enhanced 996 experience that's at odds with its reputation. Even the long throw but deliciously fluid six-speed 'box feels superb. I'd always thought that the gritty, heavy feel of the short-shift kits might be a good upgrade, but the lightness and accuracy of the 'box on these roads matches the rest of the car's controls beautifully.

My only concern is that I'm not fully confident in the CSR and the 996 is a car I know better than perhaps any other. I'm certain it'll turn in instantly and grip really hard... but what comes next? To me, some of the steering feel has been lost and the Wavetrac differential, for all the traction it provides, alters the dynamic responses of the 996 to a significant degree. With no locking action on the overrun you get superb

front-end response and grip, but without any gentle understeer to lean up against, some of the famed 911 adjustability is lost. Usually a 911 comes alive when you feel the nose go light at the onset of understeer, because what you do with the throttle from here on in determines the balance of the car. Without that understeer, you lose the phase where the car snaps back into line with a throttle lift and then reacts precisely to further inputs, either almost organically around the neutral point or with a twist of oversteer. The CSR would be more exciting, easier to read and, crucially, more accessible if that quality could be reinstated. Maybe a plated differential just suits the 911 better?

Sure enough when rain starts to fall the CSR proves that beyond the limit it's trustworthy, well balanced and there are no nasty surprises. The front-end response still takes some getting used to as even in slippery conditions you need to be alert to the most subtle messages from the front tyres. Feel a micron or two of understeer and you can be sure there's oversteer to follow pretty

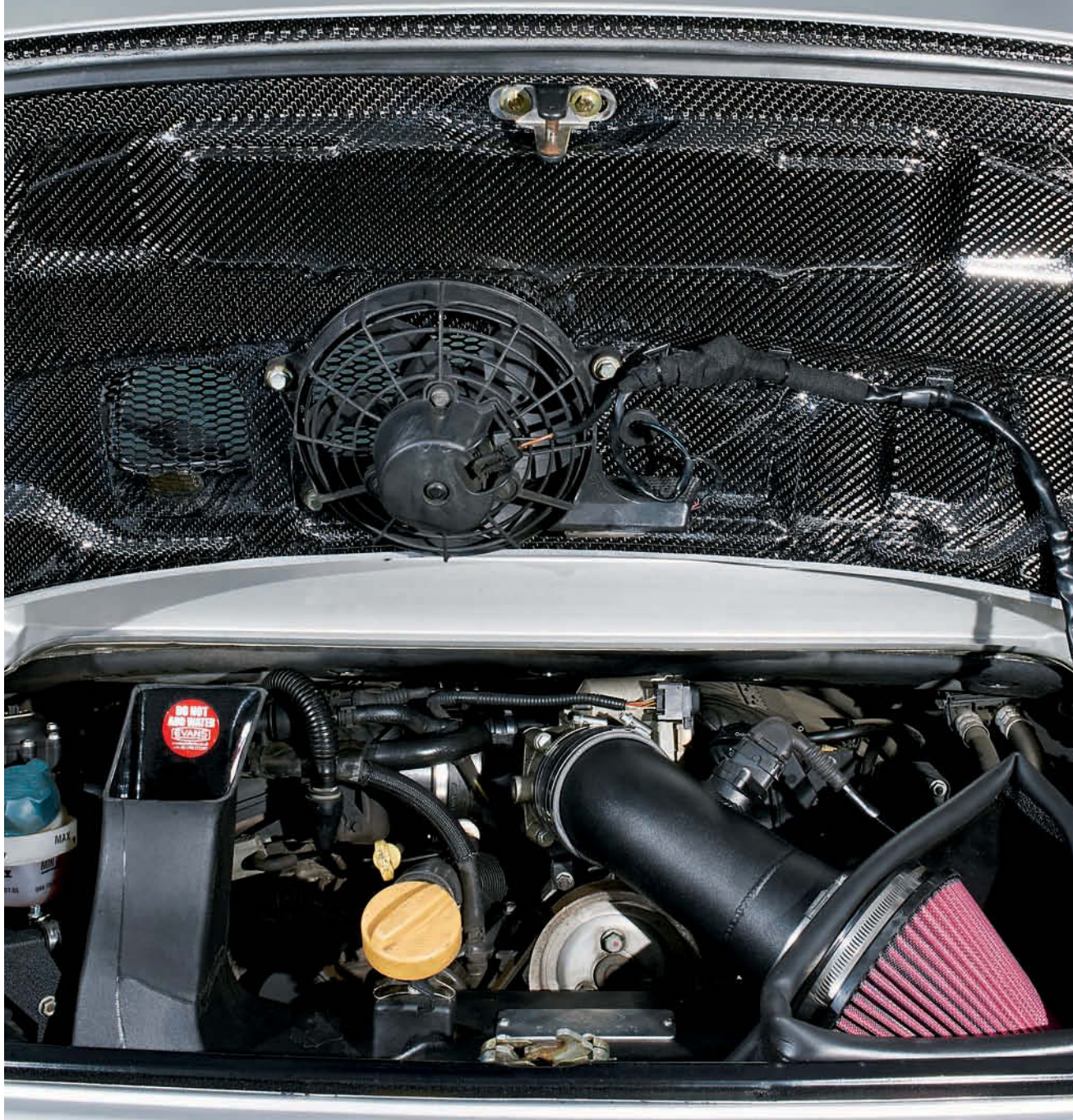
quickly behind. It's easy to correct or even hold should you find that killer corner, but I still think most drivers (including myself!) would be able to exploit the CSR more fully with a little more understeer built in to the setup. I know there's a whole aftermarket industry set up to eliminate understeer from the 911's make-up but I'm not sure that's necessarily the right thing to do unless you're chasing lap times above all else. On the road it's the gateway to a whole world of subtle thrills. Of course, I'd love to try the CSR on track, where perhaps the set up of the KWs and the Wavetrac diff would combine more naturally.

For the most part RPM's new baby is a huge success. For those who've only ever heard bad things about the 996, this car's combination of speed, composure and excitement will be eye-opening. For me, it's just nice to drive a 996 with all-new components, a tight focus on driving thrills and meticulous execution, because it still stacks up so well even in the context of 997s or the earlier cars. It makes the 996 seem a bigger bargain than ever and I suspect many Carreras



The KW Variant 3 suspension gives the CSR a quasi-GT3 stance. HRE alloys are £5000 plus VAT, lovely but pricey. 3.4-litre M96 gets a full overhaul including an LN Engineering IMS bearing upgrade

Revvng with energy out to over 7000rpm, the CSR feels focused and genuinely exciting





will get a new lease of life over the coming years. The 964 used to be the hot rodder's 911 of choice but as prices rise that pattern is ending. The 996 – the next great unloved 911, I suppose – is its natural heir and I hope RPM do good business with the CSR. They really pour their love and expertise into these projects and the components are top notch.

Of course the burning question is whether anybody will dig deep to spend circa £20,000 on the full conversion? This is a tricky and personal question and, I suspect, each and every one of us might build a very different CSR. For example, much as I like the carbon fibre ducktail – it's carbon fibre and a ducktail, after all – I'd save the money and put it into some better seats and an Alcantara rimmed steering wheel just because they'd enhance the driving experience on every single journey. I'd also love to try it with a plated diff and maybe wind up the ride height just a bit to give the front end a bit more travel. Of course RPM can and will do all of this for potential customers, in fact the choices and tuning of those choices is pretty open ended.

So how you judge the value of all this stuff is as personal as 'your' CSR could become. If a basic

but clean 964 Carrera is worth £35,000, does a fully-fettled, track-optimised 996 CSR stack up at under £30,000? In terms of pure driving enjoyment, absolutely. Is it a good substitute for that GT3 you've always promised yourself but now might not ever be able to afford? Again, yes. Aside from not being fitted with that engine, it's not a million miles away at all. And you might find its more humble beginnings will mean you'll be happy to drive it as Porsche intended with more freedom. Does it look like value compared to that rare thing – a well loved and cared for 3.4 that's mechanically fresh and advertised for, say, £12,995? Not so much.

So, like anything that involves a substantial investment, the CSR can be dismissed or justified in a million different ways. But if you want a highly focused, relatively affordable and seriously enjoyable 911 for road and track days then the 996 as a platform is looking more attractive by the day. The CSR, with a bit of fine-tuning to your own personal requirements, could just be the answer ○

To discuss the CSR range and options contact RPM Technik at 01296 663824



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MISSION *Accomplished?*

Porsche claim the Macan is more sports car than SUV, so we take the sportiest one of the range to north Wales to see if the claim holds true.

Story: Jethro Bovingdon Photography: Gus Gregory



It wasn't too long ago that I wrote a column in the pages of this magazine that painted the Porsche Macan as something approximating the devil incarnate. At the time I hadn't driven it at all and had read all the fawning reviews just as, I'm sure, you had. 'It's like a socking great hot hatch' they cheered, 'it means the next GT3 RS will be better than ever' came the rallying call. All of which may well have been true. But it seemed to the die-hard Porsche fan in me that it also marked the tipping point where Porsche was no longer a sports car company that built the Cayenne to make a few quid on the side, but an SUV manufacturer that went racing and built the 911 just to give its two-tonne off-roaders a bit of motorsport credence. Surely there are innovative, less crass ways to make a whole heap of money? Ways that actually chime with Porsche's heritage rather than just plunder its riches?

Of course pragmatism, not purist, ideals makes the world go around and my Macan prejudices, predictably, haven't been reflected in the market place. It's selling like crazy – especially with the diesel engine (don't get me started). So history will judge it as a success, as will the shareholders and dealers. But *GT Porsche* is still keen to see how it stacks up as a Porsche for people who love Porsche, on the kind of roads where Porsches shine brighter than anything else. And the good editor has asked me to investigate. So I find myself on the well-trodden test routes of north Wales with a Macan Turbo, a healthy dose of cynicism but a promise to put my prejudices aside as far as possible and discover just what this thing is all about.

Earlier on the long haul up the M6 the Macan was, of course, a pretty good place to while away the time. I have to say though, it might be a

'baby' SUV but it's still a big bus. You sit lower than you do in a Cayenne or its less sporty rivals but it's certainly not a car-like driving position, unless your frame of reference happens to be a Rolls Royce Phantom. That size and its girth seems to bunt performance, too. The Turbo's 3.6-litre twin-turbocharged V6 develops 400hp at 6000rpm and 406lb ft from 1350-4500rpm but it's pushing 1925kg and it shows. Oh, it's plenty quick enough but compared to the force-of-nature Cayenne Turbo the junior Turbo feels just that.

In every other respect, though, the Macan is something close to extraordinary. It rides with that typical Porsche taut precision, it feels responsive to every steering input, the PDK 'box is supremely fast and overall it feels so much lighter and more special than it really should. It is, by any measurement, a seriously impressive piece of work. That much is obvious even from



the occasional roundabout and sweeping slip-road. But as the M6 gives way to the M54, the A55 and then crumples up on to the minor roads flung across Snowdonia, hopefully we'll see if the Macan flatters to deceive or if it has a real sports car soul lurking under all that metalwork.

The temptation to discover what lies beneath is to ramp everything up to maximum – stick the dampers and drivetrain in Sport Plus, disable the PSM and just go for it. It works initially because there's no doubt that as you rifle through the various modes a real sense of tension starts to run through the Macan. However, across the quite spectacular Denbigh moor road it's almost too extreme. Front-end response is superb and it digs in really hard, hoiking up the inside rear wheel as it does so and requiring a recalibration of just how quickly a car of this shape and size can get across your favourite road. But the ride

becomes very stiff and the rear axle seems to thump through each apex. I love the aggression and instantly understand all that 'hot hatch' guff – the time honoured three-wheeling stance scaled up is obvious – but there's little in the way of subtlety or indeed, adjustability. It feels quite a brutal process.

I'm keen not to harbour unrealistic expectations. The Macan is not a sports car, whatever the marketing puff. I'm not expecting a chassis intimately and minutely adjustable to the throttle nor craving some fantasy of an SUV that you can drive on the lockstops (amusing as that sounds), but I want to feel some genuine interaction, some sense that aside from grip and response it can also entertain. I almost hesitate to say it but there is a precedent for an enjoyable smaller performance SUV and it comes from the most unlikely of places: Audi. The more-junior-

still RS Q3 is actually – whisper it – rather good fun. That and the equally unlikely and twice as brilliant Golf R are large in my mind as I get to know the Macan Turbo. Not direct rivals, admittedly, but proof that all those real world concerns like practicality, comfort and versatility can go hand-in-hand with a four-wheel drive system that serves-up real fun.

With the dampers set to the more fluid middle 'Sport' setting the Audi is pretty quickly blown away. A fluency, slightly lacking before, emerges and very little of the precision or responsiveness goes missing. In fact the Macan pours across the moorland road with real poise. I'm not going to pretend it ever feels truly 'light' but it's beautifully in control of its masses. There are plenty of SUVs that resist body roll with an iron will, but none that match the Macan's ability to deal with whole sequences of corners and a knarly surface at the



If Porsche can make an Audi Q5 platform this good, just imagine what that near mythical sub-Boxster sports car could be like





same time. Such composure means you can start to drive it with a degree of commitment that you'd barely believe possible. The front-end is superb, the steering is light on feel but well matched to the chassis' rate of response and overall the Turbo breeds confidence and is genuinely entertaining.

At full flight and when extending the engine you start to appreciate the full 400hp, too. The engine is a long way from inspirational... but it makes a decent noise and despite the super-flat torque curve it's rewarding to rev out. The PDK 'box is great, too. In fact its speed seems all the more impressive in a car like this. Sometimes PDK in a Cayman or 911 (other than the GT3) can feel a bit like a good auto rather than a scalpel-sharp dual-clutcher, but here it's intense and instantaneous. In fact, the way it slices between gears and keeps the turbos fully-lit is a large part of what makes the Macan feel genuinely 'sporty'. Horrible word, but you get the picture.

Push deep into the Macan's reserves of grip and, perhaps unsurprisingly, the illusion of keen agility starts to slowly fade away. In the dry the Macan's doggedly neutral stance doesn't slip gracefully into a phase of adjustability. You might find a little understeer, you might even stumble upon a suggestion of oversteer but it'll be more by accident than design. Start to really bully it around and instead it tends to feel a mite clumsy as the stability control fights to keep you under control. Ultimately the on-limit balance is one of mild understeer, which given what sort of car it is makes complete sense. Strangely, in the wet you get to delve a bit deeper into the Macan's box of

tricks and its absolute composure actually gives way to quite a lot of oversteer. The difference between its balance in the dry and in the wet is very marked indeed. I'd go so far as to call it quite snappy, which isn't what I'd expected at all.

It's streaming wet by the time the photographs are in the bag, the stability control is left resolutely on and freed from any thought of really 'testing' the Macan Turbo, I can relax the pace and enjoy its easy performance and almost graceful poise. Driven quickly but well within the sky-high limits of its massive 21-inch Continentals, the Macan's 'Porscheness', for want of a better word, feels pretty authentic. The key is the fluidity that I mentioned – the perfectly judged relationship between the steering, brakes, drivetrain and chassis response, the accuracy of the damping and the way it strides across the ground. How do they do that?

The answer of course, is that they do it by the same means that they make a Cayman so sweet, a GT3 so thrilling or a 911 Turbo so damn fast – by honing every last detail with more rigour and more skill than nearly everyone else. By obsessing about every facet of the Macan Turbo's dynamic make-up. The result is deeply impressive, shockingly quick from point-to-point and a little depressing. If Porsche can make an Audi Q5 platform this good, just imagine what that near mythical sub-Boxster sports car could be like, or the Ferrari 458 rival we've been reading about forever, or a revived 928, or a... you get the picture. The Macan is big and it is clever, it's a new benchmark in its class by a country mile. But a real Porsche when judged by a Porsche enthusiast? I'm still saying a respectful 'no' ○

RELATIVE Values

The Macan's good, but there's only one way to test its credentials and that's by pitting it against one the very best sports cars Porsche has ever built.

Story: Jethro Bovingdon Photography: Gus Gregory

Maybe I'm still fighting my inner demons over how we should regard the Macan Turbo and letting prejudices cloud my judgment. Fortunately we have brought along some context. It comes in the shape of a Cayman S fitted with PDK and dynamic engine mounts via the optional Sport Chrono Package fitted but not much else. No torque-vectoring differential or PASM, no ceramics. It comes in at £60,695 compared to this particular Macan Turbo's £67,836 – and it's a thing of beauty.

After the elevated driver's seat in the Macan the Cayman S feels like a Caterham. The driving position is low and reclined and despite a big steering wheel the whole car feels intimate and frankly tiny compared to the Macan. Okay, that's an obvious statement, but the compactness and focus is startling. The Macan might do a great super-sized impression of a performance car but the Cayman S doesn't need to impersonate anything. It is the very definition of a drivers' car and that clarity of purpose is shot through the entire dynamic experience.

You know as much within a few hundred yards and it's communicated through many channels. The chassis is beautifully judged, melding control and fluidity in an expert manner. There's just an innate sense of quality to every control – right down to the gritty brake feel that provides precisely rendered detail about the road surface passing beneath the Cayman's tyres. The engine, in the context of the Macan's impressive but unremarkable V6, burns brightest of all. We tend to save our most superlative hyperbole for the good old Mezger (the editor gets upset if that name isn't used at least once in the issue), but this 3.4-litre flat-six is a special engine in its own right. It just revs and revs, the sweet howl is bliss and it really picks up the Cayman's 1340kg and throws it along. Mated to Porsche's fine six-speed manual 'box it's one of the best drivetrains at any price point and although this Cayman's PDK isn't as exciting as the best dual clutch 'boxes (those of the 991 GT3's, BMW's M DCT or Ferrari's system), it's still a jaw-dropping combination. The normally aspirated engine seems to be a dying

species and the Cayman S shows why that's such a tragic thing. The flat-six feels so responsive, exotic and expensive.

On the same roads that the Macan deconstructs with its superb grip, excellent body control and neutral balance the Cayman is a shade faster – mainly because it stops better without the burden of all that weight – but that hardly matters. What's key to its appeal is that every corner becomes something to relish rather than dispatch. Its relative lightness is the key, allowing for more supple suspension and yet finer control. Not just in terms of body roll or wheel control, but the way you can control the car and have a real impact on its balance into and out of every corner. It's a stark reminder that raw speed and control alone are not enough to make a truly entertaining drivers' car.

Of course the Cayman S isn't perfect. I still mourn the loss of real steering feel in Porsches – in fact so should we all, as it was so central to the Porsche experience. The electrically-assisted variable ratio rack fitted to the Cayman is one of the best of its kind and mostly feels brilliant. However, when creeping up to the limits of the car the detail seems to fall away and just occasionally you feel suddenly removed from the experience. Drive harder still, to the point you might need to start correcting little slides or stopping them just before they happen, and the variable ratio is slightly too aggressive. The result is a tiny but unnerving disconnect between steering input and the car's reaction.

To be honest this is nitpicking. The Cayman S is a fabulously intuitive car to drive 90 per cent of the time on road and track and stands head and shoulders above cars like the Jaguar F Type for pure dynamic polish. It was always going to make the Macan Turbo feel compromised. But are there threads of Porsche DNA that can be traced through this lightweight mid-engined sports car to a 1925kg SUV? I think there are.

Jumping back out of the Cayman and into the Macan the contrast is initially vast for all the reasons already mentioned. It feels huge, the engine is underwhelming and it lacks that magical sparkle. The car feels conventional yet





the Macan's poise and fluidity is anything but. The steering has the same smooth consistency and superb weighting, the way it changes direction so cleanly is familiar and its balance – as long as you don't go mad and start searching for GT3-type accuracy – is neutral and progressive and it gets more impressive with miles. It's a stunning achievement, no question.

Whether that makes the Macan Turbo something to be celebrated is another issue. Porsche doesn't have to justify its actions to me or anyone else... and the way the Macan has been embraced by customers makes any grumbling by purists a moot point. I might not understand why having a couple of kids means you must have a heavy SUV, or why you'd want that SUV to behave in a way approximating a sports car. I might wish that Porsche could make vast sums of money just building 911s, Caymans, 918s and maybe a couple of other sports cars in different sectors. But the reality is that Porsche and SUVs are now wedded and there's no doubt they make the best of the breed for people who love driving. You've got to admire Porsche's commitment in that respect. If the Macan Turbo drove like a Q5 would any customers really care? Probably not. Gladly, such complacency is still anathema to Porsche





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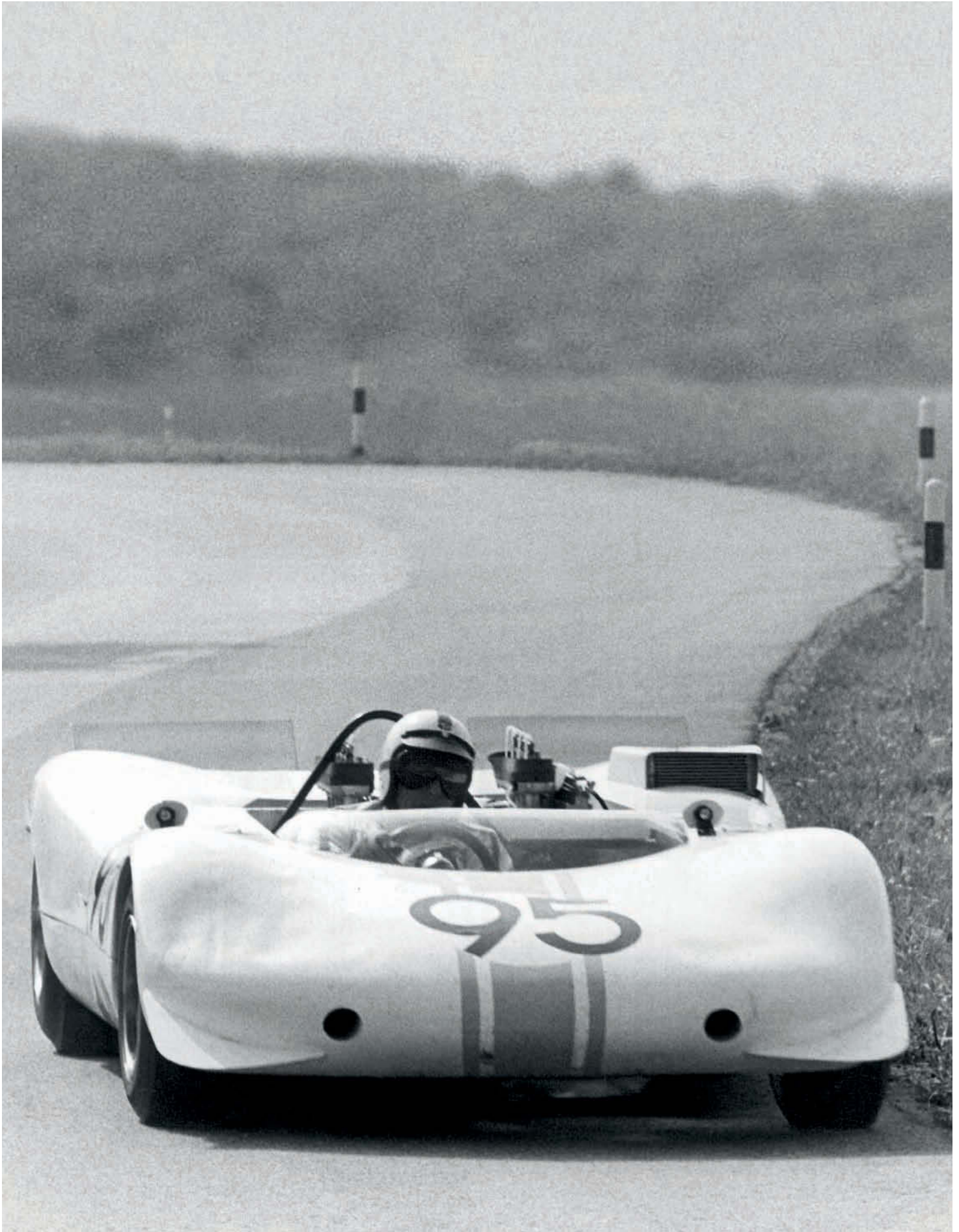
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The hills are alive...

...to the sound of the lightest and the most extreme
race car Porsche ever built, the 909 Bergspyder.

Story: Andrew Frankel
Photography: Porsche Archive





The lightest race car Porsche has ever made is a metre shorter than a 981 Boxster. Its 2.0-litre eight-cylinder engine was donated by Porsche's Formula One race car

What do you know about beryllium? Before starting work on this story I knew it was the fourth element in the periodic table and that thanks only to an astonishingly vulgar mnemonic learned at school to help me pass O-level chemistry. I also knew some F1 teams used it in their engines until it got banned. But that was about it, save for the inkling of a memory lodged deep in my brain that Porsche once used it for the brake discs of one of its least remembered, but most extraordinary, racing cars.

So I did a little light digging and was soon able to see not only that Porsche did indeed use beryllium but also why it stopped. Beryllium is strong, incredibly light and possesses thermal properties perfect for what Porsche had in mind for it. It only had two drawbacks, by far the smaller of the two was it was spectacularly expensive – a five figure sum per disc in today's terms. Rather more inconvenient was the fact it came with a chance of killing you.

Like other metals used as braking materials, beryllium discs give off dust under heavy use. Unlike other metals however, if you are exposed to sufficient quantities of beryllium dust, it can

have life-compromising or even life-terminating pulmonary consequences. Which is why it is now labelled as a category one carcinogen alongside other such substances as asbestos, benzene, mustard gas, radium and plutonium.

Why the science lesson now? Because it provides an insight into a way of thinking at Porsche and into the mind of one man in particular, the result of which was the Type 909 seen in these pictures, probably the most micro-managed, obsessively designed car of its era and perhaps any other too. You may or may not know it better as the Bergspyder.

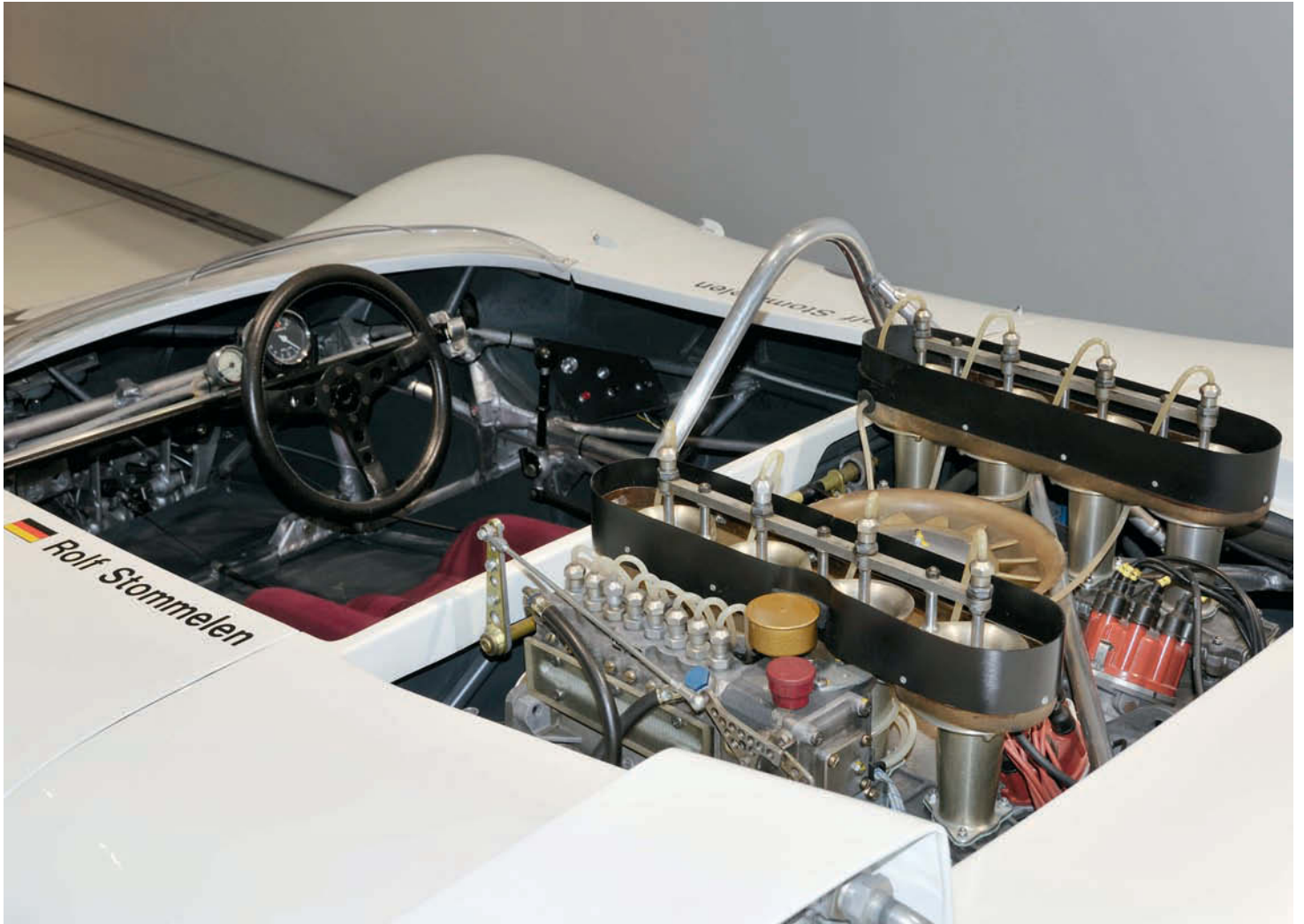
Back in 1968, hillclimbing was a rather different sport to that enjoyed today. Today's hillclimb cars are monstrously quick, but really rather simple devices. Last year I met the 2012 British Hillclimb Champion and had a look around his car that was based on a proprietary chassis costing £20,000 and turned into a hillclimb car in his single car garage. In 1968 it was a sport the world's best race teams took as seriously as Formula One. Indeed, the very reason the Bergspyder was commissioned was to counter the latest works Ferrari hillclimber that, in the event, didn't turn up.

It was a sport Porsche had come to dominate, thanks in no small part to its specialist hillclimb driver Gerhard Mitter, a former motorcycle racer who fought off stiff competition from the Scuderia to collect a hat-trick of hillclimb championships from 1966-1968. But Ferdinand Piech was never known as a man keen to sit on his laurels and ordered that a brand-new hillclimb car, lighter even than the bantam-weight 910 that had been used to date, be created.

A modern Formula One car weighs 691kg, a front-running Le Mans racer no less than 900kg. By the time the Bergspyder was finished, it tipped the scales at 385kg, which if it were entered for a world's heaviest human contest, would not see it past the qualifying rounds.

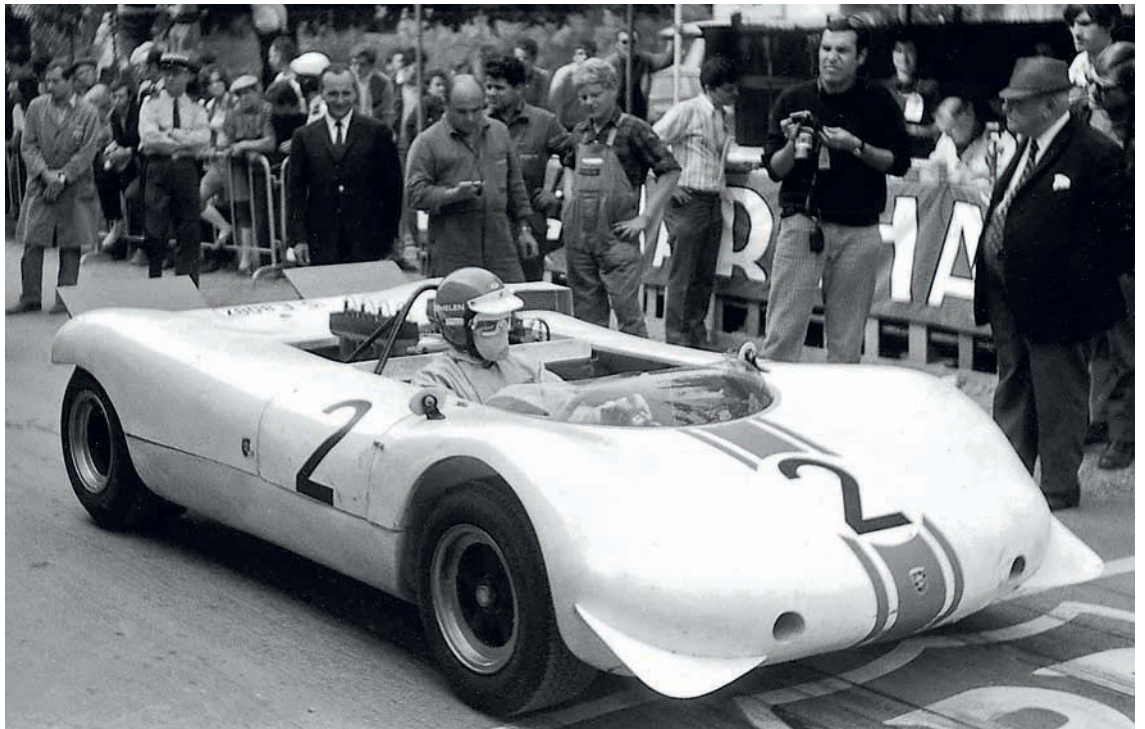
It seems barely believable that any car with a chassis, engine, gearbox, brakes, suspension, bodywork, wheels, tyres and ancillaries could weigh so little even today. But this was a car designed 46 years ago and powered by an eight-cylinder 2.0-litre engine whose design was already six years old.

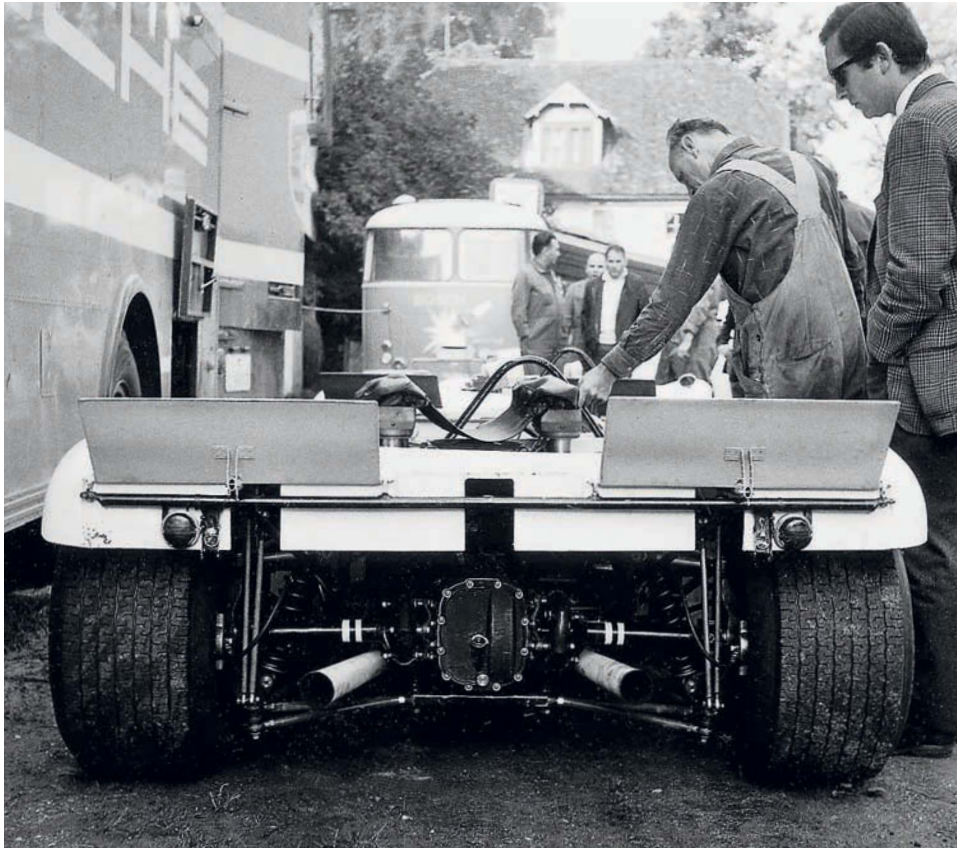
The question is, how did it get that way? There is no simple answer unless you're happy with 'maniacal attention to detail'. Thought not. So





Rolf Stommelen was handed the task of competing with the 909 Bergspyder, racing the car in only two competitive hillclimbs, finishing third and second





we'll start with the chassis. This was made from a spidery lattice of aluminium tubes. That's aluminium, not steel. They were light, but not strong. Earlier in the year, the previous 910-based Bergspyder had driven off the road at the Rossfeld climb with Italian superstar Ludovico Scarfiotti at the wheel and flown into the trees. He was the first person ever to be killed driving a factory Porsche. Rolf Stommelen broke his arm in another at the same event.

There wasn't much that could be done about the engine, which had been conceived for the 1962 Porsche 804 F1 car. Porsche had already prised as much power (275hp) as was possible from its two-litres and done as much as it could to eliminate the need for ancillaries.

It had, for instance, no alternator and a battery containing only enough power to provide sparks for one run up any given hill. But its location could be dramatically improved to make it better suited to the twists and turns of the hillclimb discipline. Putting the gearbox between the engine and final drive might sound like simply commonsense these days, but it was

fresh thinking in 1968 and allowed Porsche to put the major mass of the car almost at its very centre with front and rear balance provided by, respectively, the driver who sat so far forward the front suspension anti-roll bar passed above his thighs, and the five-speed gearbox. If you go to the Porsche museum and peer into one of only two Bergspyders ever built, you will goggle at the seating position and, particularly, the location of the driver's feet relative to anything it might hit. In essence, the front crumple zone was your ankles.

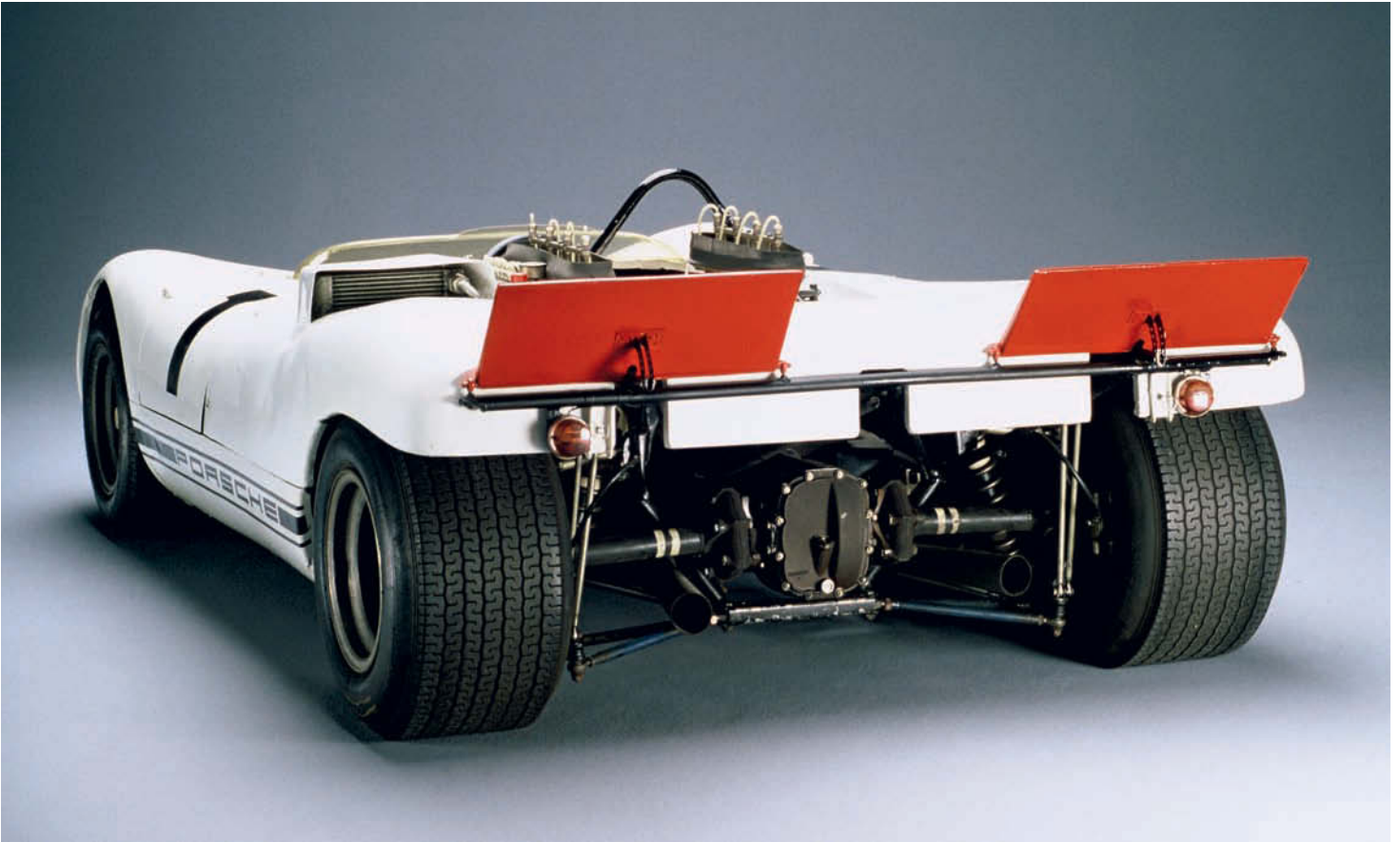
Pushing everything so far forward not only centralised mass to improve weight distribution, but as the driver's lower limbs simply stuck ever further out into the front overhang, the entire car could be abbreviated, so the tiny 910 begat a barely-there 909, with a midget wheelbase and bodywork just 3447mm long, making it almost an entire metre shorter than a new Boxster despite their shared single row seating and mid-engined configurations. Of course the shorter the wheelbase relative to the track, the less stable the car would be but that is precisely what

Porsche wanted: stability is the enemy of agility and of all the tools you need on the hills, agility is the most important of all. So the company pumped out the track as far as it would go too.

So once Porsche designed plastic bodywork as thin and light as it could be, that might have seemed to be it. A light chassis with a light body driven by an engine shorn of as much weight as possible and placed in the theoretically optimum location. In fact Porsche was just getting started...

The beryllium discs were actually first trialled on the 910 because, according to Karl Ludvigsen's 'Excellence Was Expected', they reduced the weight of a disc from 3.23kg for conventional cast iron, to just 848g. Multiplied around the car that not only saved nearly 10kg, it was nearly 10kg of unsprung mass – the pantomime villain of chassis engineers.

It was not the only exotic material used on the Bergspyder. The suspension springs were made from titanium, which is as strong as steel but nearly half the weight; almost unbelievably, the wiring loom was made from silver because



*A modern F1 car weighs 691kg.
By the time the Bergspyder was finished,
it tipped the scales at 385kg*

it was lighter than conventional copper.

Piech also got to thinking about the fuel system. Clearly the Bergspyder didn't need a very big tank (it carried just 15 litres of fuel in the end) but it still needed to be pumped through to the engine, a process that conventionally would require a heavy fuel pump. Piech's solution was to put the fuel in a rubber bag and encase that bag in a titanium tank that was then filled with pressurised nitrogen, forcing the fuel through to the engine and negating the need for the fuel pump.

He wasn't quite done, even then. There are stories of Piech prowling around the Bergspyders during their assembly pointing a magnet at every nut and bolt in its assembly, just to make sure none was made from anything as heavy and unsuitable as common-or-garden steel.

In theory it should have been unstoppable. Despite being launched in 1967 the much-feared Ferrari 212E Montagna the Bergspyder was designed to combat simply failed to materialise. But despite Mitter being amazed by the car in testing, at its hillclimb debut, he chose instead

to drive his old 910. This left the new Bergspyder to the now recovered Stommelen who discovered that using nitrogen as a delivery mechanism for fuel left little to be desired and could only manage third place, cheerfully describing the car as "lethal at high speeds". Perhaps this is why he could still only manage second at Mont Ventoux, once more behind Mitter, despite using a conventional fuel pump.

And that was that. The season was over and the Bergspyder never raced again. Had there ever been a plan to race it in 1969, the need to turn all available racing resources to creating the fastest sports racing car the world had ever seen soon put paid to it. Porsche did not enter the 1969 European Hillclimb Championship, preferring instead to stun the world with the 917.

It is a shame for a couple of reasons. First and most obviously the Bergspyder was never able to show its true potential. It was completely undeveloped and as Porsche (and John Wyr) would show by transforming the 917 from what Richard Attwood has called "the worst racing car I have ever driven to the best" over the course of

one winter, it could have been an entirely different machine in 1969. And then there's the Ferrari. The 212E Montagna duly turned up in 1969, entered nine of the ten championship rounds and with Peter Schetty driving and won every damn one of them.

How would it have fared against the Bergspyder? Well there's little doubt the Ferrari would have had more power, some claim as much as 320hp from its 2.0-litre flat-12 motor developed at 11,000rpm, but something closer to 300hp is probably more accurate. Then again, the Bergspyder was also considerably lighter, the Ferrari's weight being judged at around 500kg. Given that power only helps you accelerate while low weight is equally good at making a car slow or go around a corner, my money would have to be on a fully developed Bergspyder.

But the truth is no one knows and no-one will ever really know unless Porsche brings one of the only two Bergspyders ever built to Goodwood and times it against the one and only 212E ever created. That sight alone is one I would pay to see ○

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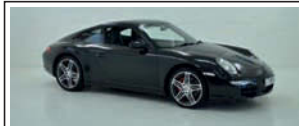
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the 911 time forgot

There have been faster, rarer and more valuable 911s during the model's 50-year history but is it time the 2.7 Coupé stepped out into the limelight?

Story: Stuart Gallagher
Photography: Dean Smith



The model cycles of today's car companies are simple to follow, even Porsches'. It starts with the new model, say the 991 which was launched at the tail end of 2011 as a 2012 model year car. Four years down the line, call it the 2015 Frankfurt Motor Show, the face-lift will be announced and shown to the world and readied as a 2016 model year car and enjoy a minimum of three years in the showroom before being phased out, ready for the cycle to start over again.

There is the occasional hiccup, such as the

current Cayenne having to wait five years for its midlife face-lift, but that's understandable as Porsche had to not only bring the all-new Macan to market but expand Leipzig – the Cayenne's home – to accommodate the baby SUV. But, in essence, if you work on a four-and-three-year cycle you won't be far off predicting the emergence of a new Porsche.

What, then, does this have to do with a 911 built 40 years ago? Look back through the history books and 1974 was a milestone in the 911's life. It had survived a decade as the company's

flagship sports car, superseded the 356, and grown in stature as a bona fide sports car for the road and a victorious race car on the track and rally stage. And yet, at the time, the 911 was thought not to be long for this world.

Legislation in the 911's biggest market, North America, was becoming ever more stringent. The challenges came from all directions but two in particular looked too big for Porsche to overcome: impact protection and emissions. The former was considered the biggest hurdle. The 911's body and chassis was into its tenth year,



designed and built in a time when crash regulations were an afterthought and aesthetics ruled the design's inspiration. The thought of Porsche being able to modernise its old car was considered a step too far. After all, companies much larger and with bigger resources to hand than Porsche were considering their current models and their future role in the USA. But Porsche appeared to revel in the challenge and then boss Ernst Fuhrmann was not one to pass up on a challenge.

The challenge was to design and fit new

bumpers to the 911 that would survive impact testing. The test comprised a 5mph impact with a concrete wall and, after being hit by a pendulum, the bumpers shouldn't show any signs of damage. While others opted for unsightly, ungainly and plain preposterous rubber adornments, Porsche set about the task with the goal of producing a solution that looked like it was always meant to be and, crucially, would future-proof the 911.

The task was handed to a young Tony Lapine, the designer who had previously worked on

creating the 917's pop-art style liveries and introduced the Carrera script to the 911 along with the range of bold, primary colours. The project to develop the '74 car was no mere engineering afterthought cobbled together in haste to resolve the problem as easily and cost-effective as possible, though. Lapine had his own design engineers working alongside him and his team inside the studio, a move that accelerated the process as the engineers could work with the designers to prevent costly design and engineering changes. It also meant the

designs had a future-proof philosophy about them so Porsche wouldn't have to launch a radically new and updated car every time a new piece of legislation was introduced.

The impact-bumper design was seamlessly introduced with little or no resistance. Porsche had previously had its fingers burnt and its integrity questioned when, in 1960, it updated the 356A by, ironically, fitting larger and more unsightly bumpers to the 356B. But with the 911 customers, critics and reviews cut Porsche slack, putting the change down to one enforced by legislation that the company couldn't ignore.

The enforced body changes also provided Porsche with the opportunity to run through the car nose-to-tail and update and improve as it saw fit. The main focus was the engine. For 1974 all 911s – the 911, the S and Carrera – were all fitted with the 2.7-litre engine from the 1973 Carrera RS. Yes, that RS. But whereas the '74 Carrera would retain the RS's mechanical fuel injection, the 911 and the S models would be equipped with the latest Bosch K-Jetronic injection system, first introduced a year earlier on the American market 911T.

The increase in engine capacity was for a number of factors. Key amongst these was to at least maintain or, where possible, increase engine power over the previous 2.4-litre cars. But the switch to a larger engine was also to improve fuel economy and reduce fuel consumption and Porsche being Porsche achieved all of the above, with the new entry-level 911 now producing a healthy 150hp and the S 175hp.

The '74 upgrades didn't stop with the body (which included a pre-'73 S-style front apron and chrome and black anodised trim) and the engine. The rear suspension arms were now cast aluminium items which cost more to produce but saved weight (around four kilos), helped

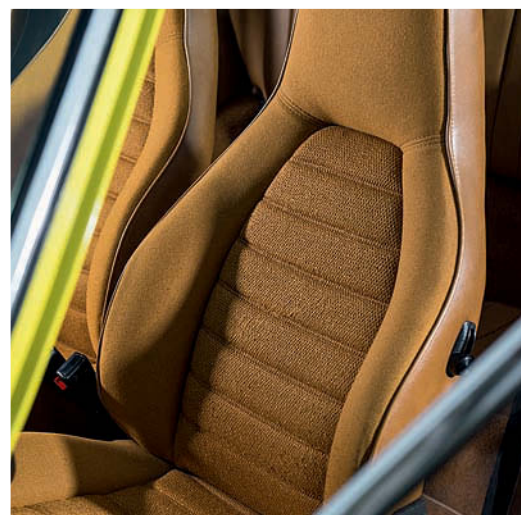
reduce braking noise and provided a better barrier against corrosion. The '74 Carrera was equipped with a five-speed manual gearbox but the S and the 2.7 driver had to make do with just four-gears unless they wanted to hand over more money to their dealer.

Inside there was a huge leap forward in terms of the evolution of the interior. The leathers and vinyl of the original 911 were replaced with the fashionable plastics and velours of the time. There was a new seat design with an integrated headrest that today's Porsche seats can still trace their DNA back to. The doorcards had cloth-lined door bins, buttons were trimmed in softer materials and there were air vents for the side windows. The 911 had become a contender in a decade that, until then, had been a Sixties hangover. But there was a problem. Quite a big problem.

The changes brought in for the 1974 were, as described, to appease forthcoming legislation, primarily in the United States. But they also came at a time when the 911's halo was beginning to become a little tarnished. Customers weren't exactly running away but criticism was feeding back to Stuttgart that not all was well. In the eyes of customers – and some dealers – it was felt Porsche's guard had slipped on the quality front and the 911 wasn't demonstrating the legendary West German build quality it was both famed for and Porsche traded on. There was other factors, too. The Arab oil embargo meant the idea of owning a sports car didn't sit pretty with some. Then factor in an economic downturn and Porsche saw sales slip 25 per cent in the US and 50 per cent in West Germany. The 1974 model year may have resulted in the 911's biggest overhaul in a decade but was there anyone left who could afford or indeed could justify buying such a car?



Porsche produced a solution that would future-proof the 911





*At just over 1000kg this is
a 911 from a time that
weight forgot...*

The situation led to Ferry Porsche writing to 65,000 Porsche owners explaining how today's Porsche had evolved and how the company was still not open to the idea of compromise and would strive for continual improvement. Porsche was, as Ferry pointed out, the first company to introduce a safety steering column, the first in Europe to meet Californian emission laws and that its cars had always been far more advanced than the market competition. Did it work? In the first year of production over 9000 911 2.7 Coupés and Targas were sold, over 8000 S

variants and over 2000 Carrera models. Between 1976 and 1977 over 20,000 2.7s and Carreras had been sold worldwide as either Coupés or Targas (the S having been quietly dropped) and the 911 was fighting fit once more.

Forty years on, the 2.7 still looks fighting fit. This example, which has covered less than 5000 miles for every decade it has been around, is probably fitter than most but it provides a perfect time capsule, enabling us to enjoy an example from one of the most important eras of the 911's life. Imported from the US, it currently

resides unrestored in a time-warp condition in the showroom of independent Porsche specialist Paul Stephens. Luckily for us he's also just handed us the keys.

The light yellow paintwork isn't dimmed by the early morning autumn mist and sitting on its optional Fuchs wheels and with its oh-so-Seventies Porsche script running the length of the sills all photographer Dean Smith and I can do for ten minutes is stare at its '70s brilliance. The bumper bellows look new, the rubber trim equally fresh and the paintwork has a lovely soft



patina to it and the badge on the nose has faded slightly after 40 years under the Pacific coast sun. A concours judge might mark it down for such detail but, as Paul says, “this level of untouched authenticity is becoming unheard of in a world of over-restored, high value classics”.

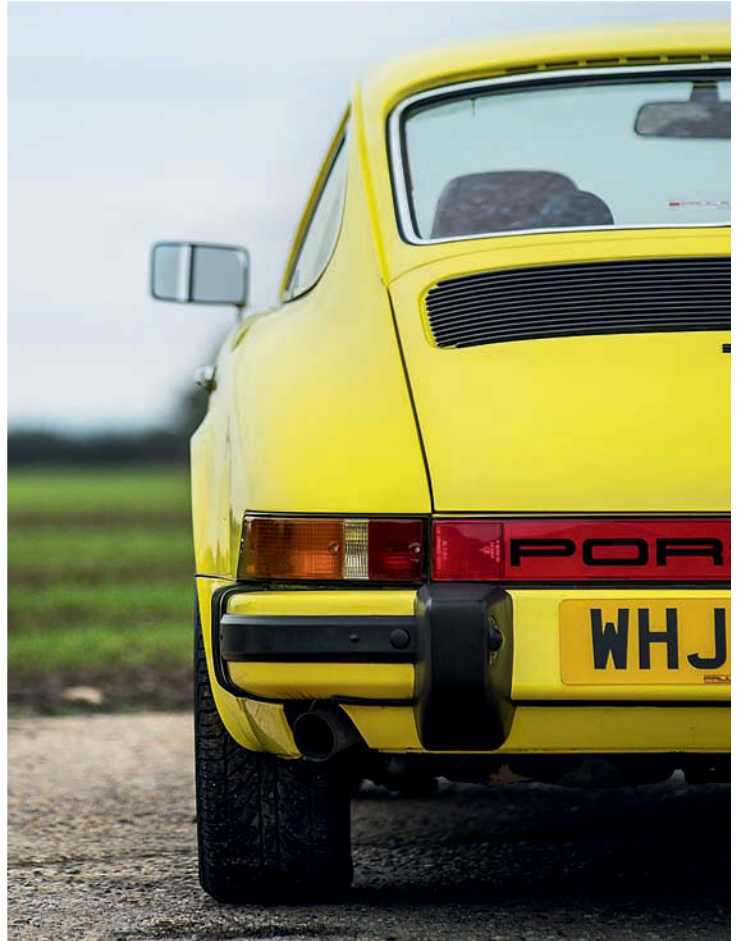
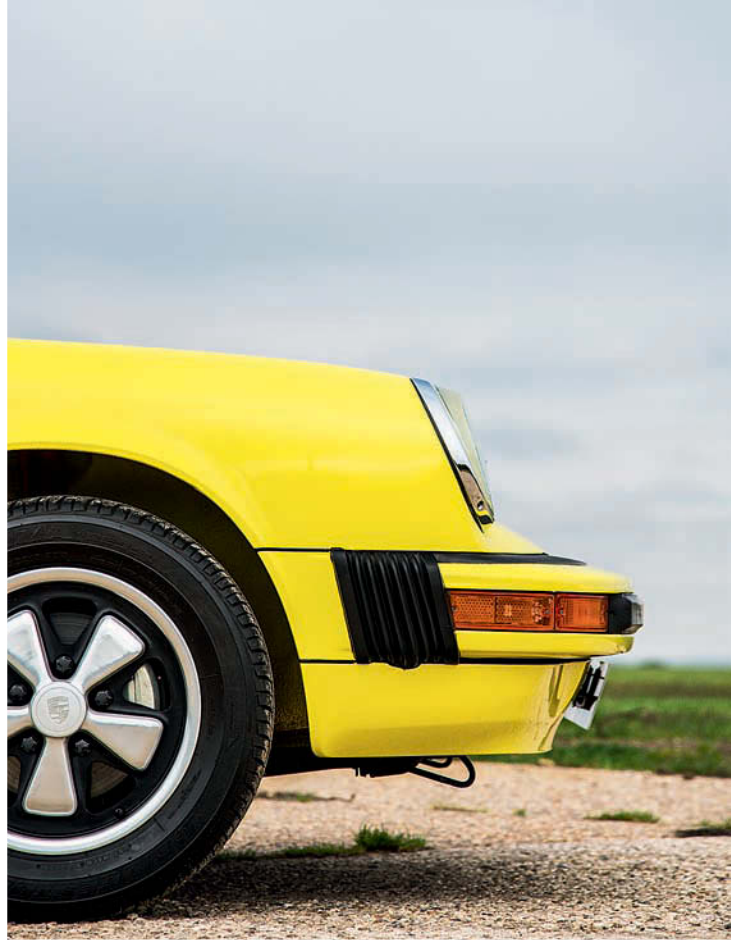
Crack open the door and if the exterior doesn't grab your attention the interior will. The leatherette dash top is unmarked, the seats trimmed in a brilliant light brown hue that shouts 1974 like a Watneys Party 7 and the heavy pile carpet set is finished to match. And it

all looks as fresh now as the day it left Zuffenhausen four decades previously. There's the slightest amount of bobbling on the faces of the seat but it all adds to the authenticity of the car. A look in the rear and it's questionable if anyone has ever sat in the rear seats.

Positioned behind the flat-faced four-spoke steering wheel the cockpit changes Porsche made in '74 are easy to spot. In fact, you can feel them too. It's partly down to the seats, that feel more modern to sit on and position you in the car differently to the low slung and low backed

chairs in the original cars. The more substantial and modern finish of the auxiliary dials and controls is more substantial and clearly a sign of the car being brought bang up-to-date for its time. Although with the heater controls still positioned on the floor there was an idiosyncratic nod to the past.

As expected of a car in this condition, the flat-six fires without a moment's hesitation and there's no unnecessary crank turning. It settles to a tight idle, too, with the hand control throttle delivering the exact amount of adjustment to the





idle speed that you're expecting and that's needed on this first really cold day of the season. We let the condensation puff away from the exhaust for a moment or two giving Dean time to fold his frame and Nikons into the passenger seat. Once he's taken his shoes off, of course.

It's on days like today that you can appreciate the more modern K Jetronic fuel injection system the 2.7 benefited from. Where the 2.4-litre 'six' this engine superseded would need to clear its throat, chug through the lower revs until the red needle swung its way passed 3000rpm, and all six-cylinders are singing from the same hymn sheet, this later 2.7 motor just gets on with it.

The performance gains are negligible. The 2.7 in this most basic form provided 150hp – a figure that positioned it in the middle of the outgoing T and E power outputs. The smoothness and pick up are the biggest noticeable differences, even with the oil temperatures still warming through. This low speed driveability may have taken away some of the 'sports car' element for those who were used to the raw attitude of the 2.2 and 2.4 motors but this change made for an all together more useable and well-rounded car.

Driving this example also highlights the difference between a good and a bad 915

gearbox. This is example is slick and tight, the throw no longer than that of a good G50 and the pace at which you can wave the lever around the gate matches the car's performance perfectly. This 2.7 has the optional five-speed unit, too, but even so you don't find your right hand in the passenger footwell every time you select top gear.

It is perhaps a motoring hack's cliché, but driving a car for a photographer's camera is a very good way of getting to know the subject quicker than you would on a long drive. There really is nothing like driving the same route time and again to get to know a car. As Dean positions himself in the undergrowth in the middle of



The original impact-bumper 911 evolved into some of the most iconic 911s of all time, making the 1974 2.7 Coupé perhaps the most significant of them all



some corners there's the opportunity to run through and repeat a predetermined sequence and learn very quickly what this 2.7 does and doesn't like. It likes revs on the clock between shifts, peak power arrives at 5700rpm but in respect for this car's age we pin the revs to 4500, which generates a delicious mix of power and torque and gives the speedo a nice workout. You're quickly through second gear, into third and up to fourth and the 2.7 sings along as it provides the momentum to reach the end of the long straight leading to our series of corners. I know how I feel in the morning if I'm pushed too early, so the first couple of runs are slow and steady, second gear slow in fact. Too slow. The 2.7 questioning the trouser furniture of the driver. So with the oil up to temperature I call on the optional S brakes later, harder and for a shorter time, dropping just the single gear and asking the S-spec Koni dampers fitted at the factory to take some responsibility. The result is delightful. There's way more body roll than today's Porsches exhibit but that feeling of the weight building on the outer edges of the chassis before settling and propelling you round is pure 911. With each run the speed climbs, the turn-in is later, the car quicker to settle one way than the next through the 90-degree S-curves. At just over 1000kg this is still a 911 from a time that weight forgot and the results are an instance reminder of what mass can do to a car's characteristics.

Putting your confidence in old cars can sometimes be a daunting affair, your expectations always set low as you have no idea of the health of the car you are going to encounter. But when you're thrown the keys to a box-fresh car from a time when you couldn't even hold your own

head up let alone push a car along the carpet, the experience is as intoxicating as jumping behind the wheel of a new GT3. Before the morning is out I'm thinking of how I can convince the powers that be that a 1974 911 would make the perfect company car.

The 2.7 was the right car at the right time for Porsche. It may have arrived during a time of uncertainty but when the world economies settled and the oil began to flow Porsche was ready to capitalise with its sports car. And while behind the scenes the board was looking to pension off its iconic sports car, the buying public had other ideas. As its successor was being planned the 911 began to find more homes than ever before and with it came further developments, bigger engines, more power and a long future.

Today you can buy a '74 2.7 911 for around £30,000, which will get you a car you could use straight away but you'll want to set aside a budget to bring it up to standard during the course of your ownership. They'll be some rust to chase out, trim to replace and mechanicals to overhaul. Or you could spend less than this and take someone's problem off their hands and throw more funds at the situation than the car cost to buy. If you want the very best, such as this example, budget for circa £60,000 – more if you want a more powerful S or Carrera (although the latter stuck with the previous generation's mechanical fuel injection).

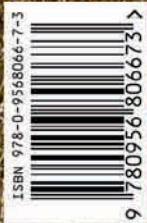
The 911 2.7 was a significant model for Porsche, it showed the company had the foresight to future-proof its product, providing the platform for it to go on to remarkable achievements. It is one of the most significant pieces in the 911 jigsaw ○

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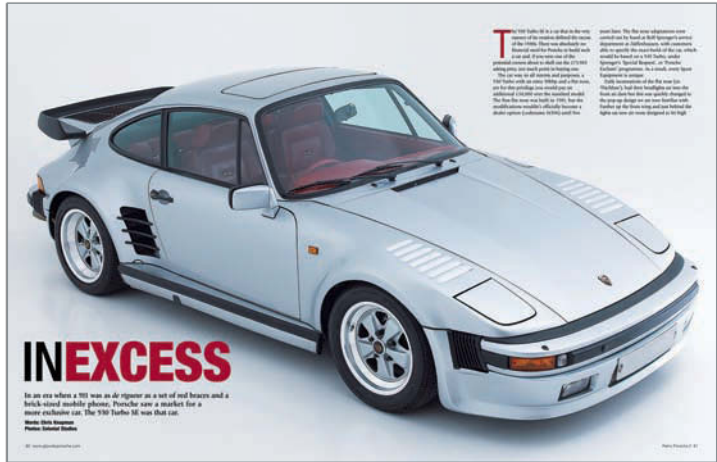


Second Best?

Does the 911 SC deserve its 'door resistor' tag, or is it a quite 911 safety investment?

By Andrew Foster
Photograph: Anne Lange

I know the 911 SC has a reputation for being a bit of a 'door resistor', but when it comes to safety, it's a real contender. In fact, it's one of the safest cars in the world. The reason for this is its advanced side-impact protection system (SIPE), which is a standard feature on all 911 SC models. SIPE consists of a pair of side-impact beams that run along the length of the car, providing extra protection in the event of a side-impact collision. In addition, the 911 SC also features a roll-over protection system (ROPS) that is designed to protect the occupants in the event of a rollover. So, while the 911 SC may not be the most powerful car on the road, it is certainly one of the safest.



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In an era where a 911 was an air resistor in a set of red braces and a single round multi-spoke, Porsche saw a market for a more exclusive car. The 930 Turbo SE was that car.

The 911 Turbo SE is a car that in the eyes of many is the most desirable of the 911s. It was the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel.

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LIVING LEGENDS: 911 CLUB SPORT

In the late lightweight 911 since the 2.3 RS, the 2.2 Carrera Club Sport had its work cut out. How well can this car '11' stand the test of time?

By Andrew Foster
Photograph: Anne Lange

The 911 Club Sport is a car that in the eyes of many is the most desirable of the 911s. It was the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel.



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Club Sport is a car that in the eyes of many is the most desirable of the 911s. It was the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel. It was also the only 911 to feature a multi-spoke alloy wheel and a multi-spoke alloy wheel.

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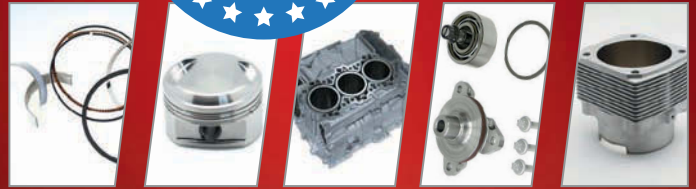


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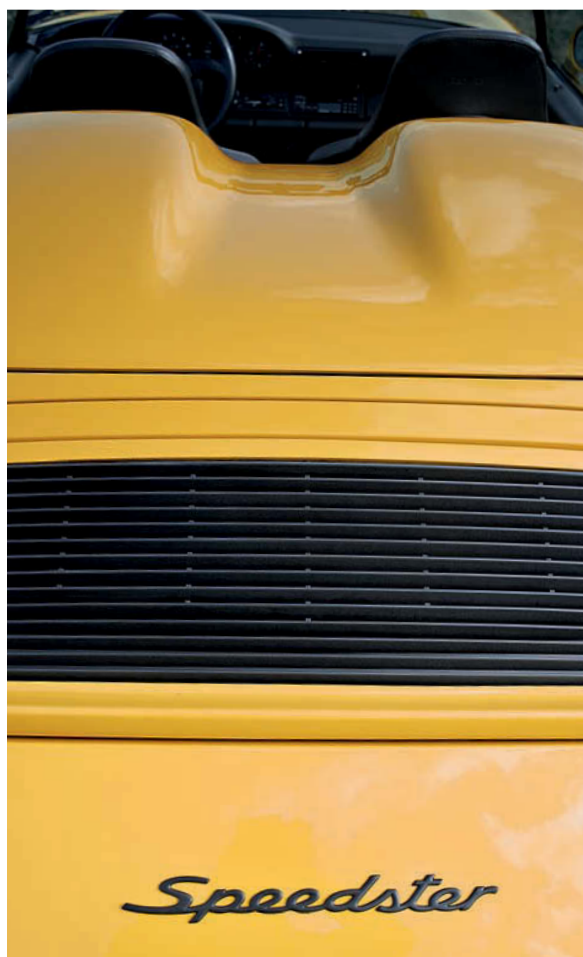
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SECOND COMING

Considered a flop when new in terms of both sales and driving experience, is it time to re-evaluate the 964 Speedster? Andrew Frankel thinks so.

Photography: Gus Gregory

On paper the Porsche 964 Speedster appears a very good way to ruin a perfectly good 911. The thing about a 911, the very essence of an appeal that has nurtured and nourished the world's greatest and most enduring sports car these 50 years and more, is that it is an everyman car. Want to go screaming up a



There was no more power for the Speedster's engine and it weighed the same as its Cabriolet cousin, although it was far less popular with buyers with less than 1000 examples sold



The manner in which the Speedster delivers its performance is utterly charming

mountain road? Take the 911. Going on a touring holiday around Europe? Pure 911 heaven. Have to sit in heavy commuter traffic? A 911 will do it as well as any sports car. Need to take the kids to school? Even if said children might not like being stuffed in the back they'll forgive you because, hey, they're going to school in a 911.

So you take this most winning of formulae, build a little bonfire and throw it on top. What emerges is a 911 that's inferior to a standard 911 on decent road, impossible to take on holiday, would be useless as a commuter car and is literally unable to take more than one child to the end of the road, let alone school. Welcome to the weird and wacky world of the Speedster.

It's lucky no one has yet written a computer programme that can provide reliable assessments of cars, partly because it would mean I'd be out of a job but perhaps more importantly, said reviews might be rather boring

to read. But if you fed all the data about the 964 Speedster into the brainiest of mainframes, it would still confirm what I've always suspected: Speedsters are rubbish cars.

Or at least that's what I'd always thought. And when I figured out why I thought that way, it turned out it all dates back to the 1980s when *Autocar's* then European editor Peter Robinson drove a Speedster and concluded his report with a line that has stuck with me ever since. It read: "The bathtub is dead. Let there be no more of this nonsense". Damning stuff, you'll agree, and doubly so given it was coming from the pen of probably the most respected motoring hack in Europe at that time.

But for two outstanding factors I'd probably have left it at that, but the truth was he was referring to the earlier G-series Speedster not the 964-based car in front of you and the slightly awkward fact was that I'd never driven a water-

cooled Speedster myself. Could it really be that bad? Time for a trip north to Porsche obsessives Specialist Cars of Malton to find out more.

I doubt I've seen a 964 Speedster in the 20 years since it was last on sale and perhaps predictably, hindsight allows you to view it with kinder eyes. Back then I'd have looked at its wildly impractical two seat configuration and fiddly, emergencies-only weather equipment and wondered why on earth Porsche bothered.

Despite its shorter, steeper windscreen, lightweight Carrera RS doorcards and the deletion of those rear seats, the car was identical to the standard Carrera 2 Cabriolet of the time in both mechanical specification and weight. Would I have thought it prettier? More striking for sure, but prettier? I doubt it.

But now I see it a different way, and through the prism of all those 993s, 996s, 997s and 991s that followed it.



At the time the 964 Speedster, for all the inefficiencies of its design, was for Porsche a car of the purest expedience. The company was fighting for its survival, brought to its knees by a combination of falling demand for ageing products and the ruinously expensive costs of making said products. Anything that was simple, affordable, easy to do and would result in a few more sales was manna from heaven to Porsche at the time.

The Speedster was all of those things. The previous Carrera-based Speedster had actually done fractionally better than expectations with over 2100 units sold so it seemed at least logical that the same might be able to be said for the 964-based car. Logical but not true. It seems a greater than five year gap is needed for the novelty to renew itself between Speedsters and this 964 version tanked, the intended 2000 plus production run fizzling out even before it reached four figures.

Should this bother us now? Yes, but only in a

positive way because a lack of success then spells rarity value now: 964 Speedsters are far more valuable than their Carrera-based forebears and when you consider they are more scarce even than the fabled 964 RS you can see why. And if you want a cross-marque comparison, Ferrari made more F40s than Porsche made 964 Speedsters.

And I love the way it looks. I know no 964 is conventionally pretty but instead of trying to hide its inherent ugliness, the Speedster seems to want to celebrate it. In gloriously gaudy Speed yellow with optional body coloured wheels, the Speedster is an impractical extrovert and not in the least shy about saying so.

Of course it operates like any other 964, at least until you get around to the apparently infernal business of trying to put the roof down, a task I was only too happy to leave off the job sheet for the day. Inside the architecture is pure 964, though customers could choose to spice it up by having everything from the gear lever

and handbrake past the seat backs to the instrument cluster in the same colour as the body. As mentioned there are no rear seats, just that funky plastic cover with its double bubble design. You could order a Speedster with either five manual or four Tiptronic gears but I can't imagine many opted for the latter. Mercifully this one has the full complement of pedals in the footwell.

This Belgium-sourced car may be over 20 years old but it looks and feels new. Having fewer than 15,000 miles on the clock undoubtedly helps but it is only now that you can start to see how unrealistic Porsche was being with its over-engineering back then. With structural soundness that would put many a brand-new design to shame and the classic 3.6-litre flat-six purring away behind me, we set off to the moors to find out more.

I took it to, and flung it across, one of my favourite roads in England because I felt that was the least it deserved. And it surprised me in a

The Speedster was introduced as a cheap fix to boost flagging sales. Not that this stopped the engineers from working additional costs into the car such as the costly raked windscreen



largely positive way. If there was any disappointment at all, it's that it doesn't feel that quick, which just goes to show how perspectives have changed in the last 20 years because back then, and to me at least, any 964 was a rocketship. But the tough truth is it packs less power and carries more weight than a bog standard basic Boxster today does and the car performs accordingly.

Even so, the manner in which the Speedster delivers its performance is utterly charming. Perhaps because of the lack of roof and material between the engine bay and cabin, the motor sounds so much better even than your average flat-six Porsche donkey. I will say it's not especially loud, but it's stunningly smooth and sonorous. I had also forgotten how the engine concentrates its power in the upper reaches of its rev range and in an impractical car like this, that seems entirely appropriate.

It handled beautifully too. Bearing in mind its

age and value I didn't feel inclined to drive it on its door handles, but I did hustle it quite hard through some corners and was rewarded by wonderfully communicative steering signalling perfectly the build up in cornering force and absolute, unquestioning stability.

I can recall getting on the wrong side of a couple of 964s in period and while they were far easier to sort out than a Carrera, which could be fairly merciless, they still kept you on your toes. I didn't get that with the Speedster, though perhaps that was because of the modern Yokohama boots it currently wears.

The biggest surprise for me was that the Speedster was perfectly civilised at speed. With all I'd read about shot-blasted foreheads and looking at that abbreviated screen, I thought I might regret not bringing a cap to wear in the car or possibly even a helmet. But it was fine: there's some wind whistle but what's left of my hairline went near enough unruffled.

Not many cars make you rethink a position you adopted many years ago. Then I thought the Speedster was a silly car and a pointless Porsche and, who knows, maybe back then it was. Certainly its sales suggest it failed to connect with the public in the way its maker intended. But that was then. Today it remains a toy, a car likely to be one member of a far larger collection brought out when the long range weather forecast is entirely unambiguous. And in those moments it would be a delight – so much more interesting than a standard 964 Cabriolet both in appearance and concept, even if both are also more flawed. Forget the fact that this is not a great Porsche and consider instead that it is a rare and fascinating one that when it comes to what matters most with such cars – the driving experience – more than matches the promise of its appearance. Having never driven one when it was new, it was a gap in my knowledge I am far more glad to have filled than I'd ever expected.



THE STORY OF THE SPEEDSTER

The Speedster on these pages may only be a mite over 20 years old, but the story of the Speedster name delves some 60 years into history and owes its existence not to Germany, but the United States.

In 1954 Max Hoffman was the man who imported Porsches into the United States and the 356 was doing very nicely, accounting for a third of global Porsche sales. But he also realised that at \$3400 for a basic 356 it was a very expensive car costing, for example, \$400 more than a Jaguar XK140 with an engine well over twice the size. Sales were being lost not only to Jaguar and other British importers like Triumph and Austin-Healey, but also the then brand-new Chevrolet Corvette with its small block V8 motor. Remember too, this was an era when drag racing was close to a national sport, and thousands of wannabe Danny Zukos were buying cars often on their ability to go, as the song says, 'burning up the quarter-mile'.

Hoffman insisted Porsche produced a 356 that was lighter and therefore faster than standard and that it be sold for less than \$3000. It is some measure of the clout he then wielded in Stuttgart that such a car was duly produced and sold for \$2995 and that it carried the 'Speedster' name Hoffman had coined for it.

Under the skin, the Speedster was a standard 356 and its evolution from 1954 until production stopped in 1958 follows that of the

car upon which it was based. But it was stripped out, carried only vestigial weather equipment and a shorter, raked windscreen that might have looked cool but was really designed to be easily removed for weekend racing. The car was so sparsely equipped to keep the price below \$3000 that even the rev-counter was an optional extra.

Today the original Speedster is a Porsche icon, despite the fact that with production numbering in the thousands, it is the most common of all generations of Speedster.

It took Porsche 30 years to get around to building another, perhaps partly because despite its success, that low list price meant Porsche reputedly made little or no money out of it but also because it wasn't until the 1980s that Porsche once more had a cabriolet upon which to base it. The original prototype was built in 1983 and looked like a 911 that had driven underneath a lorry and had everything above waist height neatly shaven off. The actual production version had to wait until the 911's 25th anniversary in 1988, appearing with a similar short and raked screen to the 356 Speedster but boasting wide-body Turbo panels and emergency weather equipment below a glass fibre cowl. As reported earlier it did well, with over 2000 units being sold, some contrast to the mere 925 964-based Speedsters that followed too closely behind.

The most recent Speedster marked a

departure if not in concept then certainly in positioning. While the 356 Speedster had been a budget model and the Carrera and 964 versions positioned between the prices of a coupé and cabriolet, the 997-based Speedster was a high end, limited edition car built in a strictly limited run of 356 cars.

Launched in 2010 for a price of £144,100, it cost a socking £62,000 more than the Carrera 2S Cabriolet upon which it was based. This was justified by the standardisation of a wide range of options including the wide-body of the C4S, a 408hp motor, PDK, PCCB and a limited-slip diff plus numerous elements from the 250-off 911 Sport Classic including cod-Fuchs wheels and leather linings or everything from the ventilation slats to the coat hooks. And its roof was even reasonably simple to erect and stow.

Time alone will tell if Porsche plans another Speedster. The name seems too good to leave on the shelf but perhaps it's hard to see the 991 reinvented this way, even as the run-out special it would almost certainly need to be. It would be far better to give the Boxster the treatment, much as Porsche did with the Spyder, and produce a really slimmed down, stripped-out road racer. Just don't expect it to cost less than the donor vehicle as did the original Speedster all those years ago. The world in general and that of Porsche in particular no longer works like that ○



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POWER RANGER

911s of a certain vintage may be becoming collectors' cars with price tags to match, but thankfully there are still a few prepared to improve on Porsche's standard work.

Story: Adam Towler Photography: Gus Gregory



ooks fairly innocuous, doesn't it? Sure, when you take a second, longer glance, the aura is very much '74 Carrera, that little-known successor to the 2.7 Carrera RS and a wonderful car in its own right. But without the striking graphics and primary colours, only those in the know would really question what might be living underneath its impish Bürzel.

But you should take note, and if a printed magazine had a way of transmitting sound, you would almost certainly do so; behind that squat, purposeful stance exists one of Redtek's stage one competition engines. Producing 275hp from a short stroke 3.2-litre engine, it's as insatiable for revs as a Porsche accountant is for adding equipment to the options list.

"The idea behind the build was a '74 replica with today's technology," says Redtek's Nick Fulljames. "I wanted more grunt and all the extras on the car. I also wanted something that I could spank up to Scotland in, get out, and still have all my teeth and kidneys functioning." Proper speed and usability, then, in a traditional looking 911. Sounds appealing already.

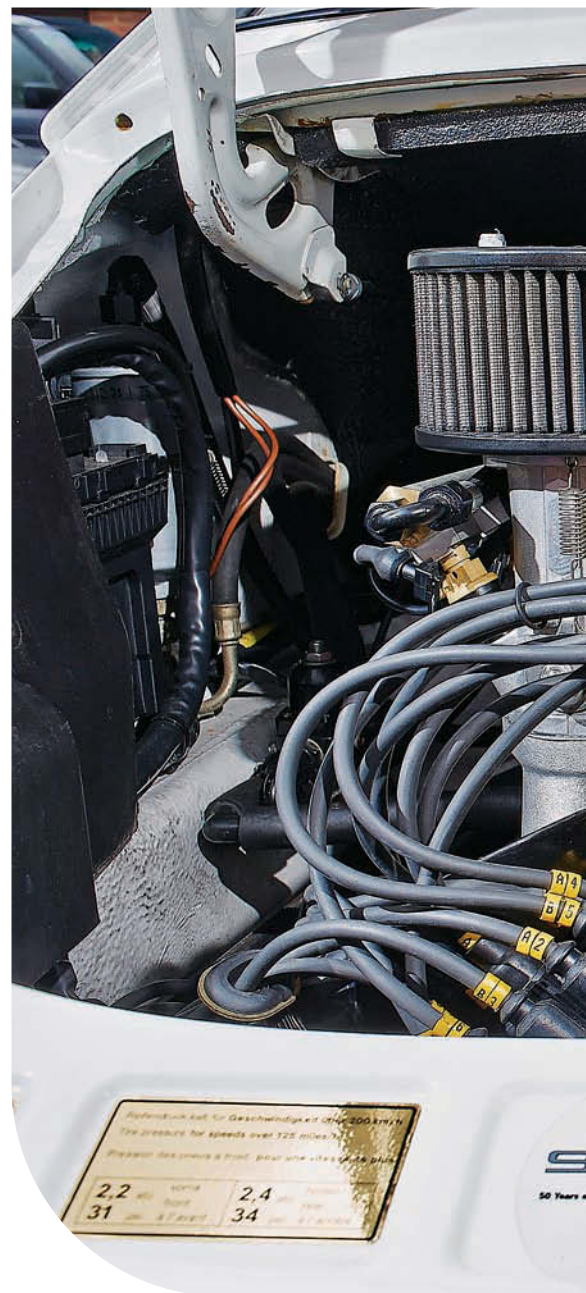
Fulljames has a long history in motorsport and Porsche engine building. Today, working from premises in Brackley, his Redtek company has a formidable reputation for building some

of the best Porsche flat-sixes in existence. I can't wait to see how that reputation transposes on to the open road.

The basis for this car is a 1978 911 SC. That approach now seems amusingly obsolete given that SCs are commanding proper money in the marketplace, but it wasn't that long ago that scruffy examples were seen as little more than a starting point for creating something different.

Originally registered in the UK, the car spent a period of time in Ireland before returning to the mainland. The then-current owner had already started to strip it down when Nick acquired the car, placing it into storage while he simultaneously acquired parts for the build.

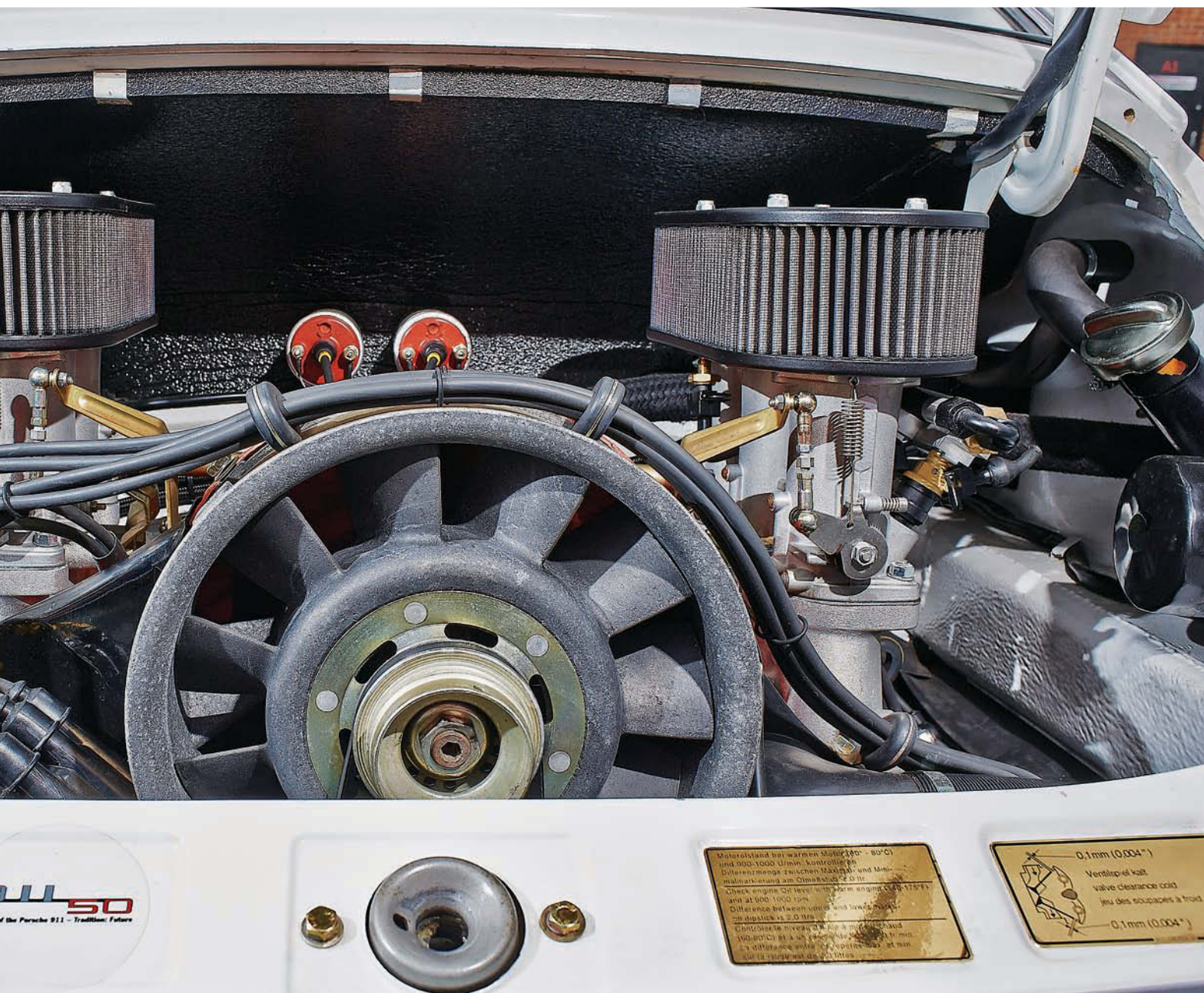
The SC was stripped back to a bare rolling 'shell, new front wings were fitted along with the ducktail lid and restored impact bumpers with new seals and bellows. The ugly headlamp washers of the later cars were removed, and the entire 'shell was treated to a coat of Porsche Carrara white paint. Inside, a new carpet set was fitted and the interior restored to early SC specification; underneath, braking power was considerably improved with the fitment of 3.2 Carrera 304mm front discs and the four-pot callipers from a Boxster. For the rear axle the SC's standard 290mm and two-piston callipers were reconditioned.



The suspension also received a through rebuild, with the front uprights media-blasted and rebuilt with new Bilsteins (standard UK Sport spec), and every other component either reconditioned or replaced where required, such as the wheel bearings. To finish the running gear, a set of 7-inch and 8-inch Fuchs wheels were sourced, reconditioned, and shod with Toyo's T1-R tyre: 205/55s on the front and 225/50s on the rear.

So far it all sounds like a thorough but not exceptional refresh of an ageing SC coupé. However, the real reason we're featuring this car, as has already been hinted at, lies under the engine lid – and that's hardly surprisingly when you consider Redtek's stock and trade.

Following Porsche's own ploy for increasing



275hp from a humble 3.0 SC means there is something special going on under those filters and trumpets. In this case an additional 500cc is just the beginning of the transformation

the potential of the SC back in 1983, Nick expanded the venerable flat-six to 3.2-litres. However, in pursuit of what he calls “a nice revvy motor” he achieved that same increase in capacity by upping the bore size to 98mm. In the factory cars the bore was kept the same as the SC models at 95mm, and the longer stroke crankshaft and rods from the Turbo models used (74.4mm). In theory, Porsche could have utilised both the bore size and crank of the Turbo to create a 3.3-litre Carrera, but stuck as it was using a 915 transmission at the limit of its torque-handling capability, and with the G50 ‘box pushed down the development list by extravagant projects such as the 959, it was thought prudent to restrict the engine’s torque

by capping the capacity at 3.2-litres. By selecting an alternative route to enlarged displacement the Redtek engine should have quite a different character to the factory car. Of course, the changes don’t end there.

This particular engine received the full Redtek treatment, being stripped right down and cleaned until it was almost as new. The crankcase was then ‘boat tailed’ (gas flowed) – where the webs of the crankcase are given tapered edges to improve the gas flow – and the crank assembly was balanced having been assembled with ARP rod bolts. The 98mm Mahle barrel and piston sets sit behind heads with 42mm ports and twin spark ignition, there are RSR-spec camshafts, shot-peened rockers and new valves and guides

– in fact, the whole engine is rebuilt with new parts. Dillivar head studs from a 993 are used, and the engine breathes through twin stacks of PMO 46mm throttle bodies for the fuel injection system, complete with K&N filters atop the trumpets. A Canems electronic management system assumes responsibility for the running of the engine. Redtek fit Motec systems on request or where it feels the additional functions offered by the latter warrant the larger financial outlay, but Nick is an admirer of the small Scunthorpe-based Canems and its systems.

Predictably, the compression ratio undergoes a fair hike over the early, low-compression SC specification (these ‘77-’79 SCs were set up to run on 91-Ron UIS fuel), and now stands at



To the untrained eye this could be a regular late '70s 911 with a few ubiquitous upgrades, but its performance will leave its driver and passenger in no doubt that it's a bit special



With next-to-no inertia the revs immediately pick up and then die away as quickly as they arrived

10.3:1. The dyno power graph reveals peaks of 275hp at 6600rpm (with maximum revs at 7000rpm) and maximum torque of 250lb ft produced at 5250rpm – obviously, very healthy increases on the 180hp and 195lb ft this car would have had when it left the production line. Nick adds that spikier cams and a less restrictive exhaust than the current, relatively sane single pipe item should enable a nice round 300hp to be achieved.

Finally, the gearbox was completely rebuilt, with all new bearings, with new dogs, syncros, seals and gaskets also included. The clutch and flywheel are of a lighter specification, and there's also a Quaife limited-slip differential.

Slide inside and this SC is typically dark, dour, late 1970s Porsche. The tombstone seats have a lower headrest than the 1980s versions found in a 3.2 Carrera, but the sparse interior is soon full of something much more stimulating than minor observations about late-'70s Teutonic performance cars. The engine fires immediately on the turn of the key and quickly settles into a steady idle. It's a dry, uniquely Porsche sound, with the kind of metallic edge that defines the more sporting 911s from the previous decade rather than the sound more usually associated with the mellower, deeper, more rounded nature of the Bosch K-Jetronic equipped SC.

There's no reason to blip the throttle, but of

course you do anyway, and in doing so reveal the clearest hint yet that this car isn't going to behave like any ordinary late 1970s 911s. With next-to-no inertia the revs immediately pick up and then die away as quickly as they arrived. So you do it again, and revel in the direct link between the flex of your ankle and the eagerness of the engine to get to work. The sense of anticipation is now threatening to take over completely.

Nevertheless, this wouldn't be a thorough test if we didn't at least attempt to drive this SC in a vaguely normal manner. The news is almost all good: you can operate this engine in normal traffic without issue, and there's plenty



of low down torque – albeit not staggering amounts of the stuff – to lug the 911 around congested routes all day long. I say ‘almost’ because the engine does occasionally fluff when you apply small amounts of throttle. It’s more of an irritation than a major inconvenience, but Nick is aware of the issue, citing the more subtle areas of the ECU’s map on part-throttle as the culprit. This car is due a tuning session with the laptop to iron out the faults: today we’ll just have to live with them.

Initially, I build up to experiencing the engine’s real powerband in stages, which is common sense as I see it, but it rapidly becomes clear that while the motor pulls nicely from 3000rpm, and gets more then energetic from 4000rpm, what it really wants you to do is weld your right foot to the bulkhead at 5000rpm and leave it there until the rev counter has swept frantically around to 7000rpm. It is a great surge of power. In a car weighing less than 1200kg – this 911 has around 240hp/ton, which is entirely comparable with a current 991 Carrera for instance – it’s enough to make the car bolt for the horizon. Grab another gear as fast as you can and the process starts again: string a few gears together like this and you’re soon deep into three figures – allegedly.

What an adrenalin rush it is to drive an old 911 that demands to be driven as hard as possible. We’ve all become used to naturally aspirated engines that, via clever variable valve systems, variable intakes and sophisticated electronics, give us the best of both worlds: low down response and top end power. In addition, there’s the increasingly common use of turbocharging, which provides so much performance for so little effort, especially in their modern, lag-free installations. Nevertheless, for raw, animalistic excitement, there’s an awful lot to be said for an old-fashioned power delivery that demands you work the engine on cam and hang on tight. Once you’ve sampled this motor, it’s hard not to drive everywhere as though your undergarments are spontaneously combusting.

If the acceleration is impressive, the sound track matches it for appeal. Those long intake tracts produce a metallic rasp that permeates deep into the brain, tickling your eardrums and shifting constantly in timbre and melody. It’s the sort of noise you play little tunes with when you’re stuck in slow moving traffic; the kind of engine where every downchange simply has to be rev-matched to release a yelp over your shoulder. Approach 7000rpm and the experience is different again: now it emits a bear-like roar, loud enough that even shouting wouldn’t allow a conversation with a passenger.

Once the effect of the engine has subsided – slightly, at least – the rest of the car starts to shine through. Although nothing radical has been implemented with the chassis, this car is a fine demonstration of how a carefully rebuilt 911 with standard components is often preferable to a tired example with ‘performance’



Nothing to see here, Redtek has left the SC’s interior alone for the genuine sleeper effect

modifications. The chassis is pliant enough to work well on the twisting, bumpy north Buckinghamshire country lanes around Redtek’s base, but not so soft that the car ever feels like it is getting ragged, even with the power on offer. The steering remains light and as willing to feedback information about the road’s surface as you’d hope. Meanwhile, the additional traction afforded by the limited-slip differential provides the reassurance that the extra power isn’t going to spin away uselessly on an inside wheel – traction is excellent, the car squatting down and firing out of corners in the best 911 tradition.

An engine with this performance might stretch the standard braking setup, but the larger front discs and callipers have no trouble in retarding

even enthusiastic progress, and the pedal has a nice feel underfoot as well.

Nevertheless, in this 911 you live for the moments when you can drive the wheels off of it. Once sampled, it’s hard not to decide that what an air-cooled 911 of this vintage simply has to have is an engine that spins enthusiastically and purposefully to 7000rpm, although those owners already searching for their wallet should know first that for Redtek to build a similar engine would cost in the region of £21,000. Or you can buy this actual car; it’s a highly usable, impact bumper 911 with a heart of fire ◯

Thanks to Nick Fulljames at Redtek (www.redtek.co.uk/01280841911). The car is for sale for £59,995

*What it really wants you to
do is weld your right foot to
the bulkhead at 5000rpm*





Paul Stephens

The Essex-based Porsche specialist has recently moved into the later water-cooled Porsche market and has opened up a new service facility, too.

Essex-based Porsche specialist Paul Stephens has established itself over the last 20 years as one of the go-to independents for all things air-cooled and Porsche-shaped.

Any visit to its showroom results in hours lost staring at the incredibly wide range of classic Porsches the company always has in its possession. Short-wheelbase 2.0-litre cars line up alongside immaculate 930s, and iconic 2.2 and 2.4 T, E and Ss finished in all manner of iconic period paint schemes sit next to later 964 and 993 Coupés, Cabs and Targas that never seem to stick around for long. Mix in the Carrera RSs that customers entrust Paul and his team to manage the sale of and a

small part of Essex becomes an extension of Zuffenhausen.

But there is always more than the standard metal on its stock list. Be it a 911 hot rod or an RSR rep with a breathed upon 3.0-litre motor, a featherweight R replica or an SC paying homage to the 911 SC RS complete with Rothmans livery, if you're looking for the bespoke, chances are Paul will have it in stock.

Talking of bespoke, a recent addition to the business is the launch of PS Autoart, the exclusive service Paul offers to those looking for a very personalised back-dated 911. Finished to the highest standards with a fastidious attention to detail, the PS cars are proving to be a popular choice

amongst collectors with each new example being different to the last.

While established as a classic Porsche mecca, Paul has always had later water-cooled cars in stock, such as GT2s and 3s and Turbos, but more recently, to coincide with the opening of its new on-site workshop the company has expanded into the wider water-cooled Porsche market.

The new workshop has allowed the company to bring the services it offers under one roof (although bodywork and paintwork is still out-sourced to local specialists), and is now able to offer regular servicing, engine and gearbox rebuilds, brake and suspension performance upgrades, track day preparation and restoration work. By

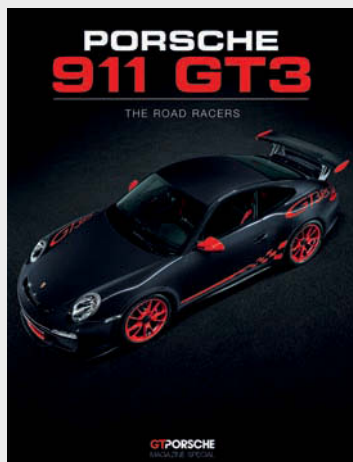
investing in this facility the company is now able to provide support and services to later water-cooled models which require more complicated pieces of technology and equipment than, say, a '72 2.2S. To bolster the new sales side of the business Paul Stephens has also bought in water-cooled Porsche sales specialist James Richardson.

So whether it's a 356 or a 911 T you are after, a gearbox rebuild or a 997 Carrera GTS or Cayman R, Paul Stephens is happy to help with your next classic Porsche, no matter its age.

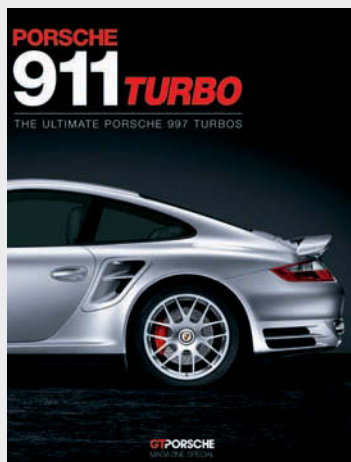
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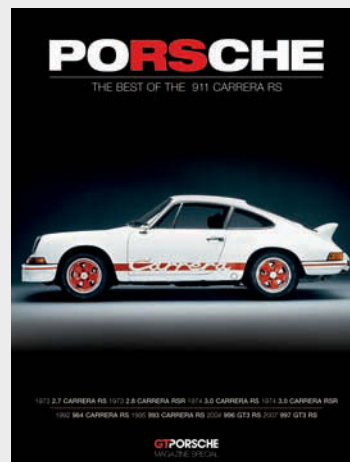
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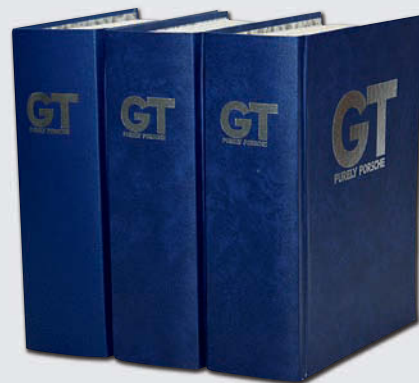
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It's been a while since I last drove the 356 and over a year since I had raced at a new circuit, this time Castle Combe. And what a fantastic race it was; a proper old dice with an Aston Martin DB2/4 on a super fast track, lots of thrills and thankfully no spills, on a provincial circuit that has retained a lovely period charm.

We qualified 15th out of the 26 starters and finished two places higher, all against machinery with at least 50% more engine displacement, so that was very satisfying. The weather held for the day and we also got the chance to watch a few races, which is a rare treat. After watching the exploits of others, Ian and I concluded that we'd earned our stripes as racers and had the right to sit quietly but confidently on the grid, knowing we had a good little race car, with drivers who are beginning to build some appreciation of what to do now! There's still a lot to learn and we have more development for the car planned, but we had earned our place on the grid and in the paddock.

Next year's race calendar is already in the diary and comprises the Autosport three-hour, Donington Historic Festival, Silverstone Classic, and the Spa Classic in Belgium. Money and time permitting we'll also do Castle Combe and other FISCaR and pre-'63 GT races as the competition is contemporary and because of the absence of hot rods

that seem to abound in other series.

Meanwhile, it's getting slightly tedious towing the race car with a standard engine in the bus, albeit one that's lightly warmed over with dual 42DCNF carbs and a tuned exhaust, so next year we'll get the period hot rod motor built and installed, complete with 84mm Okrasa crank, EMPI SPG 82mm crank, magneto, and high performance heads. This little package should produce about 160hp but more importantly provide stump-pulling torque. Combined with a taller ring and pinion in a rebuilt gearbox should allow for a steady 70-75mph up hill and down dale.

The Okrasa Special has moved forward significantly recently. When I last wrote we had finished the model and were preparing to translate the model dimensions on to paper and then from the large sheet of paper on to plywood stations, that would then be assembled into a wooden buck.

There are three measurements (depth, height and length) for each of the 600 reference points, so it was going to be a long old winter of measuring and noting! And this was only model to paper! So I called in 3D Engineers that does this sort of thing for a living – check out its website (www.3dengineers.co.uk) and have a good rummage around the site, it's wonderful.

Aside from being a thoroughly nice bloke who seemed very



Steve has some news people, you might want to grab a hanky for this one.

knowledgeable, Stuart (the owner) had some impressive credentials, having done scanning and buck work for various cars including a Ferrari 250GTO, Jaguar XJ13, and AM DBR2. Stuart turned up with his bespoke 3D scanning equipment and spent a day scanning the model. He was thoroughly impressed with the model, remarking that it's the furthest progressed design work that he's come across since setting the company up. He also scanned the chassis and roof to ensure the model would line up with the existing reference points – fortunately they matched almost perfectly. After a few calls with Barry the coach builder to clarify details such as the model rising above the existing rear window line on the chassis itself being correct, Stuart supplied a series of images that are being sent to the CNC machine shop as I type. If we've got a slot early enough Stuart will be able to assemble the buck on the car and Barry can start rolling ally!

The Razor Edge Ghia is taking a well-earned break after the mammoth road trip we did last year and the 2.2 S is sitting patiently for its next opportunity to make my palms sweaty and the hairs on the back of my neck stand on end, while the '54 356 Pre-A is quietly gathering dust in the corner of the workshop, waiting until time, money and inclination gather in sufficient quantities to move it into the centre of the workshop to dry

build before we restore it.

So if this feels like a wrap up of the year and a sign-off, well it is! After 12 years as *GT Porsche* magazine's longest serving contributor, it's time for pastures new. I've thoroughly enjoyed writing for the magazine and have had some tremendous opportunities. I've often found myself in situations thinking 'even if I had all the money in the world I couldn't buy this car as it's not for sale – and I'm getting to drive it!'

The highlights? Well a wild passenger ride in a 906 around Brands Hatch trying to keep myself from being rattled out of the passenger seat as Nick Fulljames ignored the safety car and blasted off into the distance on the parade lap. A sublime drive over hilltop roads in a genuine 42,000 mile, unrestored 1973 911RS was pretty special and a definite bucket-list experience (they're as good as everyone raves by the way). The experience in the GT1 at Silverstone left me jelly-like at the end of just three laps and was other-worldly, and doing a road trip to Italy in my 2.2 S years ago and then getting the chance to relive it all again by writing about it was special!

But the best? My first column when the editor asked me to write a few lines about the trials and tribulations of owning an old 911 for a new magazine that had just recently hit the shelves... Enjoy *GT Porsche* and make sure you drive your Porsche like you stole it ◯



long-term fleet

It's MoT and annual service time for some of the fleet while one intrepid contributor decided to go for a walk this month...



2004 996 GT3

It's big bill time. That time of year when everything needs replacing or paying for in the same month.

Insurance. Renewed with Mannings Insurance who are, still the best possible policy you can get if you want to track your car on a regular basis. Although this year there have been a few key changes to the policy. Namely that European track days are no longer covered as part of the premium, which means each Euro track day now attracts a £250 premium, which while sounding a lot, is still considerably cheaper than any of the other alternatives. Unlimited UK track days are still included in the policy, which still makes it a bit of a bargain considering most other policies available carry very similar premiums with a limited number of days. In order to offset a small increase in my premium due to last year's claim I've significantly reduced my policy requirements, dropping from unlimited

annual mileage down to 3000 miles per year and removing both business and commuting usage. I could have reduced it even further by removing my wife from the policy, and given that she has only ever driven the car twice that would be no hardship. But there is always the possibility she may need to use it in an emergency, so she's stayed on it. In total the changes have shaved several hundred quid off the premium bringing it in significantly under what I was paying last year. Small mercies.

Road Fund Licence. This one has been a bit of a tough choice. In reality, I could probably get away with SORN'ing the car for the next few months, letting it sit snug under its duvet in the lock-up during the worst of the weather, but the thought of that is quite depressing. So I've dumped another 12 months of tax on FAB so at the very least I have the option of taking it for a spin if time and weather permits. In the scheme of things it's an

insignificant sum, the car's age ensuring the bill doesn't sting quite as much as it would on a more modern high performance car. In fact, I've been invited to a Mission Motorsports charity supercar day at Anglesey later this month, so the insurance and road tax may come in very useful.

Servicing. I've always over-serviced and maintained this car, so it makes perfect sense (to me at least) to keep this up regardless of the fact that my mileage has dwindled to virtually zero over the last few months. So off it went to Sports and Classics in Knutsford who has looked after the car since the day I got it, for a check over, big service and an MoT. The service included air filters, oil, pollen filters and the usual other ancillary checks. The belts have all been changed in the last 12 months, as have all the cooling components and the spark plugs were done a couple of months before I bought the car in 2012. So a lot of the

big-cost items were already covered making the bill slightly less painful than it could have been. Unfortunately that wasn't all the work that was required on this visit.

MoT. I think this is the first Ministry of Transport annual inspection that any of my Porsches has failed. Sport and Classics use an MoT station next to its unit so the news came in quickly that all was not well. Failures on the front brakes were to blame, cracking in both the discs and the pads were the issue. To be honest, I was a bit taken aback. I had always assumed that as long as the car stopped with a certain amount of pedal pressure and didn't pull one way or the other, that a car would pass. I knew the front discs were cracked around the venting holes (a common issue on any tracked drilled discs) but never realised it would result in an MoT failure. I had no idea they even checked the condition of the pads. It was my plan to replace all the

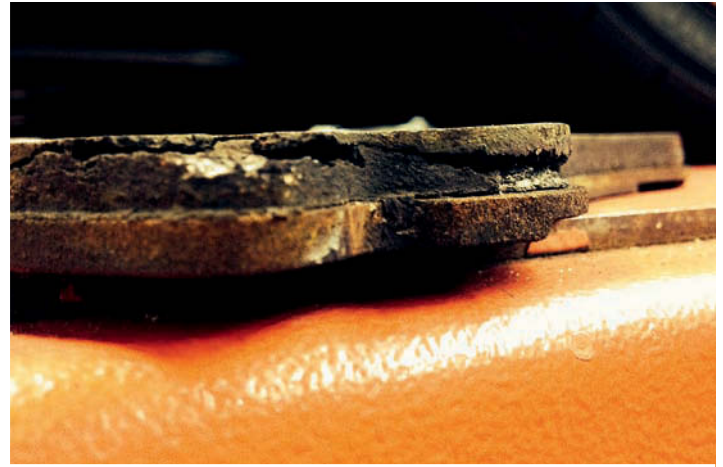
discs and pads in the spring before I started using the car in earnest again anyway, so the fact it needed doing wasn't the end of the world. They were going to get done regardless so now or next year makes little difference. It would just have been nice to spread the cost out over a few months rather than get hit with it all in one go. Oh well.

So as I write a new set of discs (I've done the front and rear even though it was just the fronts that were the issue) has just arrived from www.fvd.de in Germany and a set of

Performance Friction PF08 pads have been dispatched so we can get the car back through the MoT before the end of the week. The reason for the hurry being that Sports and Classic are moving to a new location down the road (and even closer to my house) in a 3000sq ft unit with five ramps.

Let's hope it passes this time so I can get it back in my unit before the clocks change and the weather turns for the worse up here in the currently gloomy north west of England.

Jack Wood
@Jackwood



long-term fleet

1985 3.2 CARRERA

It was time to see what things are like on the other side of the fence last month when the Carrera starred in our cover shoot with the 944 Turbo. As an owner on such a test I discovered a newfound trepidation about taking part: would the car give a good account of itself? Was it clean enough? What if it broke down? It felt odd too, not asking questions about one of the cars in the feature; after all, I wasn't going to interview myself...

It was a fascinating comparison with the 944 as well. As an ex-944 owner (albeit extremely briefly, and not of one that actually drove anywhere) I have a real soft spot for those cars, and as ever, it was striking to see just how different the two cars are. It also reinforced my impression of how much more modern in

concept the front-engined car is, although given the respective eras of the original designs that's no great surprise. There were times when the 911 felt positively ancient.

Thankfully, the Carrera behaved itself on the day, and it's amazing what a bottle of rapid show 'n' shine can do in a muddy photo location. Given the deluge that affected part of the 'shoot, I'm fairly certain I drove the Turbo with more commitment; it was a reminder of how much easier that car is to just jump in and drive.

When it came to straight line performance there wasn't much to choose between the two cars, but keeping the 911 in the Turbo's tyre tracks was made much harder by a gearshift that continues to cause problems. I must admit that for a

variety of reasons that's due to my inability so far to get the linkage seen to by a specialist; something I feel rather guilty about. From discussing it with various experts it sounds as though I might be able to investigate the issue myself, but a) time and b) my ham-fistedness with spanners have so far put that off.

It does feel as though the gear change issue is deteriorating so I shouldn't leave it any longer. A recent driving weekend away with a few mates and their assorted four-wheeled pride and joys would have been a wonderful opportunity to take the Carrera, but at the 11th hour it became obvious the 'box wouldn't be sorted in time, and I elected to take the warm hatch I run daily instead. I then spent most of the weekend

moping about the Carrera sat in silence back in the garage: I felt like I'd let the Porsche down.

Another feature in the mag that stirred up comparisons with my car was the Redtek SC in this month's issue. They might both be white, impact bumper 911s, but – and without wishing to state the obvious – the difference in how they drove was incredible. As ever, the SC has a lighter feel, but what a difference a purpose-built performance engine makes: after the relatively mellow characteristics of the Carrera, the Redtek car bristled with aggression. Achieving the same capacity but via bore not stroke seemed to give the engine a different character, but then given all the other modifications to that engine, such as twin spark



ignition, throttle bodies and RSR-spec camshafts, it's not a fair comparison. It would really take two engines with identical intake and exhaust systems, both running Motronic, to draw any accurate comparisons.

In a way I'm glad the price of the engine – around £21,000 – was not more attainable: the last thing I need is to be day-dreaming about 275hp motors, but at that figure I know such an ambition is very much a long-term prospect, allowing it to be filed away in the grey matter for a rainy day.

Driving that SC also brought a few other contrasts to the fore. I'd never appreciated that the earlier design of seat was shorter in the backrest, but the Carrera's one-piece items are usefully taller and hence provide much better head support. On the

other hand, the three-spoke steering wheel of the SC, with its blocky padding, felt much nicer to hold than the large four-spoke item in the Carrera. There was also no cassette holder behind the gear lever in the SC, leaving that floor area bare, and giving not only a greater impression of space but also more foot area than my car – especially useful given the off-set driving position in right-hand drive 911s. I suppose even if I don't decide to remove that part of the centre console there's no excuse not to get rid of the giant mobile phone holder that's still attached to it: better add it to the job list which, hopefully, by next time I'll have made a greater impression on.

Adam Towler
@AdamTowler





1986 924 S

The 924 S has gotten off lightly this month, with very little meddling. This has not been in favour of the blue car, but merely outside factors and, in part, laziness. That same laziness has even seen a reduction in use, only as I cannot be bothered swapping the cars around in the morning.

When I have been driving the 924 the changeable weather has definitely provided some fun. Again this has been partly due to my student-like motivation. I had been very good at resetting the suspension after track days. It is quite easy: take the carpet from the boot, lay on the ground and turn the adjuster on the bottom of the coilovers to dial back the rebound and compression to make the car more

compliant on the roads. The thought that I could be heading back to the track sometime soon means I save the small amount of time spent laying on the ground, trying to remember, upside-down, how a tap works, time that would otherwise be devoted to a combination of working, drinking coffee, eating Jaffa Cakes and watching the *West Wing*. So I have tended to leave the car set in track mode. In the dry months the firmer ride made very little difference, aside from the obvious rattles and bumps. In the wet there is a little more to contend with. The firmer setup makes the car more fidgety on the road as it moves with any imperfections, and where I live there appear to be plenty of sections

where the road that may as well have been corrugated.

There is an upside to the firmer setup, and that is sensitivity. The car may be moving around a lot but there is so much information about what the tyres are doing and what's underneath them, that driving around the imperfections in the roads and slippery patches is far easier than one might expect. Even for me. With the shocks dialled down I get less information but the car absorbs the bumps, so I ultimately have less of a need to know every little mark in the Tarmac. Another factor with my track setup, is that I have the rear shocks set firmer than the front, in an attempt to dial out some of the understeer, not only does

this stop the nose pushing wide but it adds a layer of entertainment.

Busy times at work mean I have been heading into the office a little earlier these past few weeks; the upside of this is that I quite often have the more interesting stretches of road to myself, and goodness knows there are some dawdlers when I don't. There is a lovely section of road that dips to a sharp 90-degree left into a short climb. One damp morning I exited the corner in third and applied the throttle a smidge too eagerly, with superb communication through the steering wheel I felt precisely what was about to happen: the rear wheels broke traction and the back of the car slipped gently to the right, no more than about



a foot. The feeling from the road to the cabin was such that I could adjust the steering and maintain throttle and the car eased itself back into line.

That briefest of sideways moments was not intentional but it felt great and I had a spring in my step when I arrived at the office. Trying to intentionally repeat the action at the next corner, while it could have left me feeling full of win, would more likely have seen me into a hedge.

Interested in the limits of these cars I enjoy looking through Porsche driving videos on YouTube and, more often than not, the better rated ones see drivers drifting gracefully from corner to corner, something which *GT Porsche's* Jethro Bovingdon makes

look so natural and fluid, frustratingly so, although I like to think there are plenty of unpublished spins.

I'd love to have that level of ability and confidence in my kit bag, partly for showing off, but mostly to have such incredible car control. In pursuit of that I could well go out each morning and try my hand at taking the corner sideways, but my commute really isn't the place for such learning. Neither is the road, generally, for fear of damaging mine or other cars and being, you know, not legal. What confidence I do have, if the car gets out of shape, comes from track days. Technically speaking track days are not the place to master the art of oversteer either, but chasing

better lap times there is often no choice but to get slightly sideways.

Some of you may be wondering, other than for showboating and being a nuisance to other road users, what the point is in being able to drive my sensitive little 924 in anything other than a straight line? That is a valid point of view, and there is a lot to be said for driving to the conditions. However I believe there is merit in having a fighting chance of keeping the car on the road when things get out of shape. That applies double for the older Porsches that don't have the hero monitoring technology of the modern cars. It isn't always driving too fast or misbehaving that causes the little moments that I have, a big lift off

due to some other driver's antics or, as is more likely around here, Bambi bounding out in front of me, can provoke the 924 S into oversteer, even in standard setup. I should get myself along to Silverstone and take one of the Porsche driving courses as it would no doubt help me out on both the track and road, but for now I will keep on tracking and hopefully staying out of trouble.

One factor is in no doubt: I will be dialling back the suspension settings before the full-on winter weather arrives. While I may have pretensions of being a handy wheelman I am no born again hooligan.

Matt Biggs
@PawnSacrifice

long-term fleet





2002 996 TURBO

The nights are drawing in and the weather is turning autumnal, and with them the opportunities to drive the Turbo in the dry and the daylight are reducing. I've been taking every opportunity to take the 996 out for the last few weeks, so my local Shell garage is fast becoming a second home.

The Turbo is a weekend car so fuel consumption isn't normally something I worry about but the 67-litre fuel tank does seem small for a car that returns as little as 8mpg when you use its full performance. I've also discovered that you need to fill the tank completely if it's nearly empty or the fuel gauge won't register that you've put any more fuel in. One hurried 'splash-and-dash' fuel stop had me worried that I'd just paid £30 and received no fuel in return, but fortunately it turns out that it's a common issue with four-wheel drive 911s. The fuel tank is shaped around the front differential, and as a result the fuel gauge can only measure the top two-thirds of the tank, with the last third being calculated rather than measured.

The recent cooler weather has highlighted a common issue as winter approaches: a dying battery. I'd noticed that the car was reluctant to turn over after a week sat stationary, and though it did still eventually start I felt that it probably wouldn't continue to do so for much longer. On opening the bonnet and checking under the plastic battery cover, I found a genuine Porsche battery, which might have been the original item.

I didn't fancy paying the Porsche tax on a new battery, so a trawl through the Porsche forums online found that the recommended non-Porsche item was a heavy duty Bosch Silver S5, which I found at Euro Car Parts for £115. I picked one up before the existing battery lost all of its charge, and fitting it turned out to be simple enough even for someone of my limited skills. If you're doing this yourself, I do have one tip gleaned from the forums – remember to have the key in the ignition and switched to position 1 so the alarm doesn't go off.

The new battery hasn't been the only addition to the car lately. After the recent *GT Porsche* track evening at Brands Hatch, I discovered that I'd

absentmindedly left all of my valve caps behind in the pitlane after checking my tyre pressures, so I splurged a whole £9 on a set of genuine Porsche-crested aluminium valve caps from Design 911. They look lovely, but unfortunately at the time of writing a couple of them have gone missing, presumed stolen by neighbourhood kids who seem attracted to the Turbo sat on my driveway. It's a minor thing and not something that bothers me much but it does make me wish I had a garage. For the time being, I think I'll take the other two off and put some cheap plastic ones on instead.

I've also been removing some things from the car, namely the rear seats. This isn't in the name of weight-saving, I hasten to add, since they don't weigh much, but more so I can get the child seat further back in the car. With the rear seats in place, my rapidly-growing son's feet were starting to press up against the driver's seat, so after more research online (particularly in the RennSport forums), I found a useful guide on removing the rear seat backs. This is something that many 996 owners do in order to fit a roll-cage, and it's a relatively easy job which involves prising off a couple of plastic covers to get at the bolts which hold the seat backs in place. Once you've removed a couple of Torx and allen bolts, you can remove the seat backs and their mountings altogether, which gives more space to fit the child seat into so I don't feel my son kicking me in the back every time I take him out in the car!

Finally, last month I mentioned I was planning on taking the car to Nine Excellence for some braking upgrades, but the pressing need to replace the cambelt and tyres on our family car has meant that my budget has taken a bit of a dent. In lieu of a full-blown upgrade, I'm going to book the car into my nearest Porsche specialist, RPM Technik, for a brake fluid flush and to seek its advice on cost-effective ways to improve the braking performance. Pagid pads seem to be a popular upgrade, so perhaps a set of those combined with fresh race-spec brake fluid will make a difference to the power and feel.

Martin Spain
@MartinSpain





1981 911 SC

One Friday, having been awake since 4am and in the office well before 7am, keen to get home and enjoy a curry, I left work just after 5:30pm. The SC was running a low on fuel, but showed halfway between empty and a quarter of a tank on its logarithmic gauge. Enjoying the drive in the countryside section of the commute I turned into a lane and put my foot down in second. The engine made an unfamiliar noise just before I put the clutch in for the upshift. I wondered if I'd changed too late and the centrifugal rev limiter had cut in. I eased off a little and proceeded at a modest pace.

Not long down the road I was slowing for a 30mph limit. Coming to a

stop behind a car waiting to turn right, thus removing the obstacle from the next stage of open road, I pulled away and the car stalled. Nuts. The biggest problem with stalling the 911 is that it needs a moment to compose itself before it'll turn over, so I was not surprised when the car wouldn't start immediately. I waived the following cars around me, and waited. A few minutes later and the engine gave me nothing. I needed to get out of the way so pushed the car off the main road, a chap stopped and helped. He offered to help further but I assured him I just needed time and would soon be under way again. Two minutes later, and sure enough, nothing.

I turned the key in the ignition and watched the needle on the fuel gauge flick back up to an eighth of a tank. It was low but definitely indicating I had fuel. I then pondered whether the problem was with the gauge. On a hunch that it was, I locked the car and made for the petrol station in the next village. I walked and ran. I made reasonable time but not enough; the garage was closed when I arrived.

I considered calling someone to come and help, but everyone I know locally had finished work for the week and would be home with the kids, I didn't want to drag them away to take me to buy petrol only to find that was not the problem. I was now a couple

of miles from the car. Uphill miles. I would have had to get back to the car, check where I was and then call the RAC. As a chap with a 911 I would be low down their priority list, and if it was fuel I needed I would have been paying a penalty. Alternatively there was a petrol station a few miles down the road, but it was a potentially fruitless six-mile round trip.

My final option? I was about six miles from home, I could collect the 924, some tools and petrol. It was probably the final sunny evening of autumn and not a bad walk so I set off. I passed a sign for a footpath, away from the road, pointing toward home, and followed it. I was stopped by a



man on a tractor. Suspecting I was about to be run off his land, I tried to avoid eye contact as he was shouting at me but it transpired he'd marked out the footpath wrong and was offering guidance. The rough direction was across his ploughed field, marvelous.

A mile or so later, when the footpath ended a road ran left and right, home was directly ahead. I noticed a chap outside his house and went to enquire about a possible path and less circuitous route, I simply asked: "Excuse me." The chap, who would not have looked out of place on the Pequod, turned to me and demanded: "What've you done?" I felt I best not mention the Porsche. He

gave me very specific directions and far more than I would remember. I had got 20 yards and he shouted after me: "Next time, bring a map!" I wasn't having that, so went back...

Back on track I came across an isolated house. There were three very large dogs outside the front gate. I forced myself to walk calmly on. The dogs held their line. A small yapper dog then came steaming out of the front door, through the gate and passed the big dogs toward me, yapping. At this point the big dogs figured something was amiss and set after me. The yapper dog stopped but the damage was done. In a place where no one would hear me scream,

I held my arms just out of biting range of the lunging beasts and eventually they relented.

Despite the fear and adrenalin it still took until 8pm to get home. I decided to take my bike, and get this done in one trip. It felt a little odd parking a push bike at a petrol pump. In the darkness I was amazed how much better the bike light was than those on the SC. Around the halfway stage, though, the light went into power saving mode. No matter what, this was now a one-way trip.

When I reached the car I dismantled the bike, putting the frame in a cover on the back seats and the wheels in the boot. I then tried the engine, it

didn't fire. I added the petrol and tried again, victory! And yet, also, dammit!

But, here's the thing; after a 4am start I was already tired (and grumpy) and had then walked and run until my feet and legs ached, been chastised and then set upon by the hounds of the Baskervilles. This was enough to test any man, but as the engine burbled away behind me, not only was all forgiven, but I couldn't stop myself smiling a little. Had I more than five litres of fuel and not promised myself a takeout, I'd have probably gone for a drive. In cars as in life, character goes a long way. Well, character and petrol.

*Matt Biggs
@PawnSacrifice*

long-term fleet

1993 964 CARRERA 2

With a fresh MoT certificate I was keen to exercise the 964 this month, partly because it needs regular use to keep everything ticking over as it should but mainly because I was missing the old thing! The washer pump was indeed kaput so was replaced by RPM before the MoT. It also needed some help passing the emissions test with the de-cat pipe so I'm going to consider my options for future tests.

It has been an exciting month with the birth of my son and some time off, so I took the opportunity to use the 964 as much as possible, even just ferrying my two-year-old daughter about; she loves the commanding view from the front in her car seat as well as the noise and acceleration, we have a lot of fun 'going faster!'.

I have to admit going back to less extreme rubber in the form of Goodyear EfficientGrip has made the car more useable for general use. The initial waywardness at motorway

speeds has now gone, so I can only put this down to them requiring a period of bedding in. Obviously the outright grip and stability – particularly under braking – is not at the levels of the extreme performance rubber but actually it has highlighted some handling nuances that hadn't been as noticeable before, such as the rear wheel steer with a slight lift of the throttle on turn in and the gentle oversteer on every roundabout. The tyres also make the standard 250hp just about right on the road and it rarely feels underpowered or slow, especially if any heavy braking is required.

So with the birth of our second child our family is complete, for if we had any more I wouldn't be able to fit them all in the 964, and that just wouldn't do. One day, maybe, I'll be able to pass it on to the children, you never know.

*Ben Bradley
@BenB_7*





2.7-litre 911S (1974-1975)

This month's cover story focuses on the entry-level 911 2.7 but where does the more powerful 2.7S sit in today's market?

In the world of the classic Porsche 911, the 'S' suffix has reached near-legendary status in recent years. The 911S from the 1960s and early 1970s is the model to have, and values have rocketed as collectors and buyers clamour to find good original examples. The reason for their appeal

is because the S was the range-topping production 911 from 1966 to 1973, offering more power than the lesser L, E and T models.

The S continued beyond 1973 until it was dropped in 1979 but – and this is the crucial thing – it was demoted to designate the mid-range 911, sitting

below the newly finished Carrera moniker and above the entry-level car which was now named simply '911'. It also gained impact bumpers and was powered by a 2.7-litre engine that produced 175hp – 15hp down from the out-going 911S and a full 35hp less than the contemporary Carrera

(remember that, back then, the Carrera badge was still only used on the range-topper and wasn't stuck on practically every 911 as has been the case since the 1980s on). All of a sudden, then, the later 911S isn't such an attractive proposition – with less power and without the classic pre-1974 front and





rear ends of the previous model.

And that, naturally, is reflected in values. An earlier 911S can fetch well over £100,000 – we’ve seen one for an eye-watering £250,000 – whereas a scruffy examples of post '74 cars loiters around the £18,000 mark (if you want a restoration project this is

the starting point). Good clean cars are there for the taking at £30,000 but while useable you'll want to buy it as a 911 that will continue to need money spent on it. From £50,000 upwards you'll be buying the very best examples, with left-hand drive examples at the cheaper end of this

price band. As values go it's a period in the 911's history that has the widest range in values.

The problem is that all these early impact bumper 911s sit uncomfortably between the 'real' classic 911s and the later SCs and 3.2 Carreras, which look similar (albeit with wider rear arches)

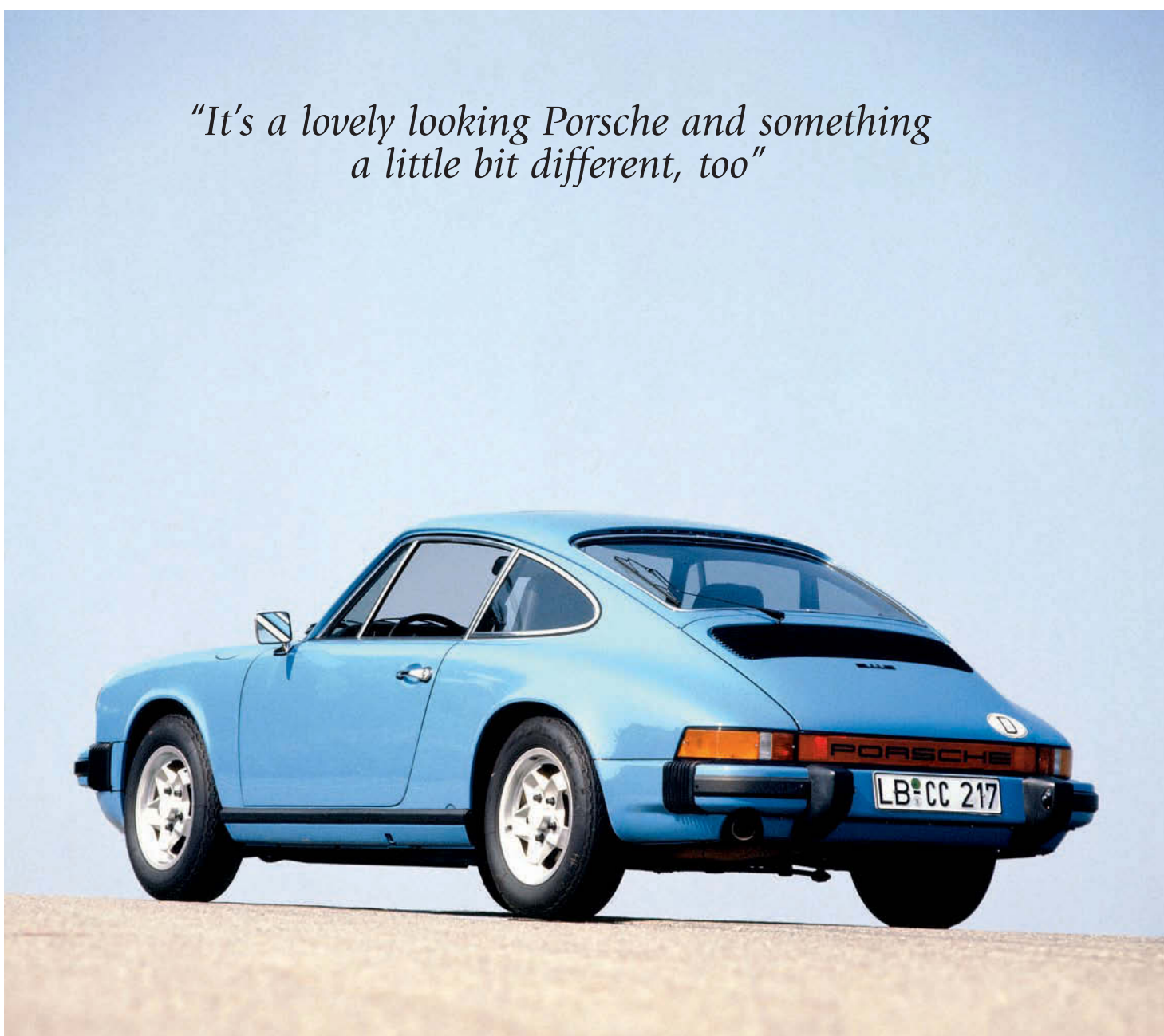
but offer more power and tougher engines (the 2.7 has a slightly unfair reputation for unreliability) in a newer car. And out of the three 1974 to 1977 models available, it's often said that the one to have is the Carrera (the best of which are commanding price tags in the region of £150,000), which is



the market place



*"It's a lovely looking Porsche and something
a little bit different, too"*





hailed as having the same engine as the legendary Carrera 2.7 RS, leaving the poor old 911S – and, even more so, the entry-level 911 – as being rather unloved. Critics grumble that the reduced power in the heavier bodyshell makes for an uninspiring drive, while the unusual five-blade engine fan can lead to overheating issues. But what was true then, is not so now as we discovered when putting together this month's cover story; drive a 2.7-litre 911 from 1974 with the respect a 40-year-old car deserves and the rewards are there to be had. And the same can be said of the more powerful S.

From a logical and practical point of view, then, you are surely better putting your money into a later SC or 3.2 Carrera, with the advantages we've mentioned. However, as good as these cars are there's no getting away from the fact that, in Porsche terms, SCs and 3.2s are relatively common and unlikely to raise an eyebrow at your local Porsche meet. Turn up in a 2.7 911S on the other hand and you'll have people intrigued by something they've probably dismissed in the past but are now interested in the role it played in the 911's early years.

So the 2.7 has rarity on its side and,

as we know, rare Porsches can become valuable. That rarity, though, has to be offset against desirably and, sadly, the 2.7 911S isn't the most desirable 911 out there. Not yet, at least.

That doesn't mean it's a bad car, though. Indeed, is there such a thing as a bad 911? To misquote Orwell, 'all 911s are great, but some are greater than others'. As is often the case, grumbles of engine problems are over-egged on the internet and, while the S may not be the most powerful 911 out there, does that really matter with a 40-year-old car? Increasingly, we're finding that people are buying classic

911s not for their performance but rather for their looks and cachet; 'I don't drive fast,' is a common statement from owners and buyers of older Porsches.

It's at this stage, that we usually chat to a seller or owner of the Porsche in question but this month we're doing something a bit different. We're talking to someone who didn't buy a 2.7 S. Enthusiast Paul Truckle once owned a 993, which he later changed for a Carrera 3.2 but sold after just six months. "We moved house and were without a garage for a while so there was nowhere to keep

the 911," he explains. "Now, though, I'm back in a position to buy another one so I've been looking around for something interesting."

Paul's research took him to the 2.7 911S and he was immediately intrigued. "I liked the shape of the car, with its narrow arches that hinted at earlier 911s, combined with the impact bumpers. It's a lovely looking Porsche and something a little bit different, too. I read up on the various issues with the engine but, speaking to various Porsche specialists, I was reassured that, actually,

most of the issues were resolved years ago and a decent 2.7 should be trouble-free. In fact, these days rust is much more of a worry, but then that's an issue with any 911 of this age."

In the end, Paul Truckle decided that, as much as he liked the look of the 2.7 S, the car's reputation could make it a hard one to sell on, so it wasn't the car for him. He's now decided to play it safe and look for another 993 instead.

With all this in mind, then, is it hard to see the 2.7 S ever becoming super-

sought-after? On its side is the aforementioned rarity factor but for some this doesn't offer anything over and above a later 911SC or Carrera 3.2. However, with pre-impact bumper cars fast accelerating out of people's budgets they turn to the next classic 911, which means the original impact bumper cars are becoming sought after and the 911 of choice for those who want an affordable, classic car and consider the more plentiful and younger SC and 3.2 Carreras a little mainstream for their tastes.

In summary, a good 2.7 911S is not to be dismissed lightly. For the cost of the very best S on the market you could get a 3.2 Carrera that will be far from it, and the S has that all important rarity factor on its side, too. And while many are quick to criticise the 2.7 the market is waking up to its importance in the 911 story. This flavour of S may taste very different to the model's that went before it but it's becoming a favourite on the classic 911 menu and is one of the few classic 911 bargains still to had ○

1974 911 2.7S

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.

| Model: | Track (f/r mm) | Weight kg | Engine cc | Hp | Torque (lb ft) | 0-60 | Top speed (mph) |
|--------|-------------------|--------------|--------------|-----|-------------------|------|--------------------|
| 911S | 1360/1342 | 1075 | 2687 | 175 | 188 | 6.1 | 142 |



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Carbon Fibre

The 'must-have' material if you're on a serious weight loss programme but exactly how are components made from carbon fibre and what benefits does it offer?

There was a time when a steel space frame clad in a hand-formed sheet aluminium skin was as far as extreme lightweight construction went. This evolved into lighter, more rigid structures, with centre monocoques or 'tubs' made from riveted aluminium, the suspension and powertrain being attached to frames at either end.

How things have changed. When McLaren developed the first carbon fibre F1 chassis (with the MP4 in 1981), car design and construction changed forever. These days no self-respecting supercar would be seen dead without one but, even so, the cost of carbon fibre construction can be crippling expensive.

Porsche's first use of a carbon monocoque in a road car was in the Carrera GT of 2004, but the first Porsche constructed in its entirety from carbon fibre was the 2005 LMP2 RS Spyder. The 918 drew on the experience gained with both cars and, in fact, the chassis of the Carrera GT and 918 chassis look remarkably similar.

What has changed a lot is the build time. A Carrera GT took five days to build but with the latest techniques, and a new High Pressure Resin Transfer Moulding (HP-RTM) process; between

five and seven 918 tubs can be built per day. The 918 chassis consists of a main tub with a rear section called the 'unit carrier' for attaching the powertrain and rear suspension, also made from carbon fibre.

The conventional approach to creating carbon fibre tubs (like those used in Formula One) is to use 'pre-preg' (carbon fibre cloth impregnated with resin). Various types of weave are laid in a mould in different directions to give the desired structural qualities in the finished component. The whole thing is then 'bagged' – the air evacuated to press the pre-preg into the mould – then hot-cured under pressure in an Autoclave, the layers bonding together into a massively strong component.

HP-RTM involves laying precisely cut carbon fibre mat into a steel tool or mould, then injecting resin at high pressure before heat curing, still in the mould. The use of high pressure in conjunction with steel dies or moulds, as opposed to the use of pre-preg, speeds up the process and allows greater production volumes. The steel tools last a long time, too, so large numbers can be produced before the moulds need replacing.

918 monocoques are made this way by Austrian firm, Mubea Carbo Tech, which also manufactures the



The Carrera GT's monocoque tub was the first Porsche to use such a construction method; it took five days to make a single tub

monocoques for the McLaren MP4 12C and P1. Lamborghini builds the Aventador monocoque from carbon fibre but instead of outsourcing the work, does it in-house on bespoke production lines. It calls its process 'RTM-Lambo' and although a similar process to HP-RTM, it is a low pressure, rather than high-pressure process.

The carbon fibre tooling for RTM-Lambo is much cheaper to make than the steel equivalents needed for HP-RTM but the tool life is limited to 500 impressions so several were needed to fulfil the planned production run for the Aventador of 4000 units. RTM-Lambo is used to produce the lower half of the Aventador tubs. The less complex upper parts, like the roof, are made using the more labour intensive pre-preg method.

These methods have a bearing on how advanced lightweight construction could progress into higher volume car production in the future. Leaving aside the fact that the carbon fibre raw material is expensive, new production techniques individually tailored to suit the scale of production for a given model series are opening up greater possibilities.

Although the 918 monocoque was outsourced, Lamborghini and Porsche are both part of the

Volkswagen Group and carbon fibre is one of those technologies where information is freely shared among all members of the group. There's nothing to say Porsche couldn't adopt a similar manufacturing approach in the future.

To create the Aventador's lower tub, pre-cut woven carbon fibre is assembled in the mould by hand and trimmed to fit. It's then pre-formed and injected with a precise amount of resin but not cured. With the basic component created, the main tub is then assembled into one large tool (mould) together with the upper components and aluminium

mounting points for the powertrain and suspension. It is then injected with resin and heat cured into a complete monocoque. Like the 918 and McLaren, hollow sections are foam-filled for additional strength.

An even cheaper and faster alternative and a completely new approach developed in conjunction with US firm Calloway Golf is called 'Forged Composite.' This takes the form of an epoxy resin mixed with finely chopped carbon fibre which can be pressed in moulds and cured into a finished component within a few minutes. Experimental tubs were made in this way but the technique

has yet to find its way into mainstream production.

On a tuning or cosmetic level, more companies are manufacturing carbon fibre panels for Porsches. LWS Design in Hampshire, UK, offers carbon fibre roof panels to fit 911s from the earliest cars up until the 964 for between £400 and £650. If intended for a serious racing car, a carbon roof panel not only reduces overall weight but makes a decent contribution to lowering the centre of gravity.

Carbon fibre bonnets are available for a number of Porsches, including the Boxster and 997, from a number of sources, such as EuroCupGT. There are many other components available, too, such as Panamera and Cayman intake grilles, bumper trims, wing mirrors and so on. In fact, if you've deep enough pockets you can virtually smother your Porsche with carbon fibre bits and pieces.

When it comes to the more serious subject of weight reduction, though, the use of carbon fibre for major structural components such as a chassis is likely to remain confined to the highest end cars, for the time being at least. But given the pace of development in the use of carbon fibre manufacturing techniques over the last ten years we might see larger numbers of cars produced this way in the future ○



In 2004 the 996 GT3 RS was the first production Porsche to feature carbon-fibre parts, with the wing mirrors and fixed rear wing manufactured from the lightweight material



Welding

Welding is a skilled job for trained craftsmen. However, if you are going to carry out small repairs to your Porsche there are a few crucial elements you need to know.

If you read last month's *Tech Guide* we looked at some of the techniques for neatly patching bodywork beyond dabbing on a spot of rust treatment and touching-up with an aerosol from your favourite DIY store. But there are other methods you may need to use at the same time, such as removing old panels at the original spot-welded joint or shrinking metal that has stretched and buckled through too much use of the hammer and dolly or overheating when welding.

Sometimes damaged or rotten panels need to be removed along existing overlapping spot-welded joints to allow a new panel to be fitted. The idea is to remove the old material without damaging the good panel that remains, making it easy to fit and spot or 'pot' weld the new panel in place. Get it right and the new joint can be neat and as good as new. This is best achieved with a purpose-designed spot-weld drill.

These drill bits are flat-faced with cutting edges that sit flat onto the job. They can be used freestyle or in a spot-weld drill that allows the depth of

cut to be set. The drills are usually around 10mm in diameter and the technique is to drill through the thickness of the scrap panel at each spot weld but stop short of drilling into the panel that is being retained. This way only the spot welds are drilled away allowing the two panels to part.

The new panel can be clamped in place and welded using either a dedicated (expensive) spot welder or by the simpler DIY alternative, 'pot' welding. Spot welders have pincer like electrodes that clamp the joint and fuse the two together at that spot. Pot welds produce a similar result using a MIG welder, by punching or drilling a series of holes along the face of the new panel along the overlapping joint face and welding through them.

Imperfections and dents can be worked with a hammer and dolly (a dolly is like a tiny hand-held anvil) and there are lots of different techniques in play such as using the hammer on and off the dolly. Although this sounds simpler than some of the cutting and welding techniques we looked at last time, clubbing panel work into

submission can be tricky and things can turn ugly if you're not careful.

Sandwiching thin steel sheet between a hammer and a hard steel dolly then beating it stretches the metal. If that happens, the sheet has no choice except to buckle or bulge. There are a few tools used to cold shrink metal, some of which are more effective than others. Shrinkers to shrink the edge of the sheet are effective but shrinking hammers that have a grid like pattern on the hammer face or a texture like a meat tenderiser, are more controversial.

The best way to shrink areas where sheet steel has buckled is with heat. Using oxy-acetylene or an equivalent hobby welding gas to heat a spot the size of a ten-pence piece cherry red will make it bulge outwards. If the bulge is tapped flat with a hammer and dolly, then the area will shrink as it cools and the buckle will begin to disappear. Don't try hot shrinking on aluminium, though, as you will likely end up with a hole.

Panel beating 'off dolly' where possible reduces the risk of stretching.

This is achieved by offsetting the dolly to the hammer so the sheet isn't sandwiched directly between the two. If you really get carried away with your new-found abilities, rolling machines are available to fashion sheets into curves and if your pockets are deep enough and you have the space, English wheels allow compound curves to be formed. Master those skills and you could make entire panels!

We're just scratching the surface of a broad subject here and nobody is suggesting you test your ability by sawing holes in your Porsche, but practice really does make perfect. As you can probably tell, successful panel beating and sheet metal work takes skill and perseverance, but anyone can learn to do it, if only to a basic level. There are plenty of books and online resources on the subject and if you get keen enough you may also find an evening course at the local college. The one thing you will need is a decent selection of tools, so next month we'll look at some must-have toys with which to equip the man cave over Christmas ○



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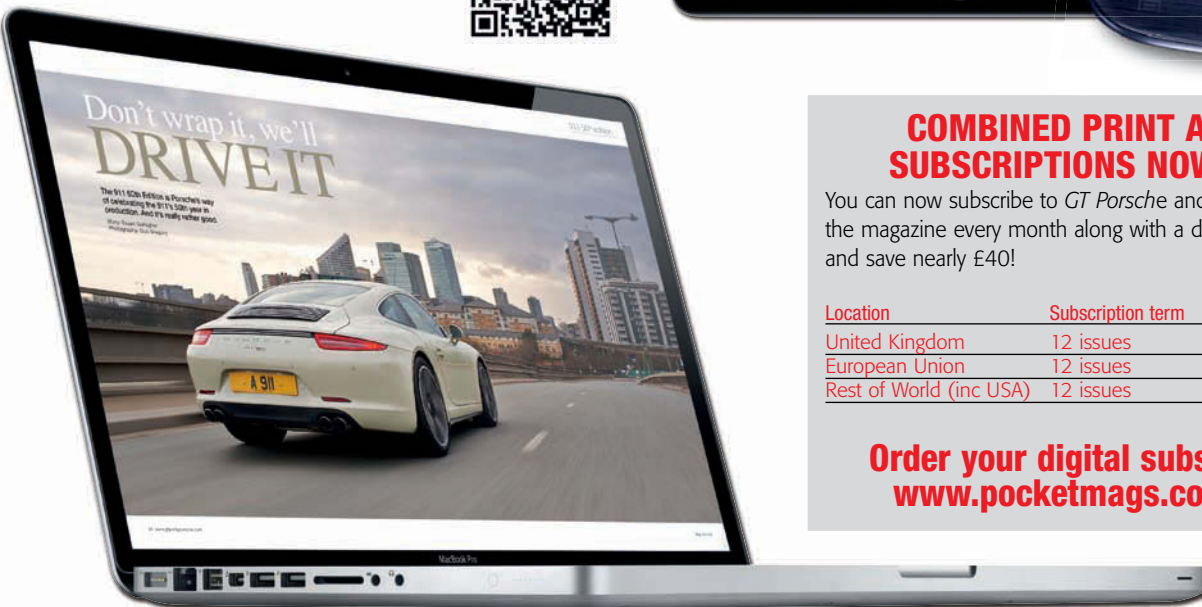
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GMÜND COUPÉ/356: 1948 – 1964

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 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 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 carburetors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

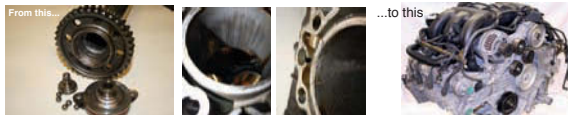
1950: 'Pre-A' 356: – Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered 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 'Alfinger' 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 '0' 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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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

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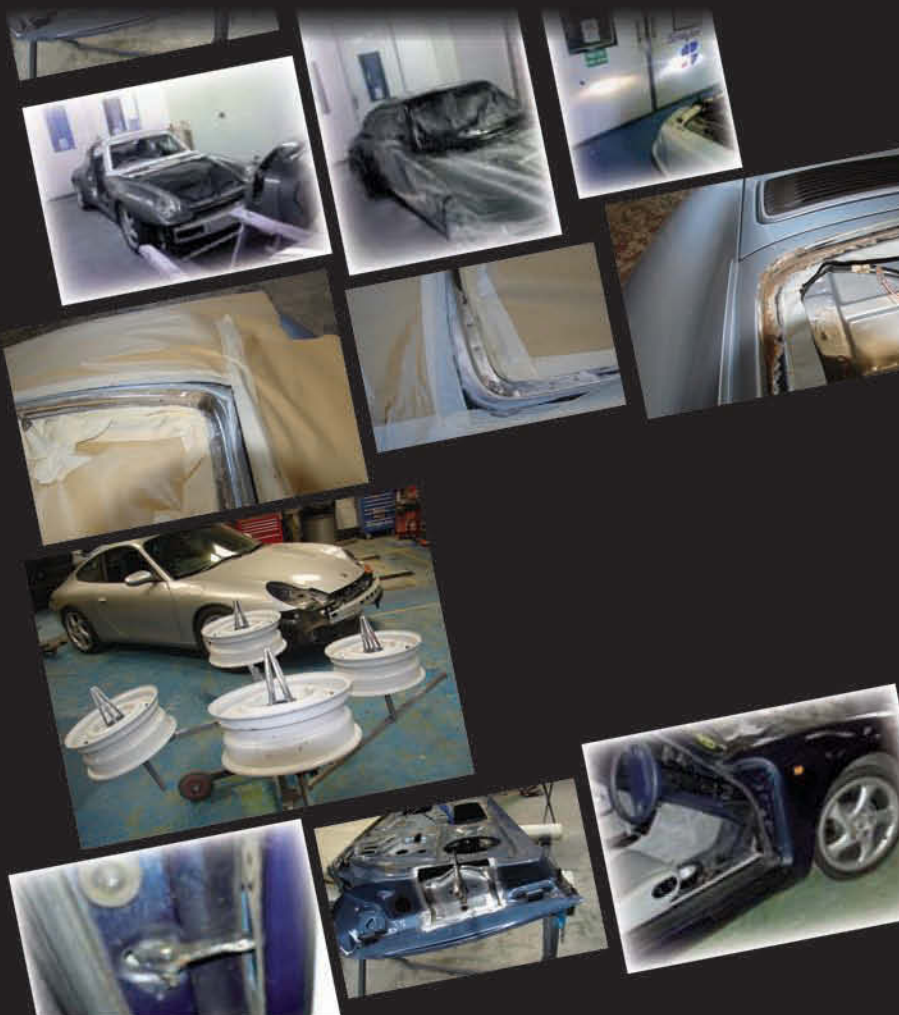
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911 (964): 1989 – 1993

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.

and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 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 | TOP SPEED (mph) |
|-------------|-------------------|--------------|--------------|-----|-------------------|------|--------------------|
| Carrera 2/4 | 1455/1500 | 1320/1430 | 3387 | 300 | 258 | 5.2 | 174 |

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1981 930 Turbo, Zinc/Black, only 55k miles, full history, very original, £59,995



1983 911 SC Cab, Silver with Black / Black hood, 81k miles, £29,995



1993 964 C4 Cab, Amethyst Red, 59k miles, Cup alloys and mirrors, £34,995



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

| | | | | | | | |
|-------|-----------|------|------|-----|-----|-----|-----|
| 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. 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 VTC 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



911 Carrera RS (993, LHD, 6-Speed)
Jet Black • Black & Grey Leather Sport Seats
18" Speedline RS wheels • Air Conditioning
111,195 km (69,907 miles) • 1995 (N)
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911 Turbo (993, 6-Speed)
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Sports Exhaust • Air Conditioning • 57,873 miles
1997 (R)
£99,995



911 Carrera 2 S (991, PDK)
Guards Red • Black Leather Sport Seats Plus
Touchscreen Satellite Navigation • 20" Sport Design
Wheels • 6,180 miles • 2012 (62)
£69,995



911 Carrera 2 S (991, PDK)
Carrera White • Black Leather Sport Seats
20" Carrera 'S' III Wheels • Sport Chrono Pack
7,507 miles • 2012 (12)
£69,995



911 Carrera 2 GTS (997, 6-Speed)
Basalt Black • Black Leather Sport Seats
19" Centre Lock Wheels • Touchscreen Satellite
Navigation • 20,598 miles • 2011 (11)
£59,995



911 Carrera 4 S (997 GEN II, PDK)
Basalt Black • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Carrera S II wheels
32,402 miles • 2011 (11)
£52,995



Boxster 2.7 (981, 7-Speed PDK)
Anthracite Brown • Agate Grey / Pebble Dual Tone
Leather • 20" Carrera Classic Wheels • Touchscreen
Satellite Navigation • 1,354 miles • 2014 (14)
£45,995



911 Carrera Sport (5-Speed)
Guards Red • Black Half Leather Seats with Cloth
Pinstripe Inserts • 16" Fuchs Wheels • Electric
Sunroof • 75,116 miles • 1984 (B)
£34,995



Boxster 2.9 (987 GEN II, 6-Speed)
Meteor Grey • Black Leather Seats • 18" Boxster
S II wheels • Sport Chrono Pack • 17,808 miles
2010 (10)
£28,995



Cayman S (6-Speed)
Midnight Blue • Sand Beige Leather Seats
19" Sport Design Wheels • Satellite Navigation
49,673 miles • 2006 (06)
£19,995



911 Carrera 2 (996, 6-Speed)
Polar Silver • Dark Blue Leather Seats • 18" Carrera
Wheels • Fully Electric Seats with Drivers Memory
Sports Exhaust • 75,773 miles • 2003 (52)
£17,995



Boxster S (987, 6-Speed)
Midnight Blue • Blue Leather Seats • 19" Sport
Design Wheels • BOSE Surround Sound System
38,512 miles • 2005 (05)
£16,995

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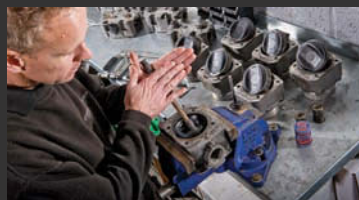
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aspirated and turbocharged. Six-speed manual gearbox fitted as standard, seven-speed PDK, double-clutch gearbox optional. Porsche shows its green credentials by introducing its cleanest car to-date, claiming a 3.6 Carrera fitted with a PDK gearbox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

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 exclusively 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 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 ever 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.

| 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 |
| 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 |
| Turbo | 2014 | 1595 | 3800 | 520 | 486 | 3.4 | 195 |
| Turbo S | 2014 | 1605 | 3800 | 550 | 516 | 3.1 | 197 |



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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.

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:** Bodysell 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 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

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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 as 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.

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-driver, 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 –)

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 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.



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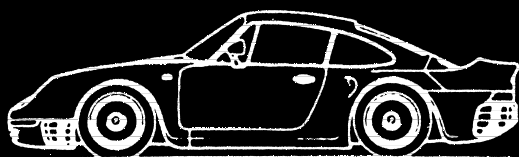


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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

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.

| 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 engine 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.

| 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 |

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.

| 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 |

*manufacturer's claim

Cayenne (2003 – 2007; 2007 – 2010; 2010-)

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

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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: 2003 – 2010; 2010 – TO DATE

Five-door, front-engined SUV. A Porsche SUV? Yes, Stuttgart's finest leaps off-road with the V8-engined Cayenne. Mid-level S model is the best all-rounder, the twin-turbocharged Turbo models are plain silly. Six-speed manual and six-speed Tiptronic S gearboxes available. Sophisticated air suspension is standard fitment on Turbo models, optional on S and V6, and allows driver to control ride height and damper settings. Off-road ability is impressive, but not as impressive as how the Cayenne manages to hide its near

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 clichés.

| 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 – | 1995 | 3598 | 300 | 295 | 7.5 | 143 |
| Cayenne Diesel | 2010 – | 2100 | 2967 | 240 | 405 | 7.8 | 135 |
| Cayenne S | 2010 – | 2065 | 4806 | 400 | 369 | 5.9 | 160 |
| Cayenne S Hybrid | 2010 – | 2240 | 2995 | 380 ¹ | 427 ¹ | 6.5 | 150 |
| Cayenne Turbo | 2010 – | 2170 | 4806 | 500 | 516 | 4.7 | 172 |
| Cayenne GTS | 2012 – | 2085 | 4806 | 420 | 379 | 5.7 | 162 |
| Cayenne Turbo S | 2013 – | 2215 | 4806 | 550 | 553 | 4.5 | 175 |
| Cayenne S Diesel | 2013 – | 2195 | 4134 | 382 | 627 | 5.7 | 156 |

¹ when combined with electric motor, 333bhp and 324lb ft without. * 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/silicon 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 front 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, both engines feature Direct Fuel Injection (DFI) and VarioCam Plus one-sided variable camshaft management with adjustable valve lift, both engines meet EuroV emissions; 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 Porsche Traction Management and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne SUV, but 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 Porsche Active Suspension Management (PASM) standard on all models, self-levelling adaptive air-suspension standard on Turbo. Porsche

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2.5-ton bulk and drive like a well-sorted saloon car.

The face-lifted Cayenne arrived in 2007 with DFI engines and improved looks. 2008 marked the arrival of the GTS which combined the Turbo's looks with the normally aspirated V8 engine of the S model hooked up to a gearbox packed with shorter ratios. It went on to be the most popular model in the range, along with the first Porsche diesel production car which arrived in 2009; quickly followed (in more ways than one) by the 550hp Turbo S.

The all-new Cayenne arrived in 2010 with a new look and an improved interior design and is the first Porsche production car to offer Hybrid Drive. New eight-speed Tiptronic S gearbox and improved Porsche Traction Management replace heavy low-ratio transfer box. The new Cayenne is lighter, more efficient, better looking, equipped and built than its predecessor.

2013 saw the Cayenne range expand with a new petrol-engined V8 GTS model and an even more powerful Turbo S variant. The best of the bunch, however, was the new S Diesel. Using a twin-turbo-charged, 4.8-litre turbo diesel engine in some eyes it renders ever other Cayenne model redundant with its mix of fuel sipping economy and mighty power and torque – on paper it's as quick as the GTS, on the road it's a similar story too.



CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar ever 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 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.

Stability Management 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. Porsche Dynamic Chassis Control (PDCC) and Porsche Ceramic Composite Brakes (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 many were waiting for (well, in Europe at least) arrived in time for the 2012 model year in the shape of the Panamera Diesel. The 3.0-litre V6 turbocharged engine is donated by Audi and produces 250hp and 405lb ft of torque through an eight-speed Tiptronic S gearbox and with drive only to the rear wheels. The specification is on par with a V6 petrol engined Panamera with steel springs and gas dampers standard, PASM and air both optional. An 80 litre fuel tank is standard, providing a 745-mile range, the optional 100-litre tank providing 894-miles before refills. Along with the Diesel Porsche also added another fuel miser to the Panamera range in the guise of the S Hybrid. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine that produces 333hp and 324lb ft of torque, this is then connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor and these are charged via the engine and regenerative sources such as braking. Drive is to the rear-wheels only and via the eight-speed Tiptronic S gearbox. Standard spec is somewhat between an S and a Turbo model with both PASM and air-suspension both standard equipment; 19-inch wheels are standard. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. The anecdote to Porsche two fuel sipping, CO2 friendly Panameras came in the form of the Turbo S – a Panamera Turbo would up to 11. The pair of turbo-chargers get lighter vanes made from a mix of titanium and aluminium allowing for a 30 percent reduction in spool-up time and the ECU has been remapped. Peak power climbs 50hp to 550hp and torque to 553lb ft in standard trim, or 590lb ft in Sport Plus mode via the standard Sport Chrono Package. 20 inch wheels are standard and the front and rear wheels are half and one inch wider. PDCC (Porsche Dynamic Chassis Control) and PTV+ (Porsche Torque Vectoring plus) are standard as is an electronic locking differential. Side skirts and a painted rear spoiler are standard and Agate grey exterior paint is exclusive to the model. Inside 14-way adjustable seats are standard. **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 is the only configuration along 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 lprops 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 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.

| 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 |

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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.

918 Spyder (2014 –)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612 **Significant developments: 2013 – 2014**MY 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 minutes 57 seconds.

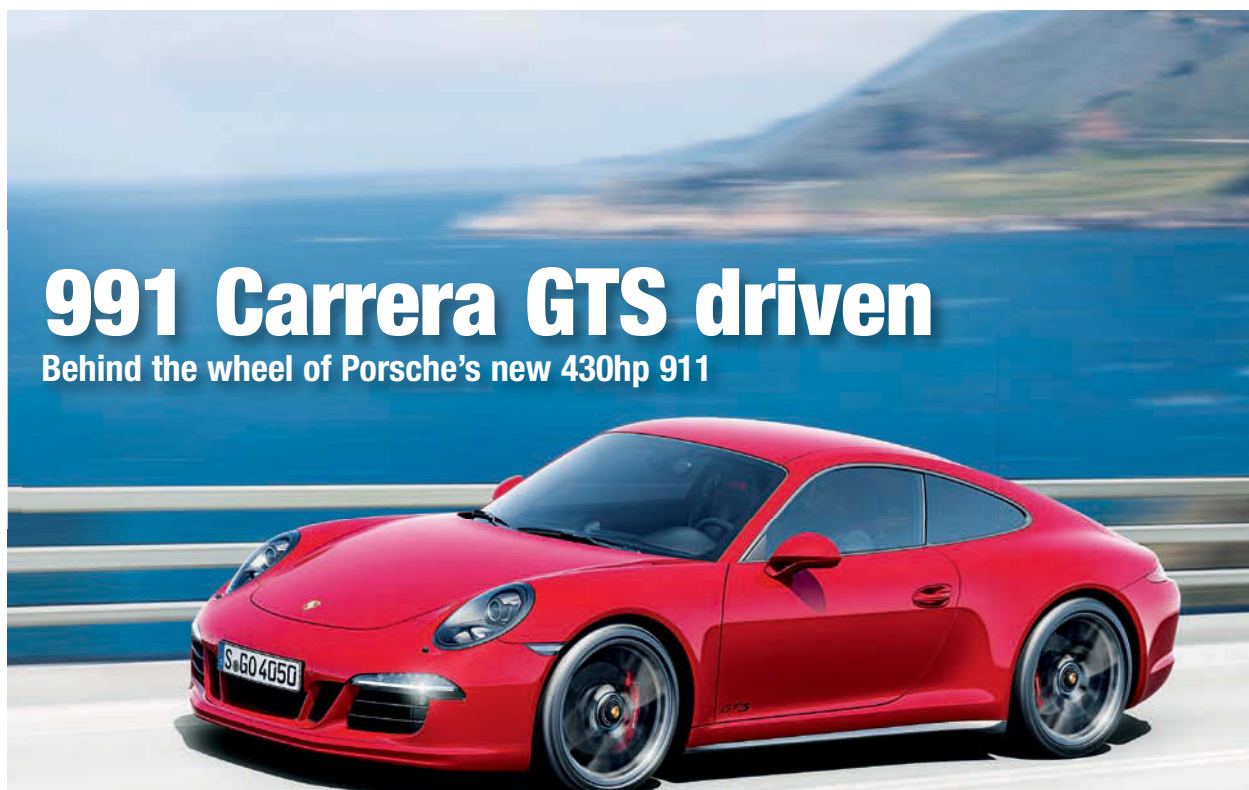
| MODEL | MODEL YEAR | WEIGHT (kg) | ENGINE (cc) | BHP | TORQUE (lb ft) | 0-62 | MAX MPH |
|---------------------|------------|-------------|-------------|---------|----------------|------|---------|
| 918 Spyder | 2014 | 1674 | 4593 | 608/286 | 676/944 | 2.6 | 214 |
| 918 Spyder Weissach | 2014 | 1634 | 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) **Significant developments: 2013 – 2014**MY Built at Leipzig, the Macan is Porsche's first attempt at a Compact SUV and shares much of its running gear with Audi's Q5 on which it is loosely based and slots in below the Cayenne in Porsche's SUV line-up. The two petrol V6 engines are donated by the VW Group, as is the 4-cylinder, turbocharged petrol engine, so to is the V6 diesel although we've seen this before as it's the same unit that is used in the Cayenne. Macan S gets 340hp three-litre biturbo V6, 157mph top speed and 5.4-seconds 0-62mph time; Turbo is equipped with 400hp, 3.6-litre biturbo V6, reaches 165mph and cracks 0-62mph in 4.8 seconds. S Diesel fitted with 3.0-litre single turbo V6 diesel engine reaches a 142mph maximum and 0-62mph in 6.3 seconds. All Macans feature the latest Porsche Traction Management (PTM) four wheel drive running gear, and the drivetrain is essentially rear-wheel drive, sending the required torque load to the front axle when it's required, which is similar to how the 991 Carrera 4's PTM system works. Porsche's seven-speed PDK transmission is standard across the range – there is no manual option – and an 'Off-road mode' can be selected from the cockpit at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard on all models. The 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 an 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 (Porsche Torque Vectoring Plus) is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. Porsche Ceramic Composite Brakes were not offered at the time of the Macan's launch. All Macan models are fitted with different size tyres front-to-rear. The S models are fitted with 8x18s on the front axle with a 235/60R tyre and 9x18s on the rear with a 255/55R tyre; the Turbo has the same width wheel and tyre but a larger 19-inch diameter and runs a 55R and 50R profile front-to-rear. The narrower front tyres are to provide greater steering feel, the wider rear tyres for optimum grip. Six wheel designs measuring up to 21 inches are available. All Macans are fitted with electromechanical power steering. Porsche Communication Management is fitted as standard (sat-nav is standard on UK models) and the three-dial instrument layout includes a TFT display. Bose and Birmester sounds systems are optional and your Macan can be monitored using Aha Radio App. Porsche Car Connect (PCC) is also available and allows you to access vehicle information and control certain functions via a smartphone. Other features available include a lane departure warning and Automatic Cruise Control (ACC). Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models, PDLS Plus offers high beam assist and a wider light spread at junctions. Interior is a further evolution of the design first seen in the Panamera with a transmission tunnel rising up to meet the centre console. The three-spoke multi-function steering wheel, which comes as standard with paddle shift controls for the gearbox, is a variation on the design used in the 918 Spyder. Full length panoramic glass sunroof available at extra cost and S models are trimmed in partial leather and alcantara, with a full leather interior 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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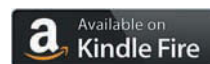
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Inside: 2.0-litre SWB 911 driven. 991 suspension test. How to hire a classic 911. Spa Six Hour report. 991 Turbo first drive. *The Market Place:* 993 Carrera and Carrera 4. *Me & My Porsche:* Martin Stretton's 2.7 Carrera RS Replica.



JANUARY 2014

Cover Story: 996 Carrera Ultimate Guide.
Inside: 991 Carrera v Carrera 4. Le Mans Legends. 2.4S S/T replica. VAD 997 Turbo RSR. Vic Elford. Panamera Turbo and Diesel first drives. Buying a Porsche for £10,000. *The Market Place:* 944. *How Does That Work?* Aerodynamics.



FEBRUARY 2014

Cover Story: 997.2 GT3 v 997.2 GT3 RS.
Inside: 918 Spyder first drive. 959, GT1 and Carrera GT. *Ultimate Guide:* 996 GT3, Turbo and GT2. 964 Anniversary. 912 revisited. *The Market Place:* 968. Tony Hatter interview. Magnus Walker 911. *How Does That Work?* Turbocharging.



MARCH 2014

Cover Story: PS Bespoke Speedster.
Inside: 981 Boxster v Cayman S. 911 3.0 RSR rep'. 964 Carrera 'RS'. 997.2 GT3 v 997.2 GT3 RS track test. 964 Carrera 3.8. 911 SC Lightweight. 991 Targa first details. *Market Place:* 997 Turbo Coupé. Buying a Porsche for £30,000.



APRIL 2014

Cover Story: 968 Club Sport
Inside: Macan first drive. Panamera 4S UK first drive. 991 Turbo S UK first drive. SVP Cayman SV driven. Porsche and Le Mans, The Return: Part 1. *Ultimate Guide:* 911 E, T & S. 3.0 Carrera RS replica. 917/30 at Talladega. *The Market Place:* Glass-roof 911 Targa (1995 - 2013).



MAY 2014

Cover Story: 919 Hybrid
Inside: 550 Spyder. First drive: 911 50th Anniversary Edition. *Me & My Porsche:* Phil Hindley's 911 SC R. Driven: Panamera S E-Hybrid. Road Test: Parr Motorsport 997 Turbo. René Metge interview. First look: 981 Boxster & Cayman GTS. Porsche and Le Mans, The Return: Part 2.



JUNE 2014

Cover Story: 911 2.4S Barn Find
Inside: StudioTorino Moncenisio. First drive: 991 Targa. 911 Carrera 2.7 Targa. 981 Cayman 2.7. 997 Carrera. *Ultimate Guide:* The four-cylinder coupés: 924, 944 and 968. Porsche and Le Mans, The Return: Part 3. 997 Carrera revisited. Buying a Porsche for £60,000.



JULY 2014

Cover Story: *Ultimate Guide:* 987 Boxster
Inside: 997 Speedster v 991 Turbo Cabriolet. First drive: Boxster & Cayman GTS. UK first drive: Macan Turbo. 996 Carrera 4S. Front-engined Porsches: the V8s 928 - Cayenne - Panamera. 956 1982 WEC debut. *Market Place* 911 3.2 Carrera (1983-'89)



AUGUST 2014

Cover Story: 964 25th Anniversary
Inside: Porsche at Le Mans, its return. 987 Cayman *Ultimate Guide*. 911 2.4 S Targa. 991 Carrera 4 25th Anniversary. Derek Bell and the 962. *The Market Place:* 996 GT3 RS. *Tech Guide:* Strut braces. Buying a Porsche for £80-90,000.



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

Cover Story: 993 *Ultimate Guide*
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



NOVEMBER 2014

Cover Story: 944 Turbo vs 3.2 Carrera
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.

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| MODEL | PRICE | ENGINE | POWER | TORQUE | 0-62MPH | TOP SPEED | WEIGHT |
|----------------|---------|-------------|-------|----------|---------|-----------|--------|
| BOXSTER | | | | | | | |
| Boxster 2.7 | £38,810 | 6cyl/2706cc | 265hp | 206lb ft | 5.8secs | 164mph | 1330kg |
| Boxster S | £47,035 | 6cyl/3436cc | 315hp | 269lb ft | 5.1secs | 173mph | 1340kg |
| Boxster GTS | £52,879 | 6cyl/3436cc | 330hp | 276lb ft | 5.0secs | 174mph | 1345kg |

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|---------------|---------|-------------|-------|----------|---------|--------|--------|
| 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 |

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|------------------------|----------|-------------|-------|----------|---------|--------|--------|
| 911 COUPÉ (991) | | | | | | | |
| 911 Carrera | £71,449 | 6cyl/3436cc | 350hp | 287lb ft | 4.8secs | 179mph | 1380kg |
| 911 Carrera S | £81,242 | 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 | £77,924 | 6cyl/3436cc | 350hp | 287lb ft | 4.9secs | 175mph | 1430kg |
| 911 Targa 4 | £86,377 | 6cyl/3436cc | 350hp | 287lb ft | 5.2secs | 173mph | 1540kg |
| 911 Carrera 4S | £87,959 | 6cyl/3800cc | 400hp | 325lb ft | 4.5secs | 185mph | 1445kg |
| 911 Carrera 4GTS | £95,862 | 6cyl/3800cc | 430hp | 325lb ft | 4.4secs | 188mph | 1470kg |
| 911 Targa 4S | £96,413 | 6cyl/3800cc | 400hp | 325lb ft | 4.8secs | 182mph | 1555kg |
| 911 GT3 | £100,540 | 6cyl/3799cc | 475hp | 325lb ft | 3.5secs | 196mph | 1430kg |
| 911 Turbo | £118,349 | 6cyl/3800cc | 520hp | 486lb ft | 3.4secs | 195mph | 1595kg |
| 911 Turbo S | £140,852 | 6cyl/3800cc | 560hp | 516lb ft | 3.1secs | 197mph | 1605kg |

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|----------------------------|----------|-------------|-------|----------|---------|--------|--------|
| 911 CABRIOLET (991) | | | | | | | |
| 911 Carrera | £79,947 | 6cyl/3436cc | 350hp | 287lb ft | 5.0secs | 177mph | 1470kg |
| 911 Carrera S | £89,740 | 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 | £86,583 | 6cyl/3436cc | 350hp | 287lb ft | 5.1secs | 175mph | 1500kg |
| 911 Carrera 4S | £96,619 | 6cyl/3800cc | 400hp | 325lb ft | 4.7secs | 183mph | 1515kg |
| 911 Carrera 4GTS | £104,385 | 6cyl/3800cc | 430hp | 325lb ft | 4.7secs | 183mph | 1515kg |
| 911 Turbo | £126,689 | 6cyl/3800cc | 520hp | 486lb ft | 3.5secs | 195mph | 1665kg |
| 911 Turbo S | £149,511 | 6cyl/3800cc | 560hp | 516lb ft | 3.2secs | 197mph | 1675kg |

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|------------------|---------|-------------|-------|----------|---------|--------|--------|
| CAYENNE | | | | | | | |
| Cayenne Diesel | £49,902 | 6cyl/2967cc | 262hp | 427lb ft | 7.3secs | 137mph | 2110kg |
| Cayenne S | £60,218 | 6cyl/3604cc | 420hp | 405lb ft | 5.5secs | 160mph | 2085kg |
| Cayenne S Diesel | £61,474 | 8cyl/4134cc | 385hp | 627lb ft | 5.4secs | 156mph | 2125kg |
| Cayenne E-Hybrid | £61,474 | 6cyl/2995cc | 416hp | 435lb ft | 5.9secs | 150mph | 2350kg |
| Cayenne Turbo | £92,628 | 8cyl/4806cc | 520hp | 553lb ft | 4.5secs | 173mph | 2185kg |

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|---------------------|----------|-------------|-------|----------|---------|--------|--------|
| 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 | £67,454 | 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 | £89,377 | 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 | £40,276 | 4cyl/1984cc | 237hp | 258lb ft | 6.9secs | 138mph | 1770kg |
| Macan S | £43,300 | 6cyl/2997cc | 340hp | 339lb ft | 5.4secs | 157mph | 1865kg |
| Macan S Diesel | £43,300 | 6cyl/2967cc | 258hp | 427lb ft | 6.3secs | 142mph | 1880kg |
| Macan Turbo | £59,300 | 6cyl/3604cc | 400hp | 405lb ft | 4.8secs | 165mph | 1925kg |

| | | | | | | | |
|---------------------|----------|-------------|-------|----------|---------|--------|--------|
| 918 Spyder | | | | | | | |
| 918 Spyder | €781,155 | 8cyl/4593cc | 894hp | 944lb ft | 2.6secs | 214mph | 1674kg |
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Porsche gets all revved up and excited about a plug-in hybrid SUV while VW unveils a concept car with an engine that revs to 11,000rpm



The Paris Motor Show is one of my favourite events. It's easy to get to via Eurostar or by ferry and car, and held in one of the greatest cities in the world. The show is held biennially and alternates with the Frankfurt show, which is pretty much the opposite of what I think about the French one. Hacks attend the show on press day but I think that you can actually buy a ticket for that day, or if you're a good amateur blagger I don't think it would be too difficult to get a real press pass via the show's website.

Apart from putting Operation 918 into practice (see last month's *Porsche Moments*) by grovelling to suits on the Porsche stand, my visit to the show also involved attending the Volkswagen Group's shindig the evening before the show. I'd not been before but a few colleagues had recommended taking a sleeping bag because the presentation of Skoda Fabia sales figures in Lithuania can drag on a bit. It turned

out that each VW brand, from Audi via Ducati to Lamborghini, was given eight minutes to present its story.

The hall in which the event was staged was not a lot smaller than Wembley Arena and included several ramps along which cars could be driven and displayed. Each brand showed off its wares, including Porsche, which presented a hybrid Cayenne. Volkswagen displayed its new Passat, which gave me the chance to pop to the loo and fetch another beer on the way back, and the XL Sport. What an interesting machine this is. Based on the ultra-economical XL1 (the 300mpg twin-cylinder diesel hybrid) the XL Sport replaces an mpg-focussed hybrid powertrain with a 197hp Ducati V-twin engine from the firm's Panigale superbike.

Fascinating stuff, but this is not right. Porsche gets all revved up and excited about a plug-in hybrid SUV while VW unveils a concept car with an engine that revs to 11,000rpm and has a top

speed of 167mph. The XL Sport should clearly wear the Porsche crest because this is exactly the sort of machine that Stuttgart's young engineers should be dreaming about when they turn in for the night.

VW will probably never build the car but Porsche should. I have driven quite a few bike-engined cars over the years, starting with the amazing Light Car Company Rocket; the fusion of designer Gordon Murray's passion for simplicity and lightweight design and former racing driver Chris Craft's love of anything on wheels that's great to drive and pure. The Yamaha-powered Rocket was fabulous to drive but was sadly born before the track day explosion and therefore was a sports car without a portfolio.

Now, I didn't know this until our editor told me (he's a longtime friend of Chris Craft's son, Luke) but about ten years ago when the LUke produced a Gen2 run of Rockets VW asked if it could borrow one. They

obliged but probably regretted it after it was returned in pieces. If you have a good memory you will recall that the Rocket cost around £38,000 when it was launched in 1992. One of the reasons that it was so expensive was that it had a bespoke transaxle made by US transmission guru Steve Weismann that gave it high and low ratios and a built-in reverse gear (actually five reverse gears, which is why I once used a Rocket to establish a reversing record of 104mph).

VW's engineers have fitted their car with a reduction gear to increase the torque and therefore make the XL Sport a lot easier to drive on the road. I'll bet there are Porsche engineers out there who would love to have had a crack at building the XL. The 918 Spyder is a terrific machine, but something minimalist along the lines of the XL Sport that is truly useable in the modern world with scintillating but realistic performance would be truly fantastic ○

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