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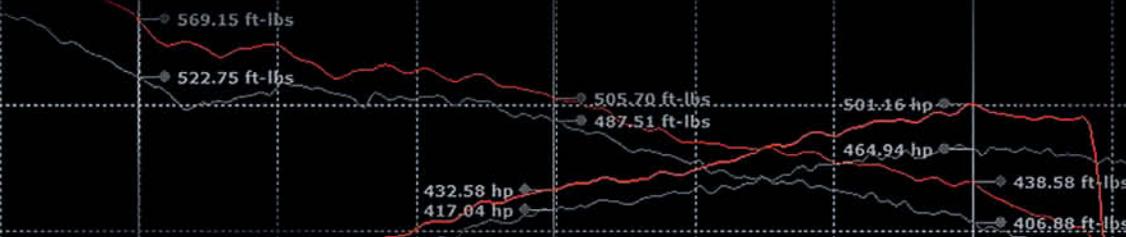
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Ignition



Simon Jackson
Editor [@retro_jackson](#)

Issue 160
March 2015

Getting information about future Porsche models from official sources ahead of time is often a game of cat-and-mouse. However, at the recent Detroit Auto Show our man in the field, Andrew Frankel, managed to grab confirmation on the future of 911 drivetrains. Wolfgang Hatz sits on the Porsche AG Board of Management in charge of research and development, and is also the man heading up the Volkswagen Audi Group's engine and transmission development. The bottom line is he should know what he's talking about when it comes to Porsche engines. Hatz revealed to Andrew that, as we already suspected, all future 911s (except the forthcoming GT3 RS) will be turbocharged. You can read some of the other information he let slip on page 8.

Where then does this leave the 911 Carrera? For some, the switch from growling naturally aspirated engines to whistling turbocharged powerplants will be as earth-shattering as the move from air- to water-cooled engines when the 996 replaced the 993. Undoubtedly there will be a school of thought that during the 991's tenure we'll truly have seen the 'last real 911'. Will the introduction of force-induced Carerras really dilute the original 911 concept too much? Where do you stand?

One thing is certain in all this: the engine notes we've become accustomed

to in Carrera models will never be the same again, audiophiles lament. And it's almost definite that these changes will not just impact the 911 – it's just a part of Porsche's programme of downsizing engines to help the VW group meet global emissions targets.

Parking the driveability arguments for now, it is the altered soundtrack that will be one of the most noticeable factors in any future Porsche model, and that got us all misty-eyed for the current range of naturally aspirated engines. Arguably there is no better sounding current Porsche NA mill than that in the front of the new Panamera GTS – to celebrate we took it on a tunnel run for our first UK drive, whilst wiping the tears from our cheeks (p92).

Wherever you stand on the argument, and we're sure it will be a divisive one, Porsche has some fantastic models in the pipeline to dull any pain. Official word on the Cayman GT4 is due any day now, we should also expect a faster Boxster and a rawer 911 GT3 RS than we've ever seen before. But perhaps the most exciting intelligence? A mid-engine Porsche sports car project that will sit between the 911 and 918 – set to be delivered by the end of the decade. Maybe the future isn't so bleak after all...



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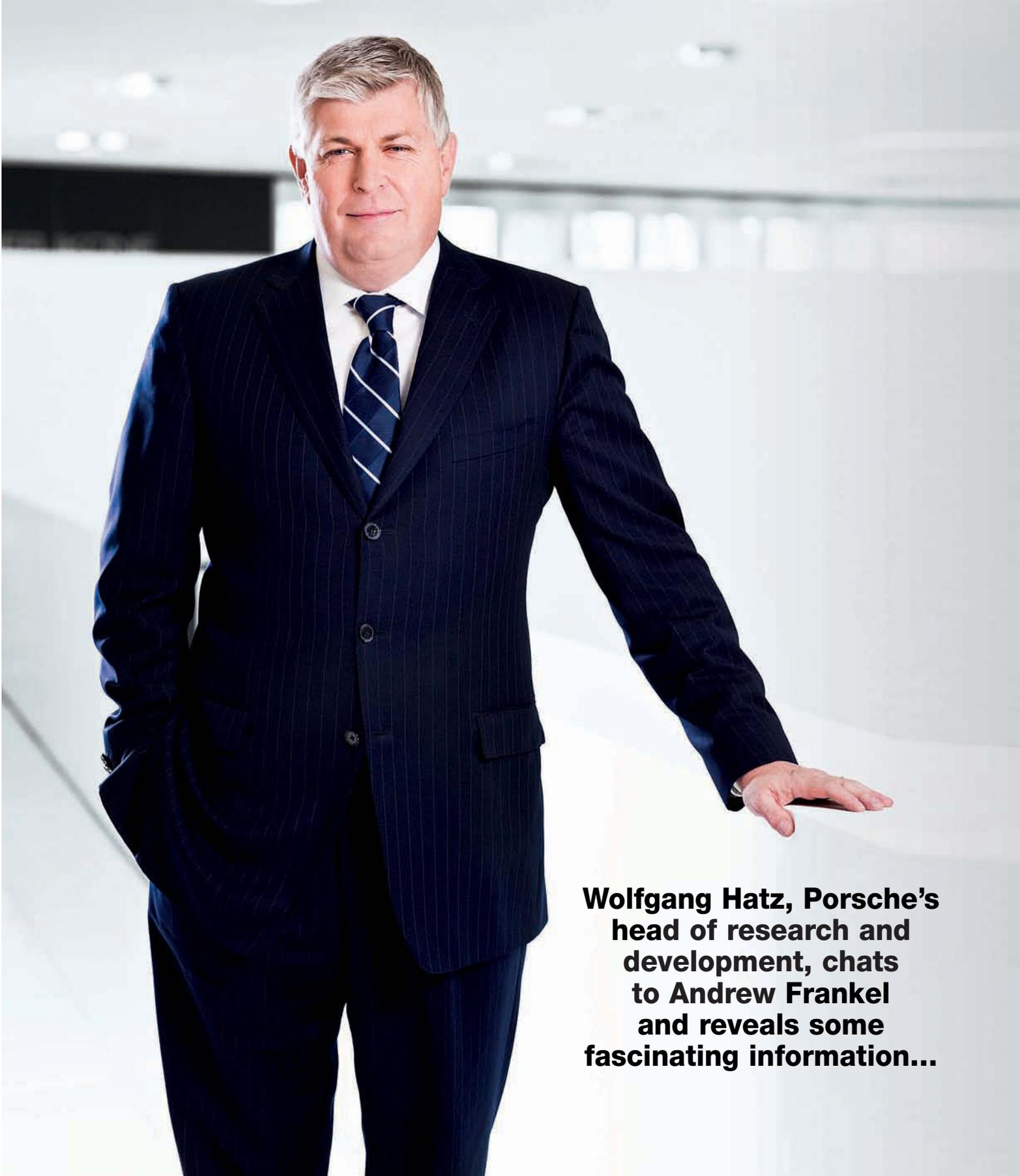
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**Wolfgang Hatz, Porsche's
head of research and
development, chats
to Andrew Frankel
and reveals some
fascinating information...**



INTERVIEW WITH: **WOLFGANG HATZ**

Outwardly, at least, it is fair to say Porsche had a quiet time at the North American International Auto Show in early January. This once not-to-be-missed event used to kick-start the industry out of its post-Christmas torpor but since the world in general, and 'The Big Three' in particular, got themselves into all sorts of strife at the end of the last decade, the Detroit Auto Show, like the partially decayed city in which it takes place, has been suffering. Competition not just from Geneva in March but also fast-rising domestic rival shows in Los Angeles and New York mean that of late the once guaranteed slew of interesting new models has slowed to a trickle.

There are signs that the show is coming back and Ford, GM and Honda (one of the largest car producers in the US) all had interesting stuff to show, but for Porsche there was merely the GTS version of the Targa and the Cayenne Turbo S (p12), the first SUV to post a sub-eight-minute lap of the Nürburgring Nordschleife making it several seconds quicker than the original 911 GT3 back in 1999 – which is simply insane.

But in a little office behind the stand

and entirely out of sight of most showgoers, one particular Porsche board member was not being quiet at all. In fact, for a journalist only paid for the stories he can find at such events, Wolfgang Hatz was in a fabulously talkative mood.

To you and me, people who care most about what Porsche builds and how it drives, Hatz is probably the most important person in the company. As head of R&D (in his spare time he's also head of all engine and transmission development for the entire VW Group), very simply he is responsible for all of Porsche's products.

Our conversation started with the 911, specifically the GT3 RS that will be revealed at the Geneva show in March. This, you may recall, is the car originally slated to appear last summer until Weissach found its hands unexpectedly full replacing the engine in every single 991 GT3 it had sold to date to make sure none would ever catch fire again.

"It will be worth the wait," said Hatz, though he would say that, wouldn't he? But then, from nowhere, a bombshell. He had just confirmed its engine would be normally aspirated to

counter speculation that this would be the first turbocharged GT3 car, so I tried to tease out of him whether the existing GT3 engine would stay the same size or expand to perhaps four litres, like the fabled 997 GT3RS 4.0? "Neither. It has a new engine."

A new engine? So the old motorsport engine has been brought back to life for the new RS? "No, it is a new engine. A completely new engine."

You don't need to be a Pulitzer Prize winner to spot what was not being said, because no one in the modern age would ever design a brand-new engine for just one car, least of all a product as niche as the GT3 RS. I thought Hatz would resist all further enquiries when I asked if it would be used in other 911s but, in fact, he said somewhat cryptically, "yes, but not in this form."

Taking the next step required a little deduction and some knowledge because a) Hatz wasn't about to give it to me on a plate and b) the ramifications of what he appeared to be hinting at were potentially transformative for the 911. But if you know about the requirements placed upon Porsche's shoulders to do slightly

more than its fair share in helping VW reduce its total fleet emissions plus divined what you could from Porsche's most recent introduction – the Macan – the inference was clear: Hatz appeared to be saying that from late this year all 911s, and save GT3s I do mean all, will be turbocharged. I put it to him and he confirmed it. What does this mean for the 911 Turbo? Will it become the 'Turbo Turbo'? Almost certainly not: the Macan S and Macan Turbo both have forced induction engines and there's no reason the 911 should not subscribe to the same model: for Porsche the word 'Turbo' is no longer a description but a statement of intent.

But back to the GT3 RS. The car will appear at Geneva and is believed to have at least 500hp. It will, in the usual way, be significantly lighter than the GT3 but its biggest advance is believed to be aerodynamic. This corresponds to information I have from an engineer who's driven it and lies behind the reason Hatz is so confident the GT3RS will lap the Nürburgring Nordschleife in 'comfortably' under 7min 20sec. The current 911 GT3 manages 7min 25sec.

The notes from Hatz...

- GT3 RS: will have an all-new engine with at least 500hp
- 911: all future 911s will be turbocharged (except the GT3 RS)
- Cayman GT4: Preuninger/Weissach car produced by Porsche motorsport - (sub 400hp)
- Boxster: high performance model coming soon
- Two seater, mid-engined Porsche production supercar coming (akin to 458 and 650S)



Buoyed by such candour I then asked Hatz if he'd care to confirm the existence of the Cayman GT4, which he did without blinking. Moreover he told me the car would come not from Porsche in Stuttgart but the motorsport department responsible for the GT3s and GT2s, making this its first product to date not to be based upon the 911. When I suggested to him such a car might need as much as 400hp to stand as a credible product among such illustrious brethren, he replied: "Perhaps not that much but in that area." Using a little basic arithmetic, that would seem enough to drop its 0-62mph time from the 4.9sec offered by the 335hp Cayman GTS to perhaps

as little as 4.3sec. Its top speed will also likely reach 180mph if Porsche does not put too much wing on it. Porsche will also homologate a pure race version to compete in the fast growing GT4

Hatz also confirmed that Porsche is working on a fast Boxster but far from being a GT4 model like the new Cayman, it will be part of Porsche's standard development cycle. At this stage Hatz gets briefly and uncharacteristically coy and refuses to say more about the car, but my bet is it will be a replacement for the brilliant Boxster Spyder of 2011, a car I'd just love to herald the return of the ClubSport brand.

Next we move to the other end of the Cayman/Boxster ranges where Hatz is happy to say its oft-rumoured flat-four engine will shortly be making its debut, perhaps before the end of the year. Details are scant but it is likely to be configured from two thirds of the new flat-six engine, with a capacity of around 2.0-litres and turbocharged to provide what Hatz assures me is "proper Porsche performance". And while we were on the subject of new engines, he also told me Porsche is making an all-new V8 to go in Cayenne and Panamera and that the latter might yet also be available in truncated form in its next generation and launched with two

doors as somewhat delayed replacement for the 928.

And that was it. Half an hour in which I had barely to think what to ask next as one subject led seamlessly to the next. But our time was up and I'd never even got to ask a question that in any other circumstances would have come high up the list. So as I was leaving I just asked if Porsche was still interested in doing a proper production supercar – not a 918 but a mid-engined two-seater to compete with the likes of the Ferrari 458 and McLaren 650S? "Yes, we are working on it," he said. Would we see it before the end of the decade? "Oh yes," he replied, "by then at the latest"

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MOTOR CITY MINUTIAE

Porsche kicks off 2015 with the announcement of two exciting new models at the Detroit Motor Show – the 911 Targa 4 GTS and Cayenne Turbo S...

Story: Philip Raby

Porsche's range expanded by two cars in January, with the announcement at the Detroit Motor Show of two new variants – the 911 Targa 4 GTS and Cayenne Turbo S. The latter is just a new version of a model we've long been familiar with, but the former is something quite new. Never before have the 'GTS' and 'Targa' badges been seen together.

The Targa 4 GTS combines the all-new Targa bodyshell with the enhanced dynamics and sporty packaging which are the trademarks of the GTS range. Central to the GTS concept is the

3.8-litre engine which is PowerKit-enhanced to boost the power to 430hp – up 30hp from the standard Carrera S unit and 10hp more than that of the once-mighty 996 Turbo! Together with 440Nm of torque, this equates to a 0-62mph time of 4.3 seconds and a top speed of 186mph for the PDK-equipped version. Impressively, fuel consumption remains the same as for the standard Carrera S, says Porsche.

However, the GTS is about more than just power. It's also about delivering an exciting drive, so the Targa 4 GTS comes as standard with PASM (Porsche Active Suspension Management), PTM

(Porsche Traction Management), PTV (Porsche Torque Vectoring), Porsche Stability Management (PSM), dynamic engine mounts and, crucially, a limited-slip differential.

Visually, the Targa 4 GTS also takes its cues from the 991 GTS coupé and Cabriolet. The striking Targa body shape, with its retro-style roll hoop, has been enhanced with a new front end that boasts a large central air vent, plus smoked xenon headlights with PDL (Porsche Dynamic Light System) as standard. Moving to the side of the car, we find restyled Sport Design door mirrors, black-painted centre-lock 20-inch

911 TARGA 4 GTS

ENGINE

3800cc, six-cylinder flat engine, four valves per cylinder, four overhead cams, Variocam Plus, direct fuel injection

Max power: 430hp at 7500rpm

Peak torque: 324.5lb ft at 5750

Power per litre: 113.2hp/L

TRANSMISSION

Seven-speed manual or seven-speed PDK, Porsche Traction Management, all-wheel drive

MEASUREMENTS

Weight: 1580kg

Economy: 28mpg

Emissions: 237g/km

PERFORMANCE

Max Speed: 187mph

0-62mph: 4.7 seconds

Price: From £104,385

On sale: March 2015

Turbo wheels and 'GTS' badging on the doors. The black finish extends to the 'Targa' badging on the roll hoop, the engine cover grille and the rear badges.

The generous GTS specification covers the interior, too, with Sport Chrono Package (which is much more than just a stopwatch), Sport Plus seats, plus PCM (Porsche Communication Management) with sat-nav, digital radio and iPod connectivity. Much of the interior is trimmed in Alcantara which Porsche, rather optimistically, claims is half the weight of leather – we're not sure it'll make a noticeable difference

to the performance of what is undoubtedly a heavy car! Nevertheless, this fake suede is hardwearing and gives a suitably sporty feel to the Targa 4 GTS's cockpit, especially with its red or grey stitching, plus 'GTS' logos on the headrests and 'Porsche' ones on the floor mats and seatbelts.

Priced from £104,385, the GTS is around £8000 more than a standard Targa 4S but the enhanced specification makes it remarkably good value for money – the PowerKit alone is usually a £9387 option. It's impossible to spec a Targa 4S exactly to GTS levels but we came as

close as we could on Porsche's website and the price was touching £115,000. It's hard to see a reason for not opting for a GTS when ordering a new 911, whether it be Targa, coupé or Cabriolet. Whether or not combining the Targa and GTS names is a good idea is something we're reserving judgement on until we've driven it.

The Targa 4 GTS comes in the year that the 911 Targa celebrates its 50th birthday. The first Targa of 1965 was an exciting new concept in open-top motoring. Instead of the usual folding canvas roof, Porsche offered a lift-out rigid roof panel (which could be folded and stored in the

The 911 Targa celebrates its 50th birthday this year, so the new 991 Targa 4 GTS is a fitting present



luggage compartment). A fixed steel roll hoop gave a nod to predicted US safety regulations, while a folding plastic back window could be opened if extra ventilation was required, although this was soon replaced with the now trademark curved glass rear window.

The original Targa remained popular until Porsche unveiled the 911 Cabriolet in 1982 which all but killed off sales. Then, in 1995, Porsche reinvented the Targa concept with an all-new glass roof that slid back under the rear window. This style continued right through to 2012 when the 997 was discontinued. With sales

slow, it was thought that Porsche would drop the Targa badge but, once again, the company pulled out a trump card in the form of the 991 Targa, which combined the original car's looks, complete with polished rollbar, with a novel, if rather complex, retracting roof. While the last of the glass-roofed Targas only accounted for some seven per cent of 911 sales, the new car is proving quite a hit, with Porsche reporting sales of 13 per cent and growing.

And what of the GTS badge? This was first used on the 904 race car of 1964 and then the 1980 wild 924 Carrera GTS, but it wasn't until

1991 that we saw the moniker begin to be used as it is today – on a slightly performance-orientated model, the 928 GTS. Then in 2007 we saw the concept extend to the Cayenne GTS which offered an uprated engine, revised suspension and Alcantara trim. This winning combination was embraced by the 911 in 2010 when the 997 range of GTS cars were unveiled to great applause. Here was a 911 that offered a sporty drive at an affordable price; no wonder it was so well-received.

Speaking of sporty, the new Cayenne Turbo S was clocked round the Nürburgring Nordschleife



The Cayenne Turbo S has lapped the 'Ring at almost the same pace as a 996 GT3 recorded in 1999...



at an astonishing 7:59.74 minutes; a new record for an SUV. To put this in perspective, that's less than three seconds slower than the track-focused 996 GT3 managed back in 1999, in the hands of Walter Röhrl. And that was the first road-going Porsche to break the eight-minute mark, so for a big heavy 4x4 to almost match that is quite an achievement.

The secret of the Turbo S's success is partly down to its 4.8-litre V8 engine which now has a pair of turbochargers built into the exhaust manifolds, rather than downstream of them, for improved efficiency. The engine pumps out a

rather hefty 570hp and, wait for it, 800Nm of torque. That's a power increase of 20hp compared to the previous Turbo S and 50hp more than then the current standard Cayenne Turbo. Those are some impressive numbers that lead to equally impressive figures, with 62mph coming up in just 4.1 seconds followed by a top speed of 176mph.

However, record-breaking 'Ring times also require flawless handling. Not easy with a tall and heavy vehicle, but Porsche has poured the best of its technology into the Turbo S, including PDCC (Porsche Dynamic Chassis Control)

which reduces body roll, PTV Plus (Porsche Torque Vectoring Plus) which uses tiny interventions of the rear brakes to improve the steering precision, PASM (Porsche Active Suspension Management) for levelling and ride height adjustment, plus PTM (Porsche Traction Management) to control the four-wheel drive system. Behind the 21-inch wheels are PCCB (Porsche Composite Ceramic Brakes) as standard, with huge 420mm (16.5-inches in old money) front discs clamped by ten (yes, ten) piston callipers, while out back are 370mm discs and four-piston callipers.

CAYENNE TURBO S

ENGINE

4806cc, eight-cylinder Vee engine, four valves per cylinder, four overhead cams, Variocam Plus, direct fuel injection, bi-turbo via two turbochargers

Max power: 570hp at 6000rpm

Peak torque: 590lb ft at 4000rpm

Power per litre: 118.6hp/L

TRANSMISSION

Eight-speed Tiptronic S, Porsche Traction Management, all-wheel drive via variable

drive torque distribution

MEASUREMENTS

Weight: 2235kg

Economy: 25mpg

Emissions: 267 g/km

PERFORMANCE

Max Speed: 176mph

0-62mph: 4.1 seconds

Price: From £118,455

On sale: March 2015



Visually, the Turbo S doesn't give much away. Apart from the 'S' suffix on the rear badge, the front grilles are finished in gloss black, as are the undersides of the door mirrors (you have to ask yourself, why?), while the roof spoiler and wheel arch extensions are body coloured. That said, the standard Cayenne Turbo is an imposing car as it is, so perhaps it is better that Porsche hasn't gone overboard with the S variant.

Inside, occupants are treated to a lavish specification, with a new standard colour palette of black and cream two-tone leather (although,

of course, you can choose other shades). The Bose Surround Sound System pumps out 585 watts through 14 speakers, while adaptive sports seats with 18-way adjustment are standard fare, as are a multifunction steering wheel and self-dimming mirrors. And that's in addition to the already high spec of the standard Turbo, so you won't want for much.

All of this luxury and performance comes at a price, however. The Cayenne Turbo S starts at £118,455, which is more than twice as much as the entry-level Cayenne. While we expect

residual values to be stronger than for the standard Turbo, there is no getting away from the fact that the new Turbo S will drop in value almost as quickly as it circumnavigates the Nürburgring. On the plus side, it's Porsche's fastest and most luxurious Cayenne to date and follows in the footsteps of previous Turbo Ss dating back to the first incarnation of 2005, which set the benchmark with its amazing 521hp V8.

Look out for full road tests of the Targa 4 GTS and Cayenne Turbo S in future issues ○



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Navigation • 33,649 miles • 2008 (58)

£39,995



Boxster S (987 GEN II, 6-Speed)

Black Edition • Jet Black • Black Leather Seats
Touchscreen Satellite Navigation • 19" Boxster
Spyder Wheels • 26,012 miles • 2011 (61)

£31,995



Boxster S (987 GEN II, 6-Speed)

Carrera White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Boxster Spyder Wheels
26,950 miles • 2010 (60)

£29,995



Boxster S (987 GEN II, 6-Speed)

Meteor Grey • Dark Blue Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Sport Wheels • 24,628 miles • 2010 (10)

£28,995



Cayman 2.9 (GEN II, 6-Speed)

Jet Black • Black Half Leather Seats with Alcantara
Inserts • Touchscreen Satellite Navigation • 18"
Cayman S II Wheels • 34,207 miles • 2011 (11)

£27,995



Boxster 2.9 (987 GEN II, 6-Speed)

Aqua Blue • Blue Leather Heated Seats • 18"
Boxster 'S' II Wheels • Rear Park Assist • 35,860
miles • 2009 (09)

£20,995



Boxster S (987, 6-Speed)

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Navigation • 19" Sport Design Wheels • 48,053
miles • 2008 (58)

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Cape Crusader

Purchased to be raced then crashed by a future Le Mans driver, this South African 356 Speedster has one of the most interesting stories we've come across.

Story: Wilhelm Lutjeharm

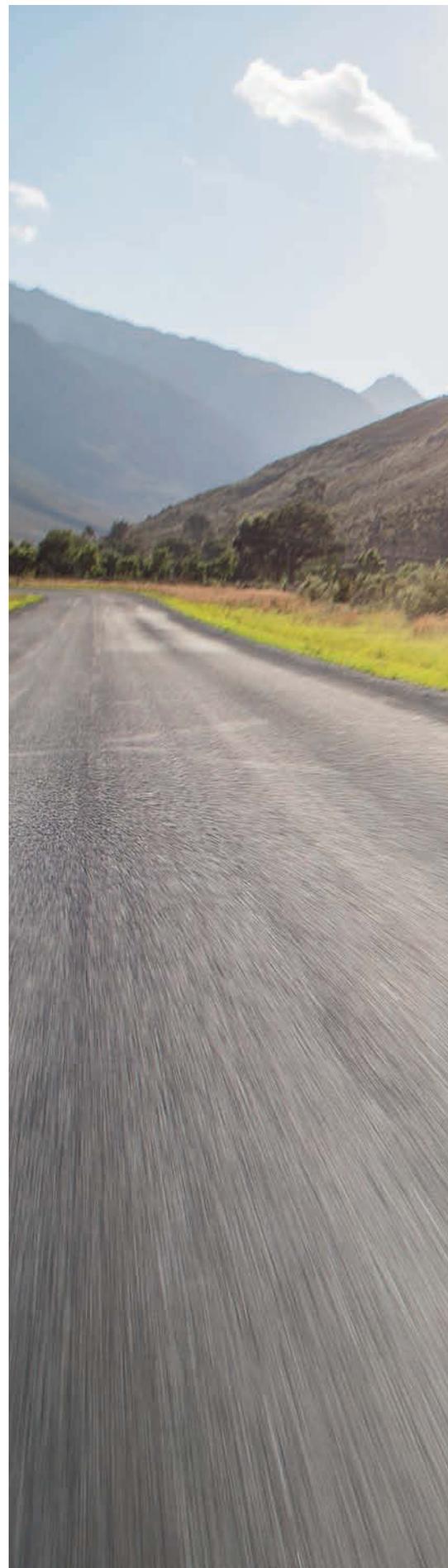
Photography: Charles Russell, Crossley & Webb and Sarel Van der Merwe

Many enthusiasts will argue that during the 1950s and 1960s automotive design reached its pinnacle. In some regards it is difficult to argue with them. Not only were these the formative years for Porsche but it was also a time when we saw other manufacturers designing some astonishingly elegant cars (Mercedes-Benz 300SL, anyone?). Although the 356 is on the compact side of the scale in terms of design, it still has those soft, perfect lines front to rear, as well as from side to side, which we have come to associate with the car.

South Africa has a very limited classic car market, so when a fellow enthusiast sent me

the link to the advertisement for this Meissen Blau Speedster, I couldn't believe that such an iconic car was for sale only five miles from my office in Cape Town. More importantly, I was about to learn that the car had an extremely interesting history.

After a few phone calls I met up with the owner and I could sense that even he couldn't quite believe the history of the car which he has owned for the past 35 years (since he was 23 years old). When the owner decided to sell the Speedster he started to do some proper research on the car. He knew the Speedster had been owned in South Africa by a certain Mr Van der Merwe but as this surname is one of the most prolific in South Africa he didn't







The car's finest achievement came in 1959 when it came second at the nine-hour endurance race at Grand Central

bother to find out exactly which Mr Van der Merwe it was. After a few enquiries, it seems this particular Mr Van der Merwe's name was Sarel, and Sarel Van der Merwe is a household name in South African racing. Apart from numerous race victories – including being an 11-time South African rally champion – the now-retired racer was part of the Porsche team which came third in the 1984 24 Hours of Le Mans endurance race in a Porsche 956. He was also part of the 1984 team that won the IMSA 24 Hours of Daytona race.

As fate would have it, this Speedster belonged to his father, also called Sarel, but, the story was about to get even more intriguing. After the current owner had his first meeting with Sarel, the floodgates opened and the car's full history surfaced. On the day we drove this car, the regional newspaper even ran a story on Sarel's father and his history regarding the car.

This car was bought new by Sarel Senior in 1958. According to Sarel Junior, the more powerful front 356 Carrera drums (356 aficionados will notice the ribbed pattern on the drum), which are wider and air-cooled, were ordered as he knew he would race the car. The car's finest achievement came in 1959 when it recorded an overall second place at the nine-hour endurance race at Grand Central – a circuit which was used before the current Kyalami circuit was built. The team also won their class and came second on index of performance. They covered a distance of 565 miles and beat cars such as a few Volvo Sport racers, an Alfa Romeo



Spider and Sprint and two MGAs.

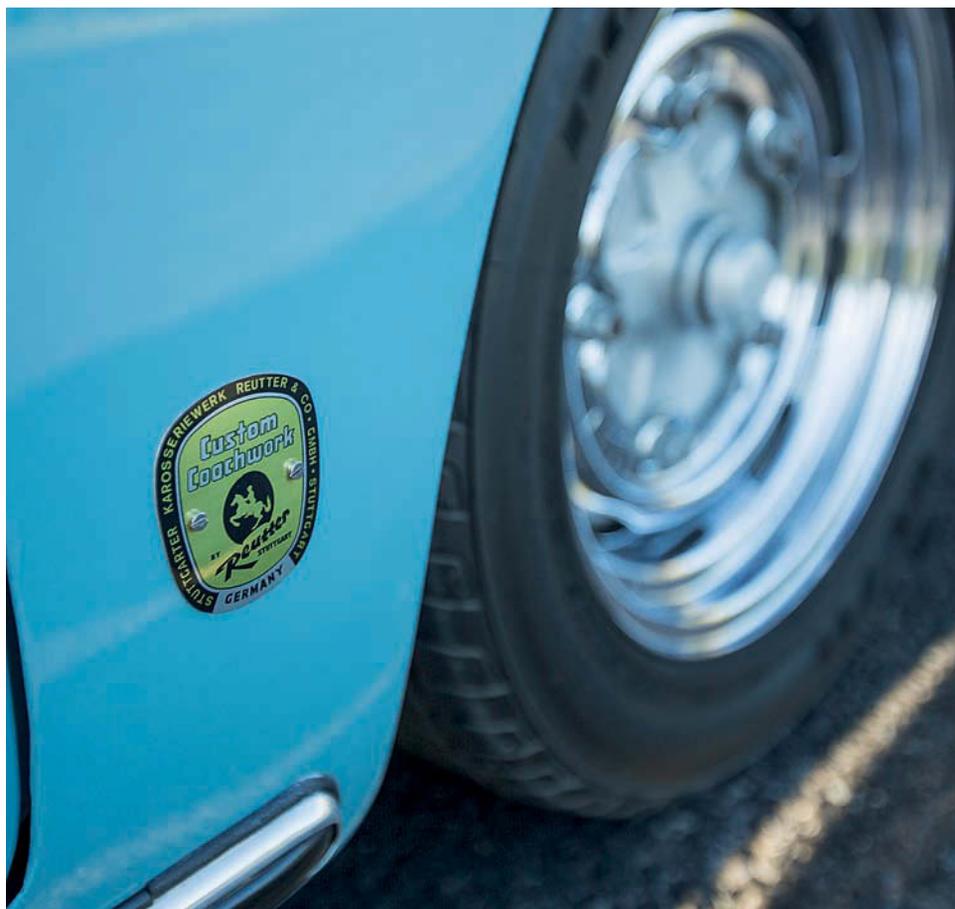
However, as Sarel shared this story with us, a sly smile appeared on his face. When he was at school he stole his father's Speedster (an exercise he regularly repeated!) and while charging down the streets of Pretoria he lost control of the car exiting a roundabout and crashed into a stationary vehicle. Instead of reporting it he immediately drove back home. He barricaded himself in his bedroom expecting trouble. The police arrived at his parents' house (his father had told the police to go there after they called in search of the driver of the car at the time of the accident). Further, his father told the police to get to the house before he did, otherwise they might have a murder case on their hands! His father allowed the police to keep young Sarel in the holding cells for four days as he didn't want him back at the house. Fortunately, since Sarel Jr became such a successful racer, I think we can forgive him for this minor incident in his distant youth.

Sarel Senior sold the car in 1964, after which it had a few more owners before its current custodian bought it.

Until the late-1990s, the current owner didn't know about his car's rich history, and decided to restore the car completely. The entire process took a while but it was comprehensively completed and in 2000 it was the overall winner at the Porsche Club of South Africa's annual concours event.

This Speedster doesn't have its original engine, which is understandable, since it started its life

The Speedster underwent a full restoration in 2000, its engine is not original given its initial life on the race track. Since the restoration the car has only covered 3000 miles, which makes us extremely lucky to have driven it for our photoshoot



as a race car, however, the numbers still indicate that it was manufactured in 1958. Open the elegantly curved engine lid and you are greeted by mechanicals so clean that they could have rolled off the production line yesterday. This is partly a testament to the mere 3000 miles the owner has driven since the car was restored.

Since winning the concours, the only changes the owner has undertaken were the fitment of the 5.5-inch Brazilian wheels, giving the car a Californian look. He also fitted 356 C cylinder heads and Webber carburetors on the engine, giving it slightly more power. After all, it is believed that the Speedster left the factory in a slightly higher state of tune, since it was heading for the race circuits of South Africa.

When the car's full race history (with photographs) was discovered, the owner realised that he had actually done a great job restoring the car, as the only non-original element was the tanned soft-top and side screen surrounds, as the original items had been black.

The first time I saw the car, it was standing in the black-painted studio of Cape Town's premier motoring showroom, Crossley & Webb. There

was nothing to draw your attention away from the smooth, simplistic and classy lines of the Speedster. This theme is carried over to the interior with only the most basic of instruments offered to both the driver and passenger.

This car's unique history swirled around in my head as we met up with the owner in the picturesque winelands town of Franschoek, an hour's drive from Cape Town. We couldn't have asked for a better day, the sun was out, it was warm and we had selected a rather twisty country road for our excursion.

As I walked to the car, I pressed the button on the door handle and the mechanism pushed it open. The door is light but, as expected, extremely solid. This became increasingly evident as I climbed in and out of the car as part of our photoshoot duties. I was too scared to slam the door too hard, but one has to, and when one does so, one experiences that solid thud – a feature we still associate with most Porsches until the late-1990s.

The cabin is another study in simplicity. The seats are the most elementary Porsche pews I've had the privilege to sit in. However, as

unfussy as they seem, they are almost equally as good and comfortable as any modern seat when you manoeuvre yourself behind the wheel. Without any seat belts you do find yourself feeling slightly exposed and vulnerable, though.

The massive steering wheel certainly gives one the feeling of being in control of the car, while the three circular instruments offer the driver of the Speedster only the most fundamental information. There are also switches for the wipers and headlights. Look down, and in front of the gear lever you will find the adjustment knob for the rather primitive heating system.

To start this 356 A one turns the key less than a quarter of a turn, then gives the starter button (fitted at a later stage) a push and feathers the throttle. The 1.6-litre flat-four catches after a few turns and settles into an easy and unstressed idle.

I pressed the clutch pedal down and moved the gear lever forward (reverse is engaged by pressing down and left up, as many Volkswagen products are today) and released the clutch. I quickly changed into second, and short-shifted to third and fourth. At an indicated 40mph the





Open the elegantly curved engine lid and you are greeted by mechanicals so clean that they could have rolled off the production line yesterday





THANKS TO:

Special thanks to the owner and Crossley & Webb (www.crossley-webb.com) where the Speedster is currently for sale, in making this feature possible.

wind flowed into the cabin and I started to experience the uniqueness of these cars. The shorter windscreen results in the wind flowing perfectly over my head and not into my face (impressive, as I'm 6ft 4") as one might have thought. Having said that, one's view is cut in half by the chromed frame of the lower than usual windscreen. The view over the bonnet is typical Porsche, with the front fenders drawing your attention to the left and right extremities of the car. However, let your eyes glide from left to right, or visa versa, and it is quite possibly one of the smoothest lines in car design history.

With the in-car photography done and the owner driving back to our rendezvous in the camera car, I pressed the clutch, blipped the throttle slightly and engaged third gear. Despite being far from a professional at heel-and-towing,

I found the pedals are perfectly positioned for such exercises. I pressed the throttle to its stop and the engine started pulling with an honest level of vigour. The rev counter passed 3000rpm and as the needle touched 4000rpm (an understandable safety barrier) I switched back to fourth gear. I did this a few times and it dawned on me why this was one of the best sports cars of the time. Unfortunately this was my first encounter behind the wheel of a 356, so I am not able to compare it to other 356 models. I have, however, driven German sedans from this era, and the Speedster feels substantially lighter, nimbler and sharper.

The gearbox's shifting action does feel vague (and each throw is long) compared to modern sports cars – which one would expect. However, after a few shifts one quickly learns the feel of the gearbox. As one becomes accustomed to

driving this car, I'm sure this will become second nature.

Owning this car won't be like having any other cabriolet in your garage. It has absolutely no creature comforts to speak of. I'll go as far as to say that I am unable to imagine putting the roof in place. This would be an injustice to the purpose of this car, which is to sail along with wind in you hair. Even after several hours in the sun, and the 30°C heat on a South African summer's day, the owner tackled the hour's drive back to Cape Town with the roof down. It is that sort of car. But, you won't be doing it every weekend. You will select your trips and parking bays carefully in this car. Wherever you approach the car you may well look at and think to yourself, 'I have the key to what is one of the most timeless shapes in automotive history'. I know I did... ○

THE 356 SPEEDSTER

The 356 Speedster made its official public debut in 1954, seen at the time as a spiritual successor to the very pretty America Roadster. As was the case with a few halo European cars, the Speedster was built owing to the influence from Max Hoffman, the official importer of Porsches into the USA.

At a time when the market (read collectors and investors) has gone mad for limited number production cars, it might come as a surprise that the Speedster was not as scarce as one might think. According to *The Porsche Book* by Jürgen Barth and Gustav Büsing, a total of 4822 cars found their way into homes, of which 556 were built in 1958.

However, of the total number, fewer than 40 factory versions were RHD, of which this car is one.

Speedsters, which participated in race events, were nothing special at the time. What are regarded today as museum pieces took part in German hillclimbs and were also a regular sight in club races in the USA.



The car's past had largely remained a mystery until research in the 1990s uncovered a prolific racing history





Peter Morgan spots the previously under-acknowledged 996 models that will make the running in 2015...



2014 was a mixed year for many independent Porsche dealers. While the classics appeared to maintain a sustained growth through the first nine months, it's been a period of ups and downs for those in the mainstream. The one aspect we noticed is that while many private sellers sometimes unrealistically priced their Porsches at dealer levels, the dealers themselves offered remarkably good cars at very attractive prices. That may sound as if I'm talking up the trade, but considering a dealer purchase comes with consumer protection, basic warranty and often a good name to maintain, some of the alleged 'super' cars offered privately for maximum money have been more than disappointing.

On a more positive note, time and again I've met enthusiast owners who had no idea how strong the market for classic 911s (the Carrera 3.2 and 911SC in particular) has become. It's refreshing to meet long term owners who love their cars for what they are – thoroughbred driving machines – and for me not be asked as the first question "how much is it worth now?"

The traditional classics don't appear in many dealers portfolios these days, but many have experience with one model family that is showing all the

signs of being an emerging classic. The early 996, unloved for so long in the used Porsche scene, appears to be stepping out of the shadows as the affordable 911 first-time buyers want.

The 3.4-litre cars had some engine issues in their early years, but those cars that have been looked after properly are presenting strongly and showing signs of having reached the bottom of their depreciation curve. A solid service history is the starting point (as always). You'll find sub-£10k cars, but in this segment cheapest is very definitely not necessarily a bargain. Unlike the large majority of early Boxsters, which almost always have been run in the past five years by people who haven't been able to afford to look after them, the better early 996s make a strong case for themselves if you don't fancy a run-of-the-mill BMW or Audi. The offer spread for most cars is £12-17k, which is a clear strengthening on a year ago and buyers shouldn't lose too much after a few years' enjoyment.

Not too far behind the 3.4-litre as a 996 riser is the 3.6-litre 'face-lift' model. The '02-'03 cars are generally unaffected by bore scoring (especially those with an annual service history) and are the best for looks and usable options. The good ones have stopped

depreciating and you'll have to look hard for a desirable C4S with sub-70k mileage for less than £17,000, with the better cars stable at around £20,000.

The strongest 996 performer has been the Turbo. The reversal of its fortunes has been in full swing for around two years now. Values of early models slumped to under £20,000 a few years back, but now the best cars are often asking up to £35,000. That's an impressive turnaround for what many had previously regarded as a very complex 911. Its USP over the other 996s is the famed 'Mezger' motor, but selecting the car remains a tricky procedure as there are so many dogs and tarted-up cars to be found. These engines may be good, but they need fresh oil every year to be very good and that's before considering body damage, chips, worn-out turbos, wastegate controllers, suspension arms, air-con condensers and radiators that appear to be made from the best Chinese alloy.

Negatives aside, this is nonetheless a great 911 – a sports car that'll certainly get your attention above 4000rpm. You'll have the reassurance that the all-wheel drive system has the capable Porsche Stability Management looking out for those wet patches you don't see until you're over them.

As I write this I'm thinking of a fine '03 example with 86,000 miles and asking £27,000 privately that I saw a few weeks back. The service history and signs of good care were there to be seen both above and below the axle line. Its only negative was that it had a custom exhaust that provided head-numbing resonance in the cabin at around 2000-3000rpm – just the revs you use when driving around town. But that was easily fixed as the original exhaust was available. Customising this model is unnecessary and will depreciate it against equivalent quality standard examples.

I haven't mentioned the GT3, mainly because these models have always looked after themselves and continue to do so. There are some very nice examples to be had among both the 2000 and more pert 2004 models, although in my view, the RS isn't worth the premium some dealers attach.

It's taken nearly 18 years since the 996's first launch to find solid acceptance within the UK used marketplace, but the signs are that in a few more years we'll be wondering why we didn't buy that Turbo when it was asking £20k ☺

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



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New & Improved

The fourth generation Cayenne offers subtle refinements over its predecessor and launches with five new models. We drive the full range in the UK for the first time.

Story: Simon Jackson

Photography: Andy Morgan for Porsche GB

The Cayenne has been around since 2002 and is an unmitigated success story for Porsche. The first incarnation was produced up until 2010, totalling 276,000 examples, with over 300,000 units of the second-generation car produced thereafter. In 2010 we were introduced to the third generation Cayenne, a highly competent and equally popular car as its forebears and now, as car manufacturers do, we have been treated to a mid-cycle face-lift version – we expect a completely new, fifth generation Cayenne in 2017. For now then this is the fourth generation Cayenne but you'd be forgiven for losing a game of spot the difference between it and the outgoing model. Quite rightly Porsche has a history of not altering its products too drastically, a formula that we all know has worked wonders for the 911, and one that Porsche customers seemingly like with its other offerings, too, like the Cayenne.

The changes here are certainly subtle but have been designed to enhance the Cayenne in every way and, perhaps more importantly, to bring it into line with the exceptional Macan SUV. How? By giving it more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. We walked you through most of them back in our November 2014 issue. If you look closely the visual changes are largely a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Believe it or not, every panel at the rear of the vehicle as been altered over the outgoing model. The most noticeable change out back is the non-stepped rear spoiler. Adaptive cooling vanes hidden in the front bumpers of new Cayenne are akin to those used on the 918 Spyder, providing optimum airflow for the new range of engines. The 918-inspired revisions don't end there. Like the Macan there's a new steering wheel reminiscent of Porsche's latest hypercar with rollerball controls for each thumb replacing the additional stalks traditionally used to cycle through the various dash display menus. Underneath the main tweak is in the form of new sub-frame bearings for a more precise and sporty feel on the road.



2015 CAYENNE TURBO

Engine: 4806cc eight-cylinder biturbo V8
Power: 520hp
Torque: 553lb ft from 2250-6000rpm
Top speed: 173mph
0-62mph: 4.1-seconds
Fuel consumption: 24mpg
CO₂: 267g/km
Weight: 2185kg
Price: £92,628
On sale: Now

PETROL:
CAYENNE S, TURBO

This new Cayenne launches with two petrol models: the Cayenne S and Cayenne Turbo. And it's here that you'll notice there's someone missing from the guest list: it's the old petrol V8 which has been replaced with a 3.6-litre bi-turbo petrol engine – part of Porsche's downsizing practices we'll be seeing a lot more in future. It's the same unit we've seen in the Macan, and with 420hp and 550Nm of torque, on paper it offers greater performance in the new Cayenne than its eight-cylinder forebear.

On the move it provides enough torque and driveability to be fast enough for most; it's smooth and unassuming, enough for all but the hardest drivers out there. A 20hp hike in overall power of the petrol S is only a small part of the story. More important is the S model's 50Nm increase in torque and those tweaks to the chassis and suspension which make it a thoroughly pleasant drive. The gearbox is Porsche's eight-speed Tiptronic S, which doesn't set the world alight but is refined and capable. If the optional adaptive dampers (£1052) or air suspension (£2379)

are specified then ride and handling is able to be tailored to your exact requirements.

Although, if you're talking about a petrol version of the new Cayenne then it really should be all about the Turbo, at least before the mighty GTS and Turbo S arrive at a later stage. In the Turbo we get the 4.8-litre biturbo V8 engine putting out 520hp with 750Nm of torque – capable of achieving 62mph three-tenths of a second faster than its forebear. What does this mean on the road? It's mighty fast, that's what. The Turbo really does show exactly what an accomplished creation the Cayenne is. Performance is brisk to say the least but its car-like handling, especially in Sport trim with the air suspension lowered, means roll is reduced dramatically. But it's the way in which the Turbo hauls its 2185kg weight to a stop which really impresses, and with the luxury of testing an emergency lane change and stop on Porsche's test track at Silverstone, I can testify that the Turbo will get you out of trouble as quickly as it could potentially get you into it. Indeed, every aspect of this car's performance is breath taking. Should an SUV be this much fun to drive? I'm not sure, but somehow this one is.

The Turbo will get you out of trouble as quickly as it could potentially get you into it



DIESEL: CAYENNE DIESEL, S DIESEL

The Diesel and S Diesel will likely be the best-selling Cayenne models for Porsche in the UK, naturally for the mix of economy and accomplished performance they offer. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic, putting out 262hp and 580Nm of torque.

It's enough to take it to 62mph in 7.3 seconds while providing improved fuel consumption figures (41mpg combined). These improvements are, in part, thanks to a larger turbocharger, which also means the Diesel model boasts an increased range. We expect that this will be the more popular choice here in the UK but the S Diesel really is brilliant and worthy of serious consideration, despite being an older engine (the only engine here which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel.

The S is powered by the 4.1-litre V8 engine with a maximum power output of 385hp –

just 13hp greater than it had before. That's fine but it's really the torque which tells the main story of what this car is like to drive in the real world: 626lb ft of torque from 2000rpm is a staggeringly high figure, enough to propel the S to 62mph in just 5.4 seconds. The power delivery is highly refined and it's almost like a petrol car, arriving low down the rev range and seemingly staying with you throughout, whenever you need it.

Both diesel versions of the Cayenne highlight just why this SUV has proven so popular in the premium sector over the years (typically, approximately 80% of UK Cayennes are powered by Derv). What's interesting is that the S Diesel is almost as quick as the petrol Turbo, over £30,000 cheaper, and it's more economical. Whichever way you slice it the petrol versus diesel argument seems to hold less and less water when Porsche is able to produce cars as capable as both the Cayenne Diesel and S Diesel. What's more, both cars are so refined and so petrol-like to drive you'd be hard pushed to even know which colour pump to use at the filling station.

2015 CAYENNE S DIESEL

Engine: 4134cc eight-cylinder twin-turbocharged V8
Power: 385hp
Torque: 626lb ft at 2000-2750rpm
Top speed: 157mph
0-62mph: 5.1-seconds (w/ Sport Chrono)
Fuel consumption: 35mpg (combined)
CO₂: 209g/km
Weight: 2215kg
Price: £61,474
On sale: Now





HYBRID: CAYENNE S E-HYBRID

Porsche is the only car manufacturer in the world to offer three plug-in Hybrid vehicles; together with the Panamera S E-Hybrid and 918 Spyder, the new Cayenne S E-Hybrid is its latest. The first plug-in Hybrid vehicle in the premium SUV segment, the Cayenne S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries in the Cayenne offer improved performance over both the Panamera version and the outgoing Cayenne Hybrid. Larger lithium-ion batteries now with a capacity of 10.8kWh replace nickel-metal-hydrate batteries with 1.7kWh capacity. This equates to an driving range of between 11 and 22 miles purely on electric power, depending on roads and driving style.

The new Cayenne Hybrid offers the capacity of being charged from a standard UK three-pin power supply or whilst being driven. As a result of the aforementioned improvements, power output of the electric motor is now over 50% greater at 95hp. Fuel consumption is also improved (now 83mpg), and CO₂ emissions are down from the old model's 193g/km to 79g/km. Working in conjunction with the petrol V6 three-litre engine the two powerplants produce 416hp combined, with 590Nm of torque. Porsche say these are sports car levels of performance, and we're inclined to agree.

All this is pretty advanced stuff, and it's

technology that is evolving at an incredible pace. Through Porsche Car Connect, fitted as standard, information on the car's current charge level and air conditioning controls can be accessed remotely through your smartphone. We'll investigate how the system works with the new Hybrid Cayenne in further detail in a forthcoming issue.

Driving the new Cayenne S E-Hybrid requires an altogether new driving style and mindset. Moving off under electric power for the first time is eerily quiet, and while its pace is somewhat glacial it's a fascinating experience. The accelerator has what can only be described as two stages, controlled by an active pressure point. What this means in reality is that after the initial stages of pressing the pedal you experience a point of small resistance, beyond which the petrol engine is activated. Mastering this system would be something which would require more time in the car but suffice to say you initially treat the right pedal as if it has an egg underneath it to avoid the introduction of gasoline. When the petrol V6 engine does kick in, it is a seamless transition which belies the complex mechanical processes at work. As you would expect, a detailed 'live' diagram appears on the Hybrid's display showing exactly what is happening, which power unit you are currently using, when charge is occurring and any other vital information. It's a addictive little screen, one we might consider switching off for fear of not paying enough attention to the road ahead!

2015 CAYENNE S E-HYBRID

Engine: 2995cc six-cylinder supercharged V6

Power: 416hp

Torque: 590lb ft at 3000-5250rpm

Top speed: 151mph

0-62mph: 5.4-seconds

Fuel consumption: 83mpg (combined)

Electric consumption: 20.8 kWh (combined)

CO₂: 79g/km

Electric driving range: 11-22 miles

Weight: 2350kg

Price: £61,434

On sale: Now





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It is a condition of entry that the fitting must be carried out by mutual arrangement and agreement between the prize winner and the staff of Centre Gravity, Eibach UK and *GT Porsche*, at the workshops of Centre Gravity in Atherstone, Warwickshire, where the fitting will be photographed for a full article, to appear in a later edition of the magazine. The vehicle should have no other mechanical issues needing attention and the winner must be prepared to travel there at their own expense and make sufficient time for the fitting and photography. The winner will be advised to ensure that their insurance will adequately cover the modification. Any extra work over and above the fitting will have to be paid for by the customer. Centre Gravity is responsible solely for parts fitment, Eibach is responsible for any parts warranties.

The After Party

The 911's 50th birthday celebrations are over, but will Porsche's gift, the 991 50 Years Edition, now become as sought after as its equally nostalgic cousin – the 997 Sport Classic?

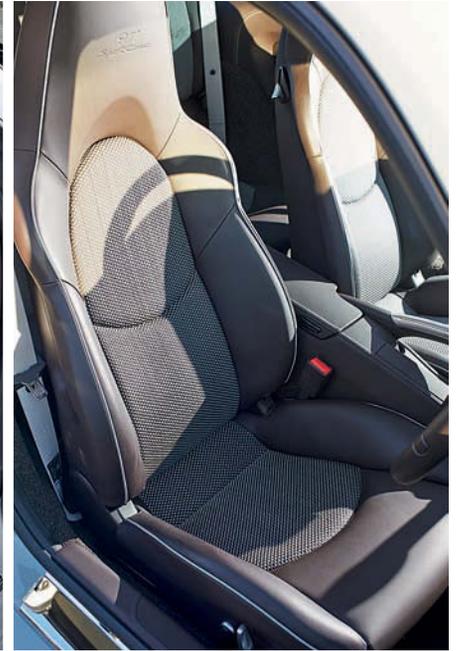
Story: Simon Jackson Photography: Gus Gregory





Anything classic, retro or vintage is big business these days. For brands, old is gold and the ability to bring the past to life is an unmitigated licence to print money. You only have to look at the growth of the Goodwood Revival to understand how this fashion for perceived time travel has engaged with the automotive scene, manifested as a prevailing passion for petrol-soaked nostalgia.

Porsche is perhaps one of the savviest automakers when it comes to capitalising on our desire to reminisce – producing cars with undiluted heritage that are as popular for their association with the brand as they are as standalone vehicles. After all, every time we're graced with a contemporary 911 the new model manages to successfully walk a seemingly impossible design tightrope between old and new. Each fresh incarnation of Porsche's poster boy is infused with the DNA of its forebears, yet it manages to bring something innovative to the party. There are car manufacturers who would kill for this type of tangible history with which to interpret, modernise and do battle on the showroom floor. In some respects though perhaps all this is also a poison chalice for Porsche? After all, when you want to create a car that celebrates all that is good about your hero model, a version that does justice to decades of 911 history for example, where do you start?



This was an ultra-exclusive car that Porsche created with a firm eye on the collector market



997 SPORT CLASSIC

In 2009 Zuffenhausen's Porsche Exclusive department revealed a 911 that captured the imagination of the car's fans, and, at the same time, beautifully transmitted the historical drama and heritage associated with it. The 997 Sport Classic was a limited run model, just 250 examples were produced, fusing the best of the 997 Carrera with some of the greatest 911 design elements from the past. In the Sport Classic, Porsche had produced a car that delivered modernity in a neatly wrapped retrospective package – the perfect modern day 911? Perhaps.

Based on a Carrera S, the car boasted a rear-wheel drive layout yet with the wide-body of the Carrera 4S – the only 997 available in such a format. From the outside Porsche fans would recognise the ducktail rear spoiler and would certainly be familiar with the Fuchs-style alloy wheels. Up front sat a unique front bumper design, one-off mirrors, and up top a rather

special double-bubble roof – this car was a clear nod to the 2.7 RS of old. The whole affair was shot in a delicious shade of flat grey (Sport Classic grey), with twin highlight stripes that ran the length of the car. Inside, the team at Porsche Exclusive created one of the most plush 911 interiors of all time; deliciously period houndstooth trim was stitched together with hide on redesigned seats and doorcards, and swathes of leather could be found elsewhere too. There was also a steering wheel and gear lever exclusive to the Sport Classic.

But the Sport Classic didn't just look good – it went well too. A Powerkit raised peak engine power by 22hp, bringing it up to 408hp, and to match, the chassis was tweaked too. The Sport Classic came with the Sport chassis pack, an optional extra on the 997 Carrera, it combined uprated spring and damper rates and allowed for a 20mm reduction in ride height with a highly desirable limited-slip differential fitted to boot.

PCCB carbon ceramic brakes were also fitted as standard, but perhaps the real music to the ears of any non-PDK fans out there was that this car was only available with a six-speed manual gearbox. That 'box was treated to a reduced throw and revised ratios to ensure it delivered a more engaging and pleasurable driving experience than any 997 Carrera before it.

History records state that due to the Sport Classic's recognisable double-bubble roof, Porsche was forced to homologate the model, upon which its eye-watering price tag was blamed. Priced at £140,000, it caused much wincing and eyebrow-raising from those outside Porsche circles. However, this was an ultra-exclusive car that Porsche created with a firm eye on the collector market, and thanks to its limited availability it would serve to do what all rare 911s do – appreciate in value. The Sport Classic was an instant, and true, Porsche classic.

Today the 250 examples have found homes







The inside of the 50 Years was reminiscent of the Sport Classic – without treading on its toes



with the hardcore 911 collectors across the globe, and their desirability has simply sky rocketed their value. Of the most recent examples to come to market, approximate asking prices are now closer to £200,000, some £60,000 more than they were new just a handful of years ago. I wonder where those price critics are now?

991 50 YEARS EDITION

Just a handful of years after the release of the Sport Classic, Porsche had a problem on its hands. With the 50th anniversary since the very first 911 was unveiled fast approaching, a car would have to be built which commemorated the milestone birthday. Naturally this would be based on the latest 991 generation of 911. The problem was that the Sport Classic had managed such a terrific (and recent) job of paying homage to 911s

past and present, that ultimately it represented a pretty tough act to follow. So, if this all-new model bore a healthy likeness to the 997 Sport Classic then it may not be unintentional.

Taking the successful Sport Classic formula and running with it, the 991 50 Years Edition would also be a limited run model, but this time the number was bigger than 250 – it was 1963 – an unashamed reference to the 911's year of birth. Based on the 991 Carrera S, like the Sport Classic, the new car came in rear-wheel drive form only with the wider 4S rear end, an increase of 44mm in rear arch girth over the standard Carrera 2's haunches. As a result, the rear track was 36mm wider too, which provided an additional level of sure-footed support. Engine power was 400hp – remaining unchanged from the existing output of the Carrera S, yet enough to propel this version

of the 991 to 62mph in 4.5-seconds and on to a top speed of 186mph. The option for a Powerkit provided 430hp – making the driving experience that little more electrifying. In each corner sat cast 20-inch Fuch-style wheels, naturally with staggered widths (9J – front, 11.5J – rear), and their design really works. Geysier grey, Agate grey and non-metallic black paintwork were the three available colours, laid over the 1964 shells, which were dressed with special SportDesign wing mirrors and bespoke chrome strips between the rear light clusters and across the engine cover. It's all sounding rather familiar, isn't it?

As standard the 50th Edition came with a seven-speed manual gearbox, but unlike its forebear this could be switched for a PDK automatic at an additional cost if so desired. The chassis was gifted all the 991's fantastic tactical weaponry: PSM,

PASM, and Porsche's Vehicle Tracking System with mechanical limited-slip differential for deployment when required. Other standard fixtures included modern start/stop technology for maximum efficiency, a sports exhaust system and more digital convenience features than a branch of Currys, though, of course, there were more options available to purchasers. The 50 Years Edition retailed for £92,257 – nearly £9000 more than a standard 991 Carrera S.

All of these exterior touches were joined by an interior treated to a balanced mix of leather and retro cloth houndstooth inlays, and the headrests boasted the '911 50' motifs. Again, the inside of the 50 Years Edition was reminiscent of the Sport

Classic – yet somehow without treading on its toes. The 991 50 Years may not have been radically removed from the base Carrera, but when a car is as good as the 991 is that really a requirement?

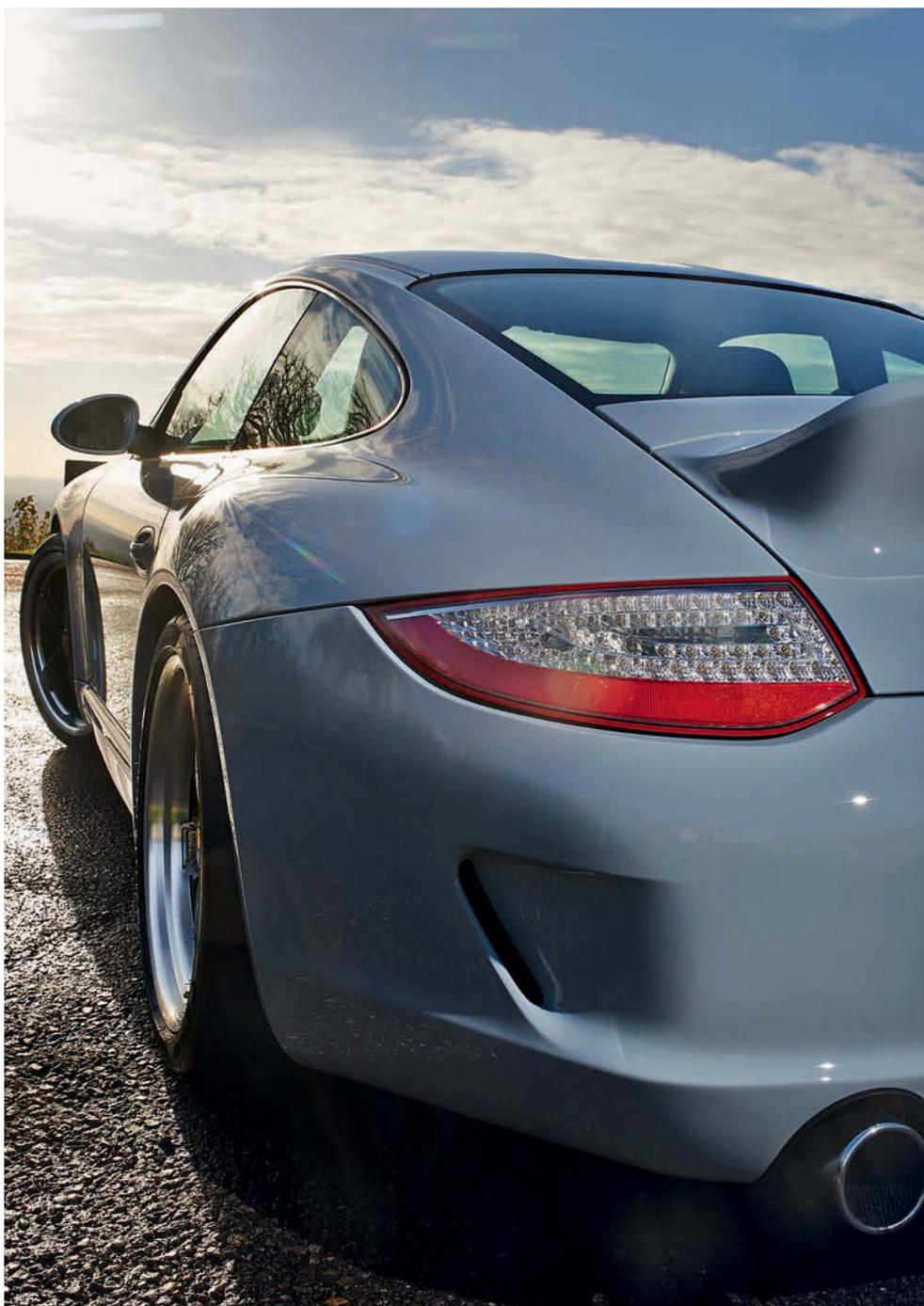
ON THE ROAD

It's one of those crisp sunny winter days, the kind where you can see your breath but the sunshine warms your extremities enough to make things pleasant, and principally the kind of day where you could just 'go for a drive'. Happily that's exactly what we're doing, and in a special sports car too – the 911 created to celebrate 50 years of Porsche's hero car; the 50 Years Edition.

Under my right foot is the 991 Carrera's

growling 3.8-litre six-shooter, and with the 50 Years Edition's sports exhaust system switched to the 'unmistakably loud' setting, it really does howl. The noise is particularly shrill at high revs, but it's the last 200-300rpm where the dial really gets turned up to 11, it's just a shame that you need to be doing illegal three-figure speeds to listen to it – even in second gear! Ultimately this car takes everything the most recent 911 Carrera does well and dresses it up with the perfect balance of mechanical specification, combined with the best comfort and convenience features.

On the road the 911 50th Edition is perhaps the most confidence-inspiring rear-drive 991 ever built. Why? Well, on this particular test car it's



the combination of the increased rear track, PASM suspension and PTV systems, not forgetting the optional Sport Plus function that includes dynamic engine mounts to actively stiffen proceedings nicely. What this equates to is a terrifically rewarding 991 C2, delivering grip, urgency and harmonious communication in equal measure. In some ways it's a comfortable, reassuring halfway house between a C2 and frankly, an idiot-proof 991 C4.

Being at the wheel of a contemporary 911 is never a terrible place to be, but guiding such a special one through the twisting countryside in pursuit of another, rarer still 911, is even better. Dead ahead at my 12 o'clock sits a 997 Sport

Classic, one of just 250 cars ever produced, and very much the forerunner to the car I'm driving in its wheel tracks today. Glinting in the sunshine that fantastic ducktail spoiler and double-bubble roof is evidence of a car envisioned and built by Porsche enthusiasts, for Porsche enthusiasts.

The Sport Classic stands shoulder-to-shoulder with the 991 in terms of performance; 408hp, 310lb ft torque and 0-62 in 4.6 seconds, there's practically nothing in it between them on paper. And it would appear there's little in it on the road too, at least not enough to write home about. The 997 offers a similar driving experience to the 991, albeit slimmer, more nibble and less GT-like in its feel, as any 997 to 991 comparison is bound to

report. The Sport Classic's power delivery is much the same story as the 991's in that it does its most impressive work further up the rev range at about 6000rpm when chasing the redline, but that doesn't mean it lacks reward at more sensible speeds. The car's lowered ride height (20mm lower than a standard Carrera), and its razor sharp responses to steering, braking and throttle inputs leaves drivers in no doubt that it is every bit the 'special' 911 its bells and whistles suggest.

However, as much as I believe a Porsche should be driven, and driven hard, I don't think either of these limited run 911s are cars that many owners will ring the last tenth of a second out of, at least not on a regular basis. They're both more





Special thanks to Neil Plumptre for the use of his Sport Classic



Both of these cars leave you with the feeling that you've just experienced the pinnacle of the 997 and 991 Carrera breed

than the sum of their parts, and rightly deserve their place in Stuttgart history as unique and desirable 911s, but are either of them that much more exciting in terms of performance and driving thrill over a standard Carrera S on a day-to-day level? Ultimately that's one for the purists to debate into the wee hours, all we'll say is that there's something enchanting about both of these cars which leave you feeling that, in every respect, you've just experienced the pinnacle of both the 997 and 991 Carrera breed.

So, there's not much to separate these two retro revivalists when it boils down to driving dynamics and levels of trim, fit and finish (everything's absolutely first class), but as intangible as it may be, there's something more special about the Sport Classic. Be it the extra little aesthetic touches, the dogtooth trim is used more sparingly in the 991, there are details such as the full length door sill trims in it too which make the car feel unique. I personally prefer the look of the Sport Classic's reimagined 19-inch dishd Fuchs alloys too over the 991's flat-faced 20-inch wheels which are attempting to create the same illusion, although the 20s do fill the 991's arches well and look great when it's on the move. Perhaps, though, it will simply be the rarity of these two cars that will determine which is more highly regarded. The Sport Classic has already demonstrated its cachet, any example that comes to market is snapped up for a premium, but will the larger number of 991 50th Editions in circulation mean that it will never reach that level of status? We wouldn't be so sure to discount any rare 911 from achieving prominence. Time will tell... ○



COPY AND PASTE

Left hankering after a 997 Sport Classic but can't stretch to the real thing? Design 911 can help...

Story & Photography: Simon Jackson

Not so long ago building a 'replica' of a desirable car, using a more meager version from lower down the food chain as a basis, would've been severely frowned upon. We've all seen a faux 911 RS, or even a VW Golf GTI-replica that's made our skin crawl on one level or another, but lately there has been something of an evolution in automotive language. A turn of phrase seems to be creeping into regular usage, born in the classic car world. No longer do we see the term 'replica' banded about, rather we're here of 'recreations', or 'reproductions', and contrary to what you might first think, some of these cars aren't half bad.

With the increasing prices of lust-worthy Porsches seemingly knowing no bounds, so the idea of creating your own faithful recreation of an expensive or rare car for a fraction of the cost gains appeal. In certain cases some of these modified machines are earning their own kind of cachet with enthusiasts, increasing in value and kudos all the time. In a way some of these cars have been warmly welcomed into the



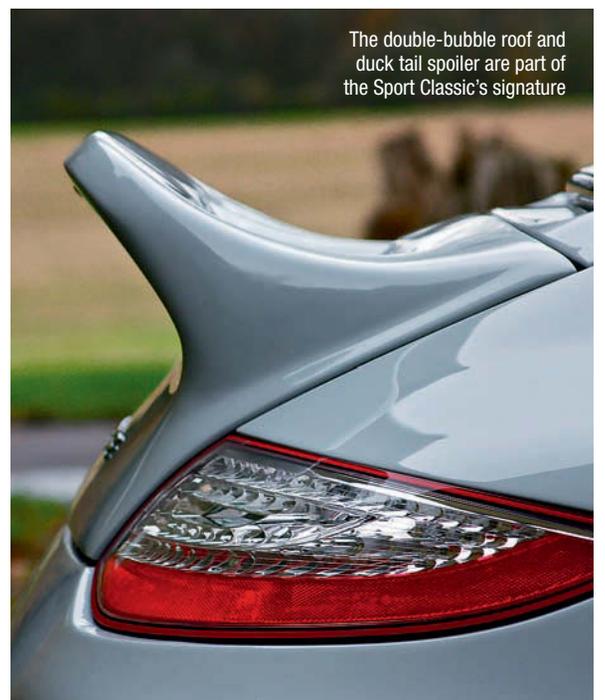
Porsche fold, if that is, they are executed correctly with the right level of respect paid to the original design being mimicked.

Design 911 in Ilford is a fountain of resource for Porsche owners, offering parts aplenty for classic Stuttgart metal right up to contemporary models. And quite rightly the firm spotted a desire for a recreation 997 Sport Classic. As you've just read in the preceding pages, the Sport Classic is one of the most desirable 997s ever built, but it's fair to say that given its limited run of just 250 examples, tracking one down isn't going to be easy, and that's if you have £200,000 burning a hole in your pocket. What Design 911's bespoke conversion offers is the visual gravitas of the Sport Classic at an affordable price point. Sure it's faking it, but it's not doing a bad job of it.

The Essex firm's demonstrator (seen here) showcases exactly what's possible if you leave your standard 997 Carrera with the team to work its magic. The car started life in 2004 as a manual transmission black C2, it already boasted the Sport Chrono pack, factory-fit

Porsche sports exhaust and black leather interior and so certainly represented a good basis. While the 3.6-litre mill out back remains untouched, there have, however, been plenty of changes on the exterior.

The Sport Classic 'kit' comprises a revised front bumper incorporating a lower front spoiler, and a matching rear bumper with twin-exit ports for the exhaust tips. Those tailpipes are stainless steel items, designed to replicate the original car's system. One of the most important elements that defines the Sport Classic is, of course, its duck tail spoiler, which has been faithfully produced on the Design 911 car, incorporating a third brake light. One of the Sport Classic's other prominent features is its double-bubble roof, and this has been recreated by Design 911 using a bespoke GRP roof panel, it sounds a bit unrefined but it's actually very effective, neatly providing the correct silhouette when the car is viewed from either the dead-on front or rear – as you can see in our pictures. Following the application of the additional bodywork listed above, a donor car is then



The double-bubble roof and duck tail spoiler are part of the Sport Classic's signature

Contact: Design 911
Web: www.design911.co.uk
Tel: 0208 5008811



resprayed in a colour-changing process that sees it shot in the correct shade of Sport Classic flat grey. To finish the exterior work, badges, decals and the correct lighting is fitted in terms of indicator lenses, side repeaters and foglamps.

The only noticeable flaw is the lack of black surround headlamps, but we're told these units are not available to buy from Porsche without a genuine Sport Classic chassis number, and 997 lenses are problematic to split, paint and rebuild with a quality finish. The demonstrator vehicle here is lowered on coilover suspension to ensure

its 19" Fuchs wheels sit snugly in the arches. The wheels certainly finish off the package very nicely – this car probably wouldn't look anywhere near as glamorous as a true Sport Classic without them.

Design 911 built this specific vehicle some time ago now, but it remains one of the firm's most popular creations – in part thanks to that very nicely executed duck tail spoiler. If you're considering undertaking a conversion like this, Design 911 offers a package price for the complete kit and caboodle (including wheels)

for £18,000. Perhaps you might want to budget further to recreate the Sport Classic's retro interior. Ultimately though as each build is unique, the sky is the limit, as each project undertaken by Design 911 can be tweaked to suit the customer's requirements.

The idea of automotive recreations is reminiscent of the art world in a way. You might have an original work hanging on your wall, or a glossy giclée print of the same picture, but does the less pricey copy mean you're less appreciative of the composition? Almost definitely not... ○



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City Slickers

The team behind Car Fest brought a new classic car show to London in January, but could it live up to its considerable hype?

Story: Simon Jackson Photography: Simon Jackson, London Classic Car Show, Rob Richardson





One of the largest indoor classic car shows takes place towards the end of each year at the NEC in Birmingham, and it's usually very well-supported. High hopes were abundant then for a similar new event at London's Excel, aptly titled, The London Classic Car Show. Boasting a familiar format to the NEC event – classic cars, indoors, during winter – the London gig got off to a good start thanks to the impressive team behind it – the same crew that brought us Car Fest.

Invariably, through TV and radio star Chris Evans (the man behind Car Fest) this event was supported by a brace of celebrities who, as Evans is, are known for their love of cars. Enter chef James Martin, *Top Gear's* James May, Formula One design guru Adrian Newey, and by association, Red Bull boss Christian Horner and former driver turned Formula One pundit David Coulthard.

The most interesting new idea at the event was to incorporate a section of roadway called The Grand Avenue, which ran the length of the floorspace and allowed classic vehicles, which are typically static displays- only at this kind of event, to be started up and run up and down for the assembled masses. And happily, amongst those running was a 1987 Porsche 959 Sport, one of only 29 produced.

In addition, separate areas of the show were dedicated to May, Martin and Newey. James May's 'Cars That Changed The World' was a screened-off walk-through area



showcasing what he saw as important milestones along the automotive road. It was clearly popular as the queue was immense. Newey had a display honouring his impressive career, with important vehicles illustrating his involvement with motorsport. Martin's zone was naturally dedicated to food, where a selection of motoring-related meals (whatever they are) were served up in full view of a trio of the chef's own personal Minis. In the opposite corner was the final feature; Le Mans – The Icons, where a select group of vehicles famed for their appearances at the French race could be found, amongst them Porsche.

The rest of the venue was taken up with exhibitors, large and small, trading in everything from vintage posters to full-blown classic car restoration, with a few familiar names from the Porsche world present. There were also areas called the Premium Enclosure and The Grand Avenue Club, similar to the type of setup you'd expect at Goodwood, for those sipping champagne and tiny coffees – these could be entered at additional cost.

The London Classic Car Show certainly looked slick, and delivered a neatly organised package, backed with the right kind of celebrity endorsement. At £25 per person to enter, £15 to park a car and a further £5 for the event programme, though, it is not among the most wallet-friendly automotive events we attend taking its size into account. It did, however, offer a high-end, polished package right on the doorstep of the capital, which makes a welcome change from the traditional venues used for hosting this kind of thing. It's an indoor mini-Goodwood in many respects, and that's no bad thing.

So, ultimately, as a concept it works, and given that this was the inaugural event, we can forgive it for its relatively compact dimensions. Judging by the impressive footfall we were witness to, this date has every potential to grow, subject to a few tweaks. Our main gripe being that The Grand Avenue hosted moving vehicles just twice daily, bookending each day.

Is this show a rival for the NEC Classic Motor Show? Probably not. Is it a healthy addition to a classic car enthusiast's winter show calendar? Almost definitely ○

www.thelondonclassiccarshow.co.uk



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Class Act

This ex-Paddy McNally 911 T/R, famously known as '2 BRX', was raced at Le Mans and on the Targa Florio in period. Now returned to its original 1960s specification, we take stock of its vast history.

Story: Martyn Morgan-Jones

Photography: Matt Woods, Porsche







Mention the classic 911, especially in terms of competition heritage, and it's likely the conversation will revolve around the Carrera 2.7 RS – with many superlatives being voiced. And why not? After all, this motoring icon, especially the 'Lightweight', is regarded by many as being the zenith of homologation special Porsches and a seminal Seventies sports car. Devoid of excess and an object lesson in the economy of purpose, the Carrera 2.7 RS proved to be a thoroughly cohesive, tactile and high performance delight. But it wasn't the first of the breed to have been gifted with such sharply-honed abilities. That honour goes to the experimental and featherweight 911R of 1967.

With its GRP panels, aluminium doors, Plexiglass side windows and raft of other weight-reducing measures, the 911R weighed in at just 830kg. Running on modified 911S suspension and powered by a 210hp, twin-plug engine (a few were given the 220hp fuel-injected engine as fitted to the 910 sports-racer), it was quite a machine.

Huschke von Hanstein ('The Racing Baron'), Porsche's then Racing Manager and PR Director certainly thought so. Appreciative of its innate abilities, and acutely aware of just how much positive publicity was garnered from racing achievements, he proposed that the company produce 500 examples, and homologate the R as a GT car. However, Porsche's marketing hierarchy argued that this couldn't be done

profitably. Profit being a crucial point, seeing that Porsche was only just recovering from its moderately-successful but fiscally-punitive foray into F1. What's more, they didn't believe the public would pay a premium for what was essentially a stripped-out racer. They'd soon be proved wrong of course.

Had Porsche sanctioned the 500 examples, then there's every likelihood the R would have contributed much more to the 911's legacy rather than becoming a fascinating footnote. That said, perhaps the marketing men were correct? After all, the 911 was in its formative years and still proving itself on a global stage. A run of 500 would probably have been a step too far at the time. Consequently, it had to compete in Group 6 as a prototype (GTP) and production ceased in 1968 after four prototypes and 19 customer cars had been made. Yet, important lessons were learnt. Porsche, already a crucible of engineering talent, had developed a flair for navigating its way through (and around!) the homologation process and even though the R had failed to properly pick up the homologation baton, subsequent versions would grasp that baton securely – and run with it. Very quickly – and very successfully as it transpired.

This was the beginning of a halcyon period for the 911. Road versions were becoming appreciated – coveted even. And, along with the rear-engined Renault Alpine, which excelled on Tarmac, rally versions of the 911 were good enough to win on Tarmac, and on the loose –

anywhere. In 1968, Vic Elford secured the win for Porsche, in a 911, on the Monte Carlo Rally – a feat Björn Waldegård repeated in 1969 and 1970. Had Porsche not made Waldegård drive a 914-6 in 1971, he could have scored a hat-trick. Pauli Toivonen was 1968 European Champion in a Works 911, and its important to appreciate that, at the time, the European Championship represented the peak of international rallying. Porsche had produced a car that delivered an astonishing level of performance, a performance matched by its exceptional durability.

Which begs the question why Porsche never fully committed to 'Works' rallying during this period? It dipped its toes into the water, and undoubtedly benefitted from the ripple effect. Nonetheless, despite having a superb rally car, it preferred the smooth to the rough and much of the company's focus would shift to circuit racing, with the emphasis being on endurance events. But, crucially, Porsche did yield to customer demand for motorsport-ready 911 models (a number of customers had already achieved significant results in national and international events).

Porsche had been cleverly reconfiguring the 911, getting the changes homologated, upscaling its potential in the process. And, as already alluded to, it'd been listening to customers.

Late in 1967, in a bid to attract clients who wanted the 911 for 'sports purposes' (a term the factory used), Porsche made moves to homologate the entry-level 911T, complete with

The 911 competed at the 1970 Targa Florio (number 138). This image of it, obtained through the Porsche archive, has never previously appeared in print





many upgrades including the 911S engine and lightweight bodywork (the 'T' already weighed 52kg less than the 'S'). Although this variant wasn't as extreme as the 911R, it was the right car at the right time.

Confusion over the model's true identity still reigns however, as Le Mans winner Jürgen Barth, who oversaw Kundensport (customer sport) and who was the face of Porsche Motorsport for decades, knows: "The original 911 was homologated into Group 3 (GT cars) on the 16 November 1964, and the 911S on the 1 November 1966. With the FIA's Appendix K regulations you were allowed certain freedom and this allowed us to make many changes. For the car that has become known as the T/R we chose the 911T bodyshell because it was more basic and therefore much lighter. It was also cheaper, which made good economic sense.

But, it's important to realise that titles such as the T/R or T Rallye were not officially given to the 911, this was just what we called it internally. It does amaze me that people seem to invent variants and the reasons behind them!"

The 911T was homologated into Group 3 on 1 January 1968 as a GT car. Some of the special parts, such as fibreglass panels and dual ignition, were listed on the homologation form as being 'valid only for Group 4'.

To create this variant (which is almost universally referred to as the T/R), the interior trim was pared back, there was no sound deadening, all extraneous external trim was removed, and the bodyshell was underseal-free. Plus, you could specify any combination of components and tailor the car to a specific use and/or a specific budget. If your pockets were sufficiently deep, you could indulge yourself

with such competition-optimised parts as a roll-over hoop, 100-litre tank, shorter 'Nürburgring' gear ratios, limited-slip differential (initially with 50% locking factor – later increased to 80%) and a competition exhaust system. Given that there were so many possible permutations, no two cars are alike, even in terms of engine specification.

The least expensive (and least powerful) engine option was the 2.0-litre 160hp Type 901/02 2.0-litre flat-six from the 911S. This could be uprated with the optional Rallye-Kit, which featured larger carburettor venturi, open intakes, larger inlet manifolds, Carrera 6 camshafts, pistons and titanium con rods, twin outlet exhaust etc – all of which raised the performance to circa 175/180hp.

You could also specify components as fitted to the more exotic 906 Carrera 6 engine (Type



901/20). This engine, a potent and mellifluous unit, featured a magnesium crankcase, a new design of piston, crankcase and rocker gear, and a pair of triple-throat 46IDA Weber downdraft carburetors. If equipped with dual ignition (not permitted in Group 3), power was around 210hp.

Transmission was by a five-speed all-synchromesh 901 gearbox and a stronger clutch and flywheel were standard. As the second gear pinion was machined directly onto the mainshaft, the factory offered a 'competition' splined gearbox mainshaft thereby facilitating a variety of ratio choices.

Until relatively recently, despite its historical significance and the pivotal role it played in the life of the 911, this variant not only seems to have been overshadowed by the 911R and the 2.7 RS, it seems to have been cloaked with a veil of

automotive obscurity. Something that Porsche guru and Autofarm boss Josh Sadler has discovered first-hand: "Autofarm has had a long association with the T/R, and has looked after a number including the feature car, although it's only in very recent years that the T/R, and the later, and more radical S/T, which still cause much confusion in terms of their identities, have started to become properly recognised. This is reflected in the prices they now command, which makes me smile when I think back to an T/R we had in the mid-Seventies. It was priced at just £1500, yet we simply couldn't sell it. In the end it was bought by someone who used it for autocross! But, the T/R is an important car, culminating in the GT2 and GT3 of today, hence it holds a special place in 911 history."

A special place indeed, and chassis number 11820884, the feature car, is a particularly

significant part of that history. During 1967/68 just 28 were produced and only four were right-hand drive. Chassis number 11820884 (currently wearing the registration YBF 847J), one of the four, has an impeccable competition history, having been raced or Tarmac-rallied by such luminaries as Alain de Cadenet, Paul Vestey, Mike Ogier, Mike Weir, Digby Martland, Brian Powley and, of course, its first owner, Patrick 'Paddy' McNally.

Ordered by McNally in November 1967 the car was collected from Stuttgart by well-known Porsche engineer Chris Maltin in July 1968. Maltin set about preparing the car for McNally to use in South Africa (McNally ordered the car specifically to compete in the Springbok series). Part of this preparation involved removing the 911S Rallye-Kit equipped engine and building and fitting a Carrera 6, twin-plug engine.



1968

Before the car was dispatched to South Africa it was entrusted to Formula 3 hot-shoe Charlie 'Luke' Lucas who gave it a couple of shakedown outings. Running under the Slot Stereo Systems banner, Lucas managed a creditable sixth place at the Oulton Park Gold Cup, a round of the hugely-competitive British Saloon Car Championship. Lucas qualified third, just 1.6 seconds off the pace of Frank Gardner in the Alan Mann Racing, FVA-powered Escort TC. Interestingly, Graham Hill was on pole in the other Alan Mann Escort. Hill retired, having succumbed to a slow puncture.

1969

Late in 1968 the car was shipped to South Africa where it was looked after by Chris Maltin. "I was a good friend of Paddy's," mentions Chris. "He asked me to prepare the car for the Springbok series and look after it. I built the 906-type

engine, complete with dual ignition. It gave in the region of 210hp at 8200rpm and 145lb ft of torque at 6000rpm. I was also running a Porsche 910 for Charlie Lucas in the same series."

McNally shared the 911 with Digby Martland, achieving some remarkable results, including class wins, ending up as 1969 Springbok Championship winner, Saloon Car winner and joint Championship winner. Digby Martland has fond memories: "I remember that it was an absolute delight. Wonderful turn-in and balance and it never missed a beat for the whole Springbok series. I liked it so much that upon my return I bought a new 911S. It cost £4500!"

Upon the car's return to the UK, Lucas took over the driving and finished ninth on aggregate at Brands Hatch in the 1969 Race of Champions (two places behind Nick Faure in the 'three-wheeling' Porsche GB/Demetriou Group 911, GVB 911D). However, the car's forte was endurance

racing and, having been sold to Paul Vestey, who raced with Peter Sadler, Chris Maltin (who looked after the car right up until 1971) and Alain de Cadenet, subsequent outings in Paris, Mugello, Barcelona, Rhodes and Villa Real resulted in class and lap records, and top ten placings.

1970

Amongst other things, de Cadenet was building a reputation as an accomplished endurance racer. At the Targa Florio, sharing with Mike Ogier, Cadenet secured what some consider to be the car's career highlight, finishing second in class and 15th overall, only a few minutes behind the Marchiolo/Castro 911. The event was won by Jo Siffert and Brian Redman in a Porsche 908/03, the pair having practised in a 911.

Other events contested in 1970 included the Nürbugring 1000km, Villa Real Six Hours and the Mugello 500km. Drivers were Ogier and Weir.

"Competition cars evolve and such changes are part of their history"



1971 – 1987

In 1971, Lord Bamford (of JCB fame) acquired the car from Vestey and it received its first UK registration: YBF 847J. Then, it passed into the hands of 'Mr Big Healey' John Chatham. "I tried to buy it from Paul Vestey," reveals John, "but Anthony Bamford bought it. I contacted him, saying that I wanted the car for the 1971 Le Mans, and he sold it to me."

The Paul Watson Racing Organisation entered the car for Le Mans, by which time it had been equipped with a 2.2-litre engine. Listed as a 911S, it was due to be driven by Mike Coombe, Bill Tuckett and John Chatham. Sadly, it didn't make the race, as John explains: "My team manager fussed around with the car for so long, by the time I got in the car it was the last practice session, when it goes from light to dark. Not easy! I tried my hardest but the engine developed a misfire and was losing revs every lap. I just

couldn't make up the required time difference between the 911 and the much faster 917s. Willy Tuckett had already had a near miss with Siffert's 917 so we packed up and left feeling very low and very angry!"

Rod Leach was to be the next owner. "I bought it from John Chatham," recalls Rod. "The shell was pretty sound but painted a horrible purple, complete with orange stripes. I had it repainted its original silver."

As well as having its original colour reinstated, its racing career was also resurrected. "Chris Stuart raced it for me under the 'Nostalgia' banner and it was very successful, winning the 2.0-litre class in the HSCC Post-historic series in 1977," Rod elaborates. "I used to drive it to and from events though. Great fun! It had a demon engine, although it wasn't happy in heavy traffic. And, to quieten it, I slotted a pair of motorbike silencers into the tailpipes. These were removed

for the races. I sold the car to Nigel Hulme in the late 1970s, bought it back from him some time later, and subsequently sold it to Ray Potter, a good friend. Ray had the engine rebuilt by Autofarm. I later bought it back from Ray and sold it to Brian Powley in 1987."

1987 – 2002

In the early 1970s, Brian Powley was very successful in a Cooper S in *Motoring News* events and stage rallies. Then, in the mid-1980s, having some spare cash and keen to get back in the hot seat, he decided to compete in historic rallying and started looking for a suitable car. Although Brian had a strong affinity for Porsche (having owned many, and he owned the ex-Jack Tordoff 3.0 RS Lightweight at the time, plus he'd established the Porsche Club in Abu Dhabi), his preferred car was a Works-type Austin-Healey 3000.

"The Healey seemed to be a good choice,"



Brian reasons. "As well as spending around a year looking for the right one, I'd spent a lot of time researching the factory cars. Some had RX registrations, so I purchased the 2 BRX registration in readiness. But, in the end, I decided against a Healey. It was then I spotted the Porsche Rod Leach was selling. I bought it in June 1987 and instantly had it registered '2 BRX'. Its first event was a historic race/rally at Oulton Park. From then on, in the rally and racing fraternity, the car was always known as 2 BRX."

After Oulton, Brian delivered the 911 to Autofarm where it was subject to an extensive restoration and a programme of upgrades. "I was fortunate in that I was earning well," admits Brian. "I instructed Autofarm to go through the car and prepare it for Tarmac rallying, no expense spared. I wanted a car that could compete in Ireland, the UK, and hold its own with modern cars on the European Tarmac Rally scene. I was a

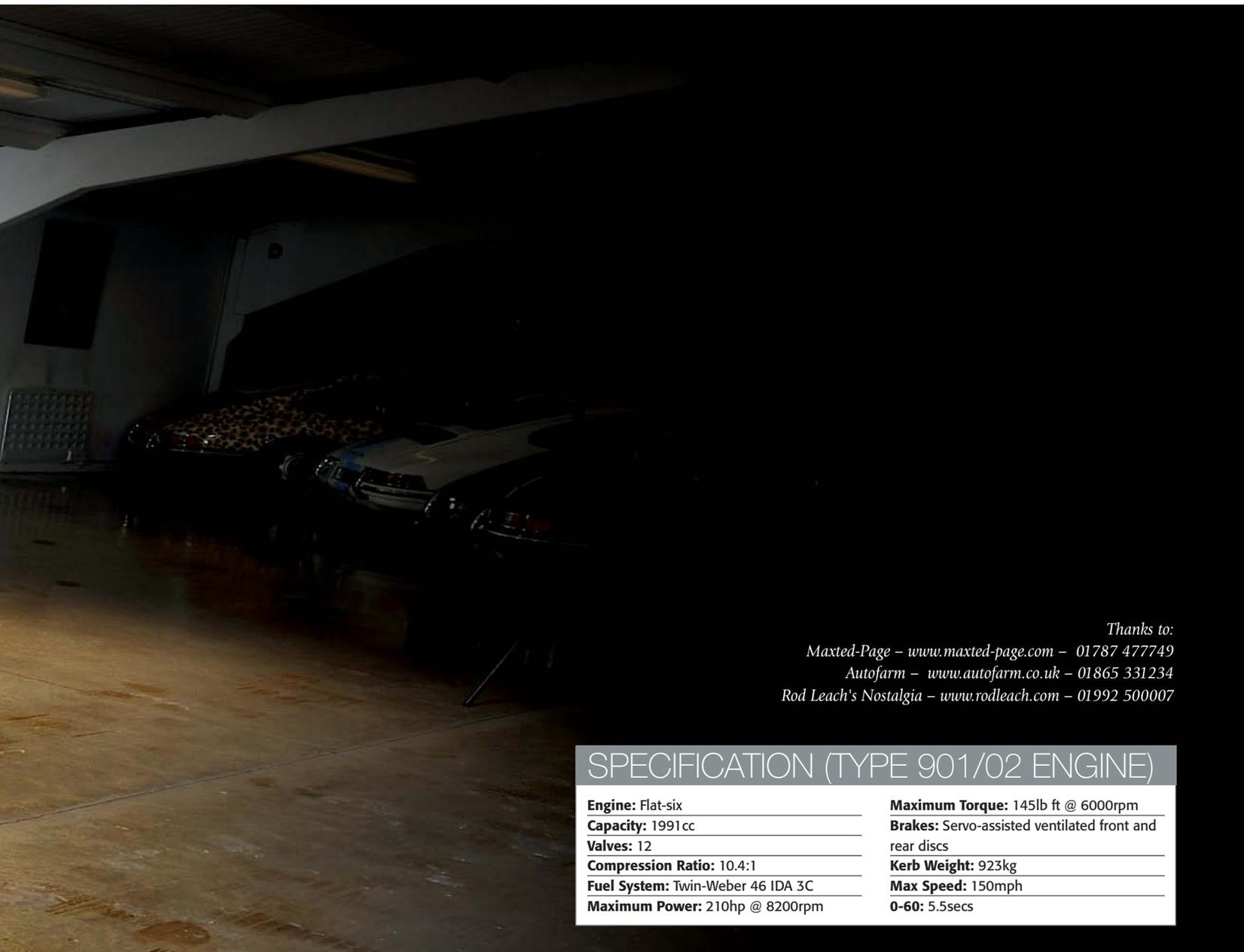
shareholder of Andrews Sykes and did a lot of business in Ireland and over in Europe."

At Autofarm Josh Sadler and Neil Bainbridge spent a great deal of time making 2 BRX into a very reliable and very competitive rally car. "The engine was rebuilt to perfection," enthuses Brian. "Autofarm fitted 911R pistons and valves and ported the heads to 36/36mm. The engine only really came on cam at 4500rpm but would climb to over 8000rpm. Autofarm also fitted a factory-prepared G50R gearbox, complete with LSD and transmission cooler. It also fitted modified 2.7 RS rear arms and, on my instruction, flared the rear arches. Other improvements including a Dave Wild purpose-built wiring loom, Cibie lighting, plumbed-in extinguisher, front-mounted oil tank and two coolers under the front wings. The car was then repainted its original silver complete with my trademark orange stripes. I think the bill came to £85,000! But, in fairness, the car looked

conours and never missed a beat or broke down. The only non-finish was due to driver error, in Killarney, on the International Lakes Rally. I drifted too wide on one corner, caught the rear wheel on a rock, and broke a driveshaft, robbing co-driver 'Bones' O'Connor and I of our third Killarney win in a row!"

A rare mistake. During his time with 2 BRX, Brian won the Irish Tarmac Rally Championship (twice), had class wins on the International Lakes (twice), Circuit of Ireland, Cork 20 International, Donegal Rally, Ulster Rally, West Cork Rally, was an award winner on the 1988 Pirelli Classic Marathon, and was second to Armin Schwartz and his Lancia 037 on the 1992 Hunsrück Rallye.

The car's last 'proper' competitive outing was at the '97 Phoenix Grand Prix where it won its class and finished second overall. A fitting result for such an illustrious and charismatic car. One that Brian has a great deal of affection for, as



Thanks to:
 Maxted-Page – www.maxted-page.com – 01787 477749
 Autofarm – www.autofarm.co.uk – 01865 331234
 Rod Leach's Nostalgia – www.rodleach.com – 01992 500007

SPECIFICATION (TYPE 901/02 ENGINE)

Engine: Flat-six	Maximum Torque: 145lb ft @ 6000rpm
Capacity: 1991 cc	Brakes: Servo-assisted ventilated front and rear discs
Valves: 12	Kerb Weight: 923kg
Compression Ratio: 10.4:1	Max Speed: 150mph
Fuel System: Twin-Weber 46 IDA 3C	0-60: 5.5secs
Maximum Power: 210hp @ 8200rpm	

indeed do all who were associated with it. "I met Paddy McNally some years back, and we had a long chat about the car," reminisces Brian. "He really liked it. I met Digby Martland too, at Brands Hatch. He was equally enamoured. I also had a chat with Stirling Moss at one of the racing car shows. He knew the car and mentioned that it was good to see it was in its silver/orange livery. Like me, he felt that competition cars evolve and such changes are part of their history. A fabulous car and fabulous times."

2002 – 2008

This is the period where the car changes hands a number of times, mostly through friends and acquaintances. In January 2002, 2 BRX was purchased by Commander Eoin Sloan (of the Porsche Club GB) who owned it until 2005/6, selling it to Henry Pearman. In 2007, Pearman sold it to Fine Historic Automobiles dealer

Fiskens, where Alain de Cadenet spotted the car and suggested that his good friend and legendary singer/songwriter, Mark Knopfler, purchase it. Mark did, in July, but it wasn't long in his tenure as he sold it to US-domiciled Roger Werner in 2008.

2008 – PRESENT

Maxted-Page & Prill, a leading specialist in the sale, preparation and restoration of rare and historic Porsche sports and competition cars, was commissioned to undertake a bare metal, nuts and bolts restoration. "Roger wanted us to remove all of the later rally specification components from 2 BRX, return the car to its original 1967 specification and reinstate the YBF 847J registration," informs Lee Maxted-Page. "We started the restoration in 2008, which was completed in 2012. Roger's intention was to keep the car in the UK and use it on events such as Tour Auto and the

Le Mans Classic. Roger then had a change of mind and didn't actually use the car, which was sold by David Clark of Taylor and Crawley. It has since been in the Fica Frio collection and has only recently returned from loan to the Porsche Museum in Stuttgart where it was been on display in 2014. It has recently been sold."

CONCLUSION

There is something rather special about early 911s. They are more than just cars from their period, they helped define that period and examples such as YBF 847J, a car steeped in motorsport history, with such a provenance, and in active use for the best part of three decades, is exceptionally special indeed. Expertly and sympathetically restored, this utterly charming and very capable car is poised and ready to begin the next chapter in its life story. I sincerely hope it's an active one ◯



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1984 100,000 miles



M96/97 Engines

Stories about M96 and M97 Carrera engine failures fill the forums but Peter Morgan has been looking at the evidence and talking to the experts. He thinks the problems may not be as widespread as we think...

Story: Peter Morgan Photography: Various

I want to grasp a nettle here and talk about the not-so-good stories surrounding the water-cooled 911 and Boxster/Cayman engines. You may know already what we're talking about. It concerns rear main oil seal leaks, intermediate shaft (IMS) bearing failures and the one that ranks as scary in some people's minds as a North Korean computer hacker – cylinder bore scoring.

I've talked to a lot of well-known experts on this and they've confirmed what I've been thinking for some time. You may be surprised to learn that if you choose your model carefully, the overall problems don't

appear nearly as bad as some would like to have you think.

Nobody denies there are owners who've been badly caught out by unpredictable engine problems. The stories capture the headlines because each one usually represents a major financial hit for the owner. Consider this owner's experience, for instance: "I bought a 997 from (a well known independent dealer). I recently had a check to find that at 64k miles, I had scoring. I decided to part-exchange it for a BMW only to find that of the three (Porsche specialist) companies the BMW garage contacted, all three were aware of the issue with two

telling BMW not to touch my car. The third said it would need a video of the exhaust. Fortunately, the exhaust was clean and I got £18K for a car that was as good as when I bought it four years ago at £36k."

This owner was penalised heavily and possibly by hearsay only, dropping some £6-8k on the deal. I say hearsay because mis-diagnosis of this problem (by ignorance or vested interest) doesn't appear unusual. So let's consider the scale of the problems. The specialists I contacted are people I've known in the UK independent Porsche business for a long time. I respect their expertise and many were

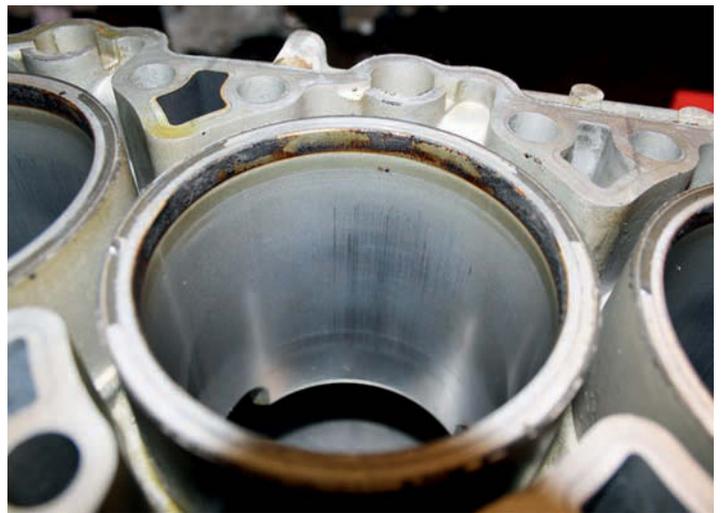
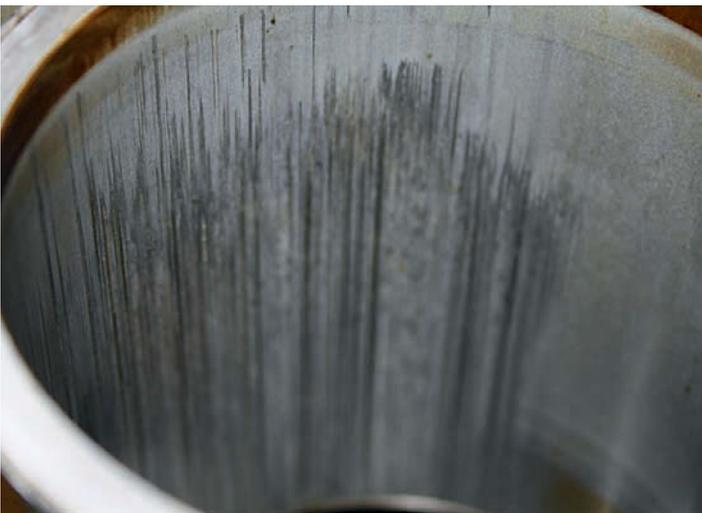
keen to share their experiences.

Harry Ioannou at Portiacraft's main concern is bore scoring, and you don't need to be around the experts for too long to realise that it is the Gen 1 997 that is identified most often. Harry says that probably five out of ten 997s (Gen 1) models that they are offered show the symptoms.

His chief technician Matt says he has had to develop a keen understanding of what is actually a scored bore and what is simply a bore polished due to normal wear, saying "after a time probably every one has a slight discolouration. I would say 75 per cent show early stage polishing. The worst



Clockwise from top left: Badly scored piston after prolonged cylinder contact and overheating. Replacement Hartech Nikasil-coated liner with closed deck top awaiting assembly in machined-out crankcase. A polished cylinder liner is acceptable at this stage. Bad cylinder scoring on the thrust face



cases are the Tiptronic between 20-40k miles. They never go through the correct heat cycles, are always used for short journeys at low revs, with the fuel washing the bores. The 3.8s are slightly worse, but we see the 3.6 and sometimes the 3.4 Cayman S engines as well. When these cars come in for their two-year service, the oil is like black treacle and you can smell the fuel in the oil. You can see the sooty exhaust and its usually the number six cylinder that's scored."

Nevertheless, while the stark number of failures sound high, the overall percentages suggest this isn't a universal problem. Of all the 'at risk' 3.6 and 3.8 engines Matt sees in a month – around 50-60 – he says only one will need a rebuild. That's a percentage of around 2.5 per cent. On the IMS bearing he is more upbeat: "That's a rare failure and shouldn't be a concern to most drivers."

Steve McHale of leading independent dealer JZM hints at a

possible cause saying that flexing in the crankcase has been an issue from the first Boxsters and 996s. "Cylinder scoring didn't start until around 2003-4. You don't see it on engines that have been driven hard, just the ones used for short journeys with low mileages."

Steve Winter at Jaz Porsche says he rebuilt 13 engines in 2014 alone – about five per cent of the cars they've had through their workshop.

Joff Ward of Suffolk's Finlay Gorham is more specific when it comes to identifying the vulnerable engines: "996s are rare, I have only had two fail on the bore scoring count, but the Cayman 3.4 fails more often (but bizarrely no 3.4 Boxsters). With the 3.8-litre engine, it's not 'if, it's 'when'. I haven't had IMS bearing failure on any as yet."

Top engine builder Colin Belton of Ninemeister in Warrington says his experience of the failures suggests "significantly fewer than ten per cent of

the vulnerable engines have been affected". Simon Corbett at Coventry's PCT says that he's had to rebuild perhaps just one per cent of the 1500 cars the company has looked at. He says these were engines with scored bores. Once again, failed intermediate shaft bearings were far fewer, perhaps occurring on only two or three engines.

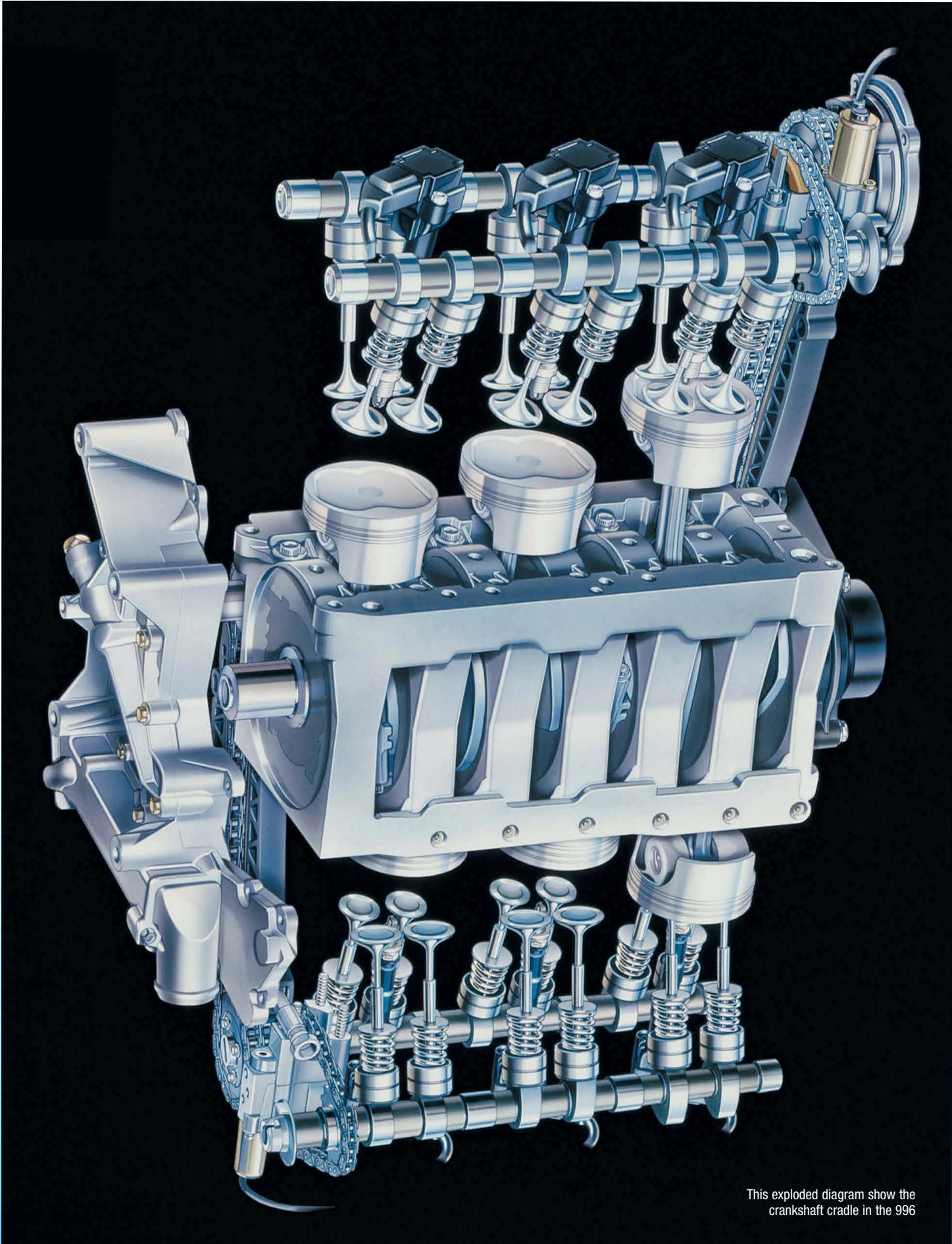
Peter Bedford at Chertsey's GT-One echoes Porsche's comments in that he has had a change of view on the bore scoring issue, saying that there is a level of cylinder marking that they consider as normal but that he is very cautious when it comes to making commitments on the health of a specific engine. Michael Watkins of independent Porsche dealer Cridfords in Surrey, says: "We have come across three examples of bore scoring over last six years; we've stripped the engines and learnt from them. There have been no IMS failures whatsoever and we are selling 250 cars a year." Statistically, that

amounts to only 0.2% with scored bores. In Michael's view the story seems to have been blown out of all proportion: "In our experience, if you know what you are looking for and have experience in buying them, there should be no issue."

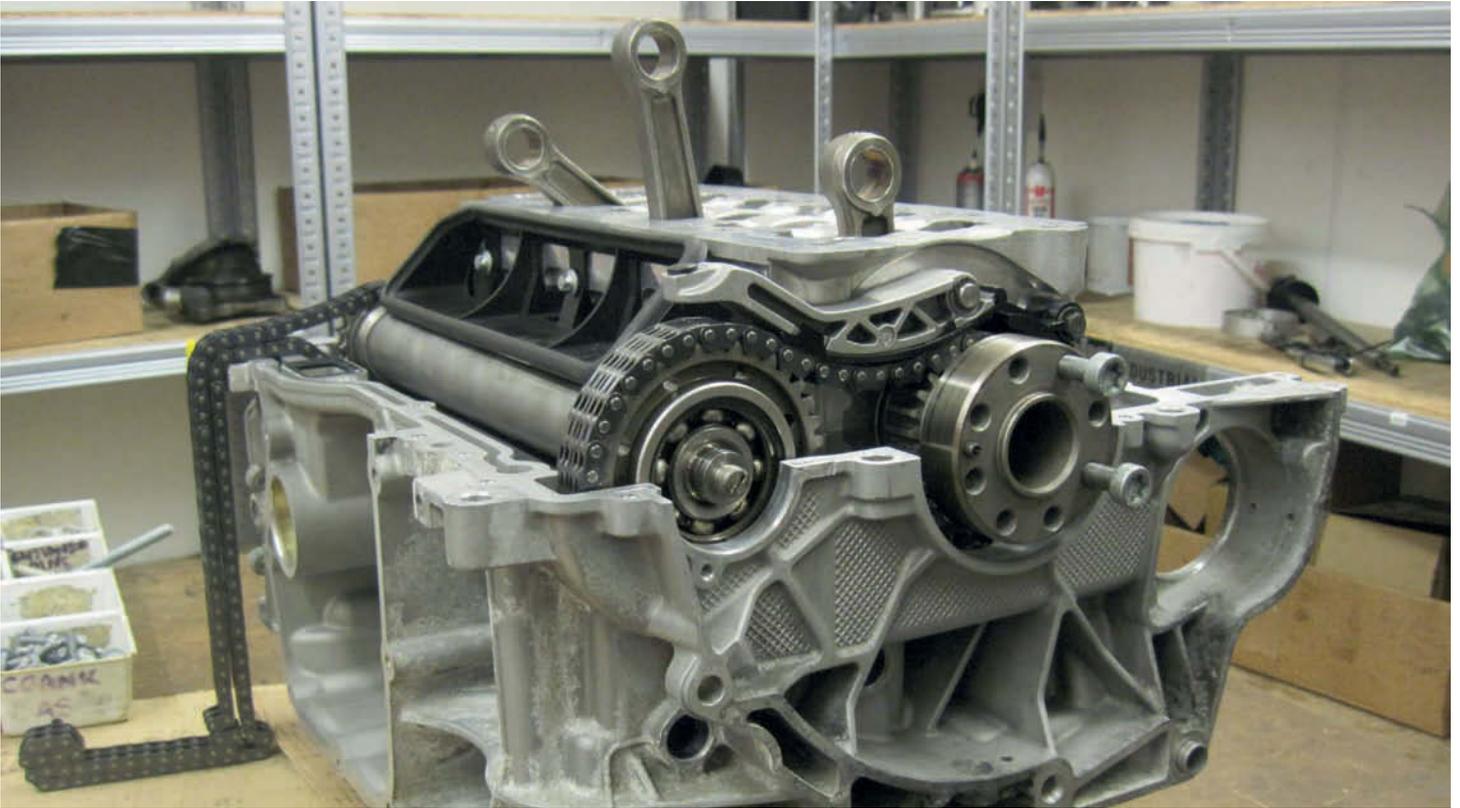
Porsche GB advise that it sold 9716 996s and 997s in the model years 2004-2006. Some very wet-finger-in-the-air guesswork suggests independent specialist rebuilds and OPC warranty replacements combined may have reached 500 engines from that period, which indicates an overall percentage of around five per cent. It's bad news for Porsche but in risk terms, this is quite low.

UNDERSTANDING THE PROBLEMS

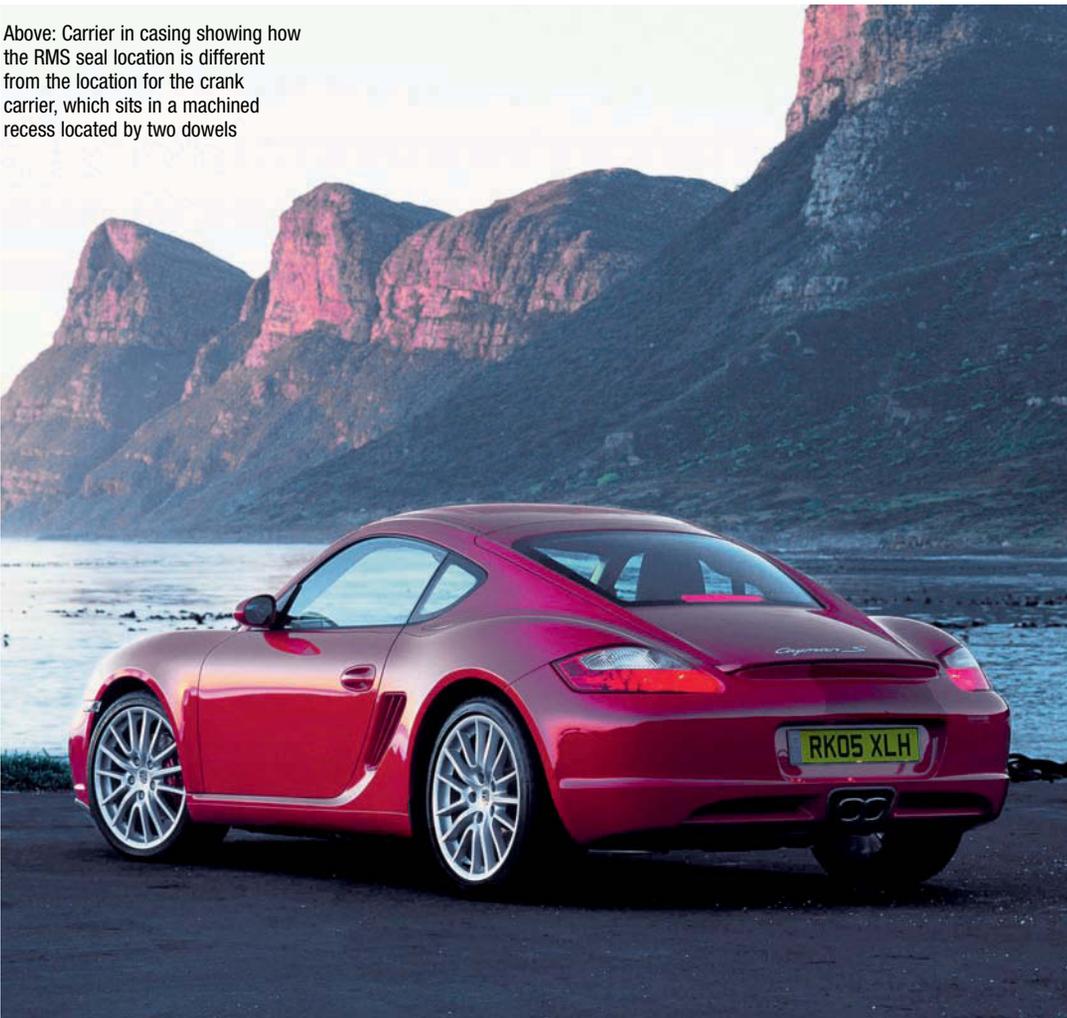
In the UK, there's only one person to talk to on what is happening inside the water-cooled M96/7 Gen 1 Carrera engines: Barry Hart of Bolton-



This exploded diagram show the crankshaft cradle in the 996



Above: Carrier in casing showing how the RMS seal location is different from the location for the crank carrier, which sits in a machined recess located by two dowels



based Hartech. A long established independent Porsche specialist, Hartech's engineering work in this area is class-leading. We're not going to talk about solutions here but possible causes – and on these the Hartech team has invested considerable research.

It's important to stress first that Barry is fulsome in his praise of the M96/97 engine as an advanced, high performance design. Nevertheless, as engineers the world over will recognise, this engine had many new constraints placed on its initial design that previous Porsche engines didn't, particularly in the area of cost reduction and ease of manufacture.

The cost-optimised design philosophy is nowhere more clear than in the crankcase design. The M96/7 engine crankshaft runs in a fabricated cradle which, in turn, bolts to a weight optimised crankcase. At this point, we can quickly deal with why these engines had oil leakage problems from the rear main crankshaft oil seal (RMS) in their first ten years. There were opportunities for misalignment (tolerance stack ups and flexing have been suggested) between the centre line of the crankshaft and the centre line of the RMS (which was located not in the crank cradle but in the lightweight



case halves). Some estimates have put RMS oil leakage to have been as high as 33 per cent of all the 911s and Boxsters delivered in the late '90s and early Noughties.

Leaky main seals made messes of driveways up and down the country, but it was a low level problem as engine damage wasn't likely. After a significant number of RMS revisions the problem was gone by the 2007 models and the new seals can be retrofitted on earlier engines.

A potentially more serious issue surrounded the use of a roller bearing to support the rear end of the intermediate shaft (IMS). The original IMS bearing was an open cage single-row bearing that was used until around 2000/1, when it was progressively replaced by a sealed, double-row item. This double-row bearing could be marginal in the application and while not widespread, there were enough failures to capture the forum headlines. With some specialist press visibility equivalent to a tabloid exposé, the reputation of the entire water-cooled M96/97 engine family as a whole took a serious hit. In fact, the affected engines appear to be only those in the model years '02-'06.

When the new Cayman was introduced in mid-2006, a bigger, single-row bearing was progressively

fitted across the engine family and, so far, this appears to have fixed the IMS bearing issue. As a general rule, this new bearing can be found on all 2007 models (from the 56 plate onwards in the UK). And as we've heard from those independent Porsche specialists we've talked to, IMS bearing failure today appears to be fairly rare anyway. For the earlier cars, there are aftermarket solutions available, should you want to reduce that risk still further.

The dominant discussion on the later M96/97 engine is the risk of cylinder bore scoring. To understand which engines might be affected and the mechanics of how this can occur, we need first to understand the design.

The M96/97 crankcases utilised pre-formed 'Lokasil' (a quite flexible, but hard-surfaced metal matrix composite) cylinder liners that were cast into open deck (meaning the tops of the cylinders are not rigidly supported by the crankcase) halves. This is quite different from the rigid closed deck engine design used, for instance, on the first generation water-cooled 928, 944 and 968 engines.

Another cost-saving feature in the M96/7 engine's design was to use common components for the cylinder heads – introducing differences in the cylinder cooling and lubrication

between the two cylinder banks. The piston thrust faces on the left side cylinders (bank one on a 911) receive better cooling flow (and oil spray to the underside of the pistons). On the right side (bank two), the thrust faces are on the tops of the cylinders but the coolant and oil spray still favour the lower side of the cylinders. The result is that by default the thrust faces of the right side cylinders always run slightly hotter than the left side. Such a layout wouldn't be unusual by itself, and there is little doubting that initial development testing proved the basic design philosophy. However, it appears moving external variables put the durability margin to a severe test.

Barry Hart makes a convincing argument for the cylinders becoming oval in use – a result of the cyclic thermal and mechanical stresses on unequally cooled open deck liners. If the cylinder wall thickness (the sum of the Lokasil liner and the cast aluminium sleeve around it) on the first 2.5- and 2.7-litre Boxster engines typically averaged 8-9mm, by the 3.8-litre engines, the wall thickness (because of the greater bore diameter) was down to as little as 7mm – and it is the 3.8-litre engines that are most prone to ovality.

We can also speculate that engine oils compromised by a two-year

change interval (from the 2004 model year) and subsequent fuel and moisture contamination were also not up to the protection job required. Diluted oil results in poorly lubricated piston to liner contact and localised overheating – with the cylinder distorting to an oval shape. Barry suggests the ovality doesn't need to be very much, perhaps only 0.2mm to cause serious scoring.

The hearsay evidence also points to Tiptronic being more affected than manual transmission cars, perhaps because the automatics are far more likely to be used for short journeys in dense urban environments. All of these cumulative factors, even changing fuel chemistry, plus poor general handling and/or servicing may combine to take some engines beyond their reliability margins.

REDUCING THE RISK

I'm going to focus only on bore scoring preventative maintenance rather than what to do if your engine is properly diagnosed with cylinder damage. 'Properly' means diagnosed by an established expert. Identifying this problem correctly needs more than just a Snap-On borescope.

Prevention of scoring on your 'at



ACKNOWLEDGEMENTS & CONTACTS:

Major thanks to Hartech (hartechnology.org) and Millers Oils (www.millersoils.co.uk).

Thanks to the following independent Porsche specialists who contributed: Cridfords, Finlay Gorham, GT-One, JZM, Jaz Porsche, Ninemeister, Northway Porsche, PCT, Portiacraft, RPM Technik

“The first ten minutes of running is when most wear occurs”

risk’ M96/7 engine is about reducing the probability of the cylinders going oval in use and how you maintain the engine. First, we need to define which engines appear to be most at risk. If you have a Boxster 2.5, 2.7, 3.2, a 3.4 996 or, oddly, even the 3.6 997, the evidence suggests you are less likely to be affected (assuming the engine and its ancillaries have been looked after properly). The most ‘at risk’ engine is the 3.8-litre (Gen 1) 997 S engine, followed to a lesser extent by the 2004-on 3.6-litre 996 and the 3.4-litre 987 models.

That date points clearly to the first preventative maintenance advice. These engines need at least an annual oil change, with some experts suggesting if you use your car for short journeys regularly, that interval should come down to six months. This particularly applies to Tiptronic. The Porsche recommended engine oil for these engines is Mobil 1, and for a used engine this implies typically the 5W-40 grade. This high-quality oil remains the official recommendation.

We must also mention Millers Nanodrive Low Friction technology oil. This is a motorsport-developed fully-synthetic oil available for all the M96/7 models. Martin Mann is technical director at Millers (he runs a 3.4-litre Boxster RS60) and has led the development of what he believes is a revolutionary lubrication system. He says: “When we developed this oil we were looking specifically at the operating conditions inside the engine in a high gasoline or cold running environment and where there are resulting temperature hot spots due to piston skirt/cylinder contact.”

He gives these tips for engine handling: “I always start the engine without using higher revs and let it idle for a few minutes before moving. That gets warmth into the oil – it’s important to have a degree of mechanical sympathy for what is going on inside a cold engine.

“The first ten minutes of running is when most wear occurs. You need the temperature in the oil to allow it to properly adhere to the surfaces and

allow it to form a protective oil film.” He never uses his Boxster if the journey length is less than 20 miles.

The impact of gasoline flushing the bores in a cold engine is very significant. The lubrication type between the piston skirt and cylinder is at the micron level (called boundary layer lubrication) and any dilution of the oil film significantly increases the coefficient of friction between the two moving surfaces. This, in turn, produces heat. The lubrication requirements are far more demanding than, say, the more conventional hydrodynamic lubrication seen in other areas of the engine. Millers focused its attentions on developing their nanotechnology engine oils to give optimal protection within critical boundary layer lubrication zones. The new oils give a more substantial protection in the critical warm up phase and for a typical range of load and temperature conditions reduce the coefficient of friction between boundary layer lubricated surfaces by up to half.

The second critical engine

preventative maintenance area is the health of the cooling system. It is essential for best system operation that there are no leaks anywhere in the radiators, the hoses and their clips, the coolant pump housing itself and the reservoir – particularly the blue cap. This latter part is prone to degradation and leakage can be seen in the form of a white crusty residue. The cap costs just £18 to replace and it’s an easy job, just take care if the engine is warm. Your local service shop can check these items for you.

So that’s the story. Most importantly, it doesn’t appear to affect all water-cooled Carrera engines. My anecdotal evidence supports the estimate that the number affected out of the ‘at risk’ bunch may well be around five per cent. If you own one of these cars you have one of the best 911s ever but don’t treat it like a Golf. Take control of your car’s service regime and develop a mechanical sympathy for its ongoing health. It isn’t a magic formula for avoiding the problem but it appears the risk can be reduced ○

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Blood *Brothers*

The 914-6 and Cayman GTS share an inseparable bloodline – where better to test these mid-engined Porsches than at Germany's Hockenheimring?

Story: Auto Bild Sports Cars & Simon Jackson Photography: Auto Bild Sports Cars







Younger siblings don't always have it easy. Often, they will stand in the shadow of their elder sibling, forced to prove himself or herself before they can be regarded in the same light or enjoy the same levels of respect and attention.

Sometimes this natural rivalry can cause trouble. One such story of this sibling rivalry is the offspring of a collaboration project between Volkswagen and Porsche, the 914. It was the Porsche 911's little brother, and a car that many would never take as seriously as Porsche's firstborn.

The 914 project wasn't gifted the happiest of starts, it was the result of a culmination of a contract between VW and Porsche for developmental work, but regardless, its production would run for seven years before there would be another 'bump' on the

horizon – a new little brother in the shape of the 924. But first things first...

In 1969 both Porsche and Volkswagen were in dire need of a new, affordable sports car. An existing relationship between the two firms was drawing to a close and VW was looking for a successor to its Karmann Ghia, while Porsche wanted its market presence to grow with a new model positioned below the 911; a replacement for its long-in-the-tooth 912. It came to pass that the two manufacturers joined forces on one last project together. On paper this cooperative undertaking meant two cars would be created for the price of one – music to the ears of pencil pushers everywhere. Ferdinand Piech was put in charge of the project but the bottom line was that teamwork would be vital for the development of an inexpensive mid-engine sports car for the enthusiast to really work.

The two-car concept was initially designed to be separated by two cylinders; the VW would run with four cylinders, the Porsche with six. But there was a spanner in the works. Concerned that selling both versions in every market might have a detrimental effect on either brand (particularly Porsche), the board nullified the project's original strategy and forced a compromise. Now Porsche would offer both incarnations of the 914 in the States, a move that would ultimately see the US sell by far the most 914s of any market.

An element of the Porsche world will not consider anything without an engine in the back to be a true Porsche, but the current little brother of the iconic 911 comes closer than ever to its sibling in terms of performance. The current range-topping Cayman, the GTS model, offers a 340hp mid-engine car and a decidedly sporty

On track the 914-6 is no match for the Cayman GTS, but regardless it offers a rewarding drive



package. The basic design ethos of the Cayman is not a million miles from the format of the original 911, which for some is fast becoming a watered down shadow of its former self culminating in a usable, everyday car – and it's all the poorer for it so they say.

Whether you subscribe to that viewpoint is, of course, entirely up to you. Thus, the 'back-to-basics' Cayman is increasingly finding a place in the hearts of car enthusiasts, for some occupying a spot where the 911 formerly cut its furrow. The Cayman's story is not dissimilar to that of the 914...

The simplistic 914 was dubbed a 'people's Porsche', and it increasingly found acceptance among Porsche enthusiasts, even beginning to threaten its bigger brother, the 911, in some eyes. With the six-cylinder boxer engine from the 911 T, the 914-6 all of a sudden started to look a little





*A quick journey through time
highlights the changes from the
914-6 to the Cayman GTS of today*



This unrestored 914-6 belongs to the Porsche Museum in Stuttgart, and boasts the perfect level of historical patina



dangerous for Porsche. When the price was finally announced with the 914-6 starting at 16,000 Marks, things looked even more sticky. The 914-6 was as fast as a 911 T, if not quicker, and if offered much of the same thrills as its more accomplished brethren. Its price was increased to 19,980 Marks – 1000 below the price of a 911 T – so the new model did not work to the detriment of the halo car. The gamble paid off, just.

From the outset it was undisputed by both Porsche and VW that a mid-engine concept was the best approach for the 914, which was to be a nimble, exciting sports car and over subsequent years that technical concept has stayed the test of time. The seats are positioned in the middle between the axles, the engine just before the rear axle, which is designed with a trailing arm construction. The Targa roof could be stowed in the rear trunk. It all made sense. But while the

lower specification four-cylinder (especially in America) sold well until its production ended in 1976, just 115,000 914s were built, of which only just over 3000 examples were the six-cylinder 914-6. The long-term consequence of this today is that the 914-6 is the most expensive and sought-after model in the 914 range, and the car has built an ever-growing base of dedicated fans in recent years. Like every desirable Porsche, the price of a good six-cylinder 914 today has long surpassed its price when new.

ON THE ROAD

The Porsche Museum in Stuttgart, wishing to add one of these models to its collection, had to search high and low for a good example and eventually discovered the car you see here in America. This blue 914-6 has spent the last few decades carefully guarded – it has just 16,153 kilometres on its clocks, which seems plausible

given the appearance of its unrestored body. This 914-6 is in the condition a 44-year-old car should be: there is a little patina inside, a slightly matt varnish to the paintwork, but there is no damage. Spared a hard existence, it now displays a matured and tanned aesthetic from living a pampered life.

All these years after its birth, the simplistic shape remains fascinating, waiving any frills. Even the then-popular pop-up headlights do not interfere with its basic form – they are not extravagant, simply functional. The overhangs front and rear are relatively short, the front punctuated by the inquisitive upward-oriented indicator lenses. Inside comes the unmistakably inviting whiff of old cars: a trace of fuel, a touch of transmission and engine oil, caressed by soft leather annotations, which contribute to the experience of being in the car. The cockpit is dominated by the central



The Cayman GTS offers all the mod cons you'd expect, wrapped in a fantastic driver-focused package



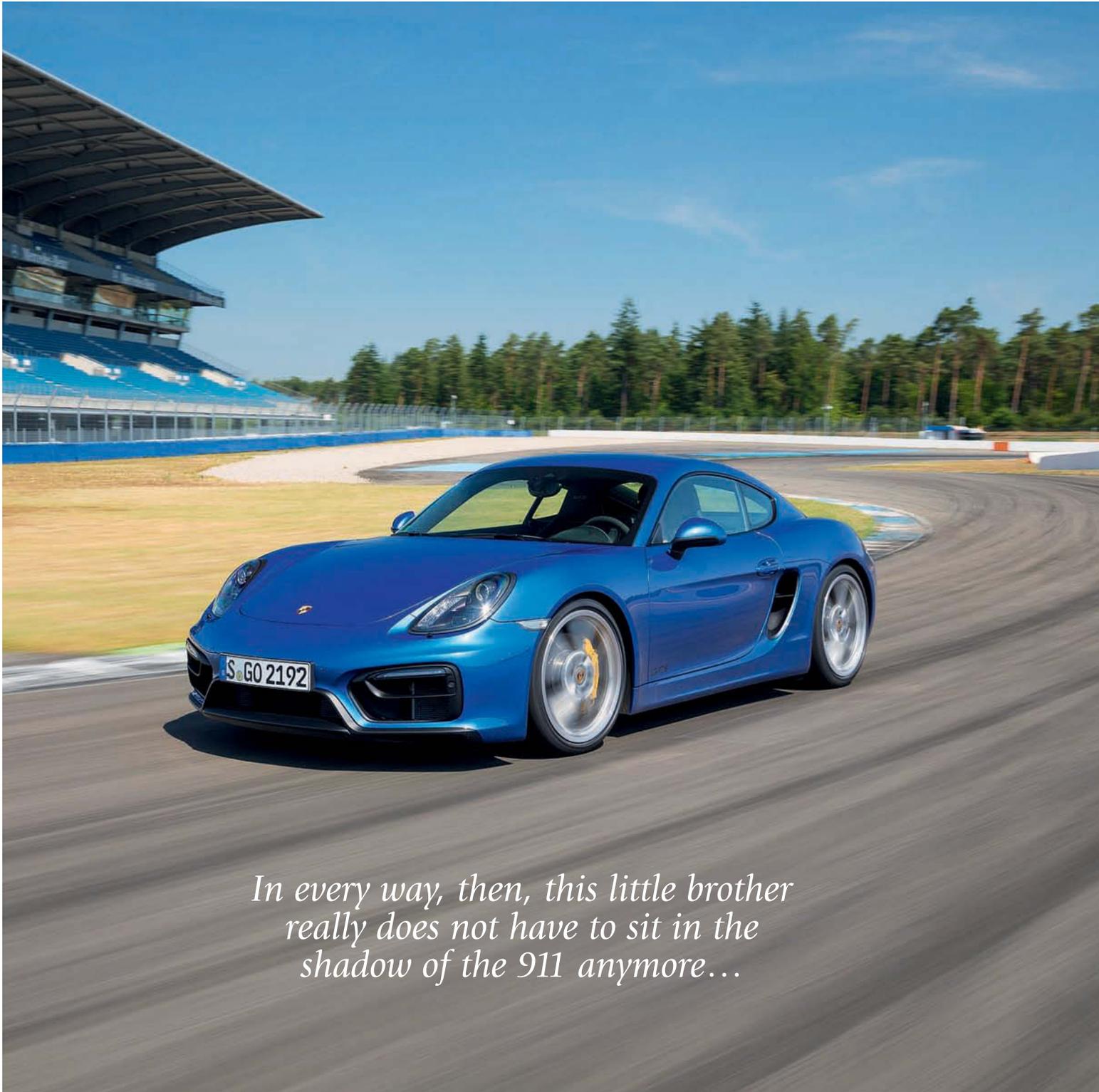
tachometer, the side markers one of a few hints of this car's life starting in America. The steering wheel is typical of the period – large and thin, and the shift lever protrudes with ungainly length for easy reach.

A quick journey through time highlights the changes from the 914-6 to the Cayman GTS of today. The newer car unobtrusively smells of Alcantara, which sprouts from every corner of the cabin, the short shifter falls perfectly to hand, and an armada of switches control all the functions that today we view as imperative in any car. The GTS' bucket seats are in stark contrast to the plain chairs of the 914-6. Curves on its steering wheel and padding in its seats provide support for the high-speed acceleration of today.

Awaken the engine in the 914-6 into life and instantly nostalgic feelings come to pass. The air-cooled boxer motor, with 160Nm of torque at

4200rpm provides all the power one would need back in period. With the increasing speed of 914-6 comes an infectious joy when you're behind the wheel. Although the 340hp in the GTS sounds just as immense – here you can really feel how sound design has become an increasingly important part of the development of Porsche cars. The tune of the GTS is more than a little pleasant on the ear. Comparably, the sounds of the 914-6, with its natural rattles, settled and amplified under acceleration are equally as pleasing (despite hailing from an entirely different era), but they are nowhere near as monstrous.

The magic of the 914-6 can be experienced after just a few meters. Sure-footed, the 914 can be thrown around the corners, too much speed causes the lateral force to induce slight oversteer. The thin steering wheel transmits a rich amount of information according to the



*In every way, then, this little brother
really does not have to sit in the
shadow of the 911 anymore...*

A trip in a 914-6 is a fantastic experience, it celebrates everything that is great about classic Porsches



commands it receives, even if, at times, it's somewhat indirect in processing them. A trip in a 914-6 is a fantastic experience, it celebrates everything that is great about classic Porsches, and the closer the 2.0-litre engine gets to the red zone at 6500rpm, the better it pulls, and the better it sounds.

The difference to the Cayman GTS could not be greater. The current smaller brother to the 911 pulls like a train, its sharp steering means each bend is a game of millimetre perfect gamesmanship. But it's not just rewarding for the

Separated by decades, these Porsches offer a rewarding alternative to the 911 – old or new



accomplished circuit ace. Thanks to its sporty styling, the cruising driver is rewarded too with its dramatic looks to die for. In every way, then, this little brother really does not have to sit in the shadow of the 911 anymore...

More than 40 years separate the 914-6 and Cayman GTS – and as such they are from entirely different worlds. But the Cayman only offers a perfect modern sports car recipe thanks to the existence of the 914-6. Finally, the 911 has a smaller brother which deserves an equal amount of recognition and attention ◦





TAG Heuer Monaco

As a brand TAG Heuer enjoys a long and illustrious relationship with cars and motor racing. It was the first watch brand to sponsor a professional racing driver in 1969 with Swiss pilot Jo Siffert, who at the time was a successful Porsche works driver in the 917. It was as a result of his liaison with Siffert during filming that Steve McQueen famously wore Heuer products in the 1971 film, *Le Mans*.

Launched in 1969, the TAG Heuer Monaco, initially titled simply 'Heuer Monaco' (this was prior to the 1985

merger with TAG) was named after the Monaco Grand Prix and, indeed, the brand has enjoyed a long-standing relationship with the Principality on the French Riviera – recording 15 Formula One victories.

A revolutionary timepiece, the Heuer Monaco was the first automatically winding chronograph and, believe it or not, the first water resistant chronograph to appear in a square casing. When McQueen wore the watch on the silver screen as Michael Delaney in *Le Mans* it became inextricably linked with his legend, known since by some as the 'McQueen

Monaco'. It's a link that has never faded.

At launch there were two versions of the wristwatch: one (arguably the most well-known) with a blue face and white needles; the other in grey. And although the Monaco was discontinued in the 1970s, it was reborn in the late 1990s and has been through systematic updates since, including a major refresh with new internals in 2003. Today modern incarnations are priced from £4600 while genuine vintage items are rare, coveted and expensive. At auction in 2012 an example worn by McQueen during the filming of *Le Mans* fetched \$800,000



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SIX APPEAL

There is not a Porsche fan in the world who doesn't know it was the 917 that gave Porsche the reputation it enjoys to this day as the greatest manufacturer of sports racing cars the world has ever known. Less well known is how it got that way.

Story: Andrew Frankel Photography: Porsche Archive

There are some racing cars, and even a few Porsches, that come from nowhere. When Porsche built the 956 in 1982 it had never made a racing car around a monocoque chassis nor one with ground effect aerodynamics. Yet the car was good enough to occupy all three places on the podium at Le Mans a matter of weeks after turning a wheel for the first time.

The 917 was not like that. It's true that Porsche had never built any car with an engine that displaced over 3.0-litres or had more than eight cylinders but adding capacity and cylinders is not difficult when you already have the fundamental architecture. Likewise building a car with an astonishingly light spaceframe chassis and wafer thin bodywork becomes a lot easier if you've done it a few times before. And if you look at the way the 917 was configured and built, you'll spot striking similarities to an earlier Porsche racing car; one of the true unsung heroes of Weissach.

Outside the factory it was known as the Carrera 6 because Peugeot was still asserting its

rights to three digit numbers with zeroes in the middle, but at Porsche it was known as the 906. And if you really want proof that it's the true elder brother, consider that both cars had the same father: none other than Ferdinand Piech.

For such a comparative unknown, the Carrera 6 is a massively important car. It was the first racing car to be designed by Piech, and the first where aerodynamic efficiency was at least as high a priority as power or mechanical grip. And in the fact that it was never intended to be driven on the public road, you could even argue it was Porsche's first pure racing car.

Like the 956, the Carrera 6 came into existence to satisfy a new set of racing rules, in this case, Group 4, which came into existence for the 1966 season. And while for the first three seasons of the new regime the rules were in addition to those that already existed and allowed purpose-built prototypes, if you wanted to race in Group 4 and sell your cars to private race teams, those cars needed to be at least nominally road legal. And if you ever wondered why a 917 carried a spare tyre and had a





Above: Herbert Linge races the number 75 904 at the Norisring in 1964. Below left: The 904 competes at Norisring a year later in 1965. Below right: The 1000 kilometre race at the Nürburgring in '64. Far right: The 906 at the Targa Florio



handbrake, now you know. Also and rather importantly, a minimum of 50 cars had to be built. That number was revised down to 25 in 1969 by rule makers who'd by then banned the ultra-low ultra-specialised prototype class and reckoned quite wrongly no one would dream of making that many such cars. The look on their faces when Porsche presented them with a row of 25 917s would have been worth seeing. But that is another story.

Back at the end of 1965, the Carrera 6 project got off the ground for two reasons: the new regulations presented Porsche with a fresh opportunity and after a couple of strong seasons its existing sports car, the gorgeous 904, was now getting its butt kicked, particularly by Ferrari in the-then all-important European Hillclimb Championship. The 904's problem was that it had been designed quite beautifully, but by the eye of Butzi Porsche, not in the wind tunnels of Stuttgart. Its shape was quite slippery and its frontal area commendably low, but it was still aerodynamically suspect and inclined to let its nose go light at very high speeds.

Its other issue was the way it was built. The idea was quite brilliant: the 904 sat on what can best be described as a large baking tray for a chassis, to which the glass fibre body was then bonded. This meant it derived structural strength not just from the chassis, but its bodywork too. The problem is that once Porsche had fitted a body with thick enough walls to stand being a fully stressed component of the car's structure, the result was quite a heavy car.

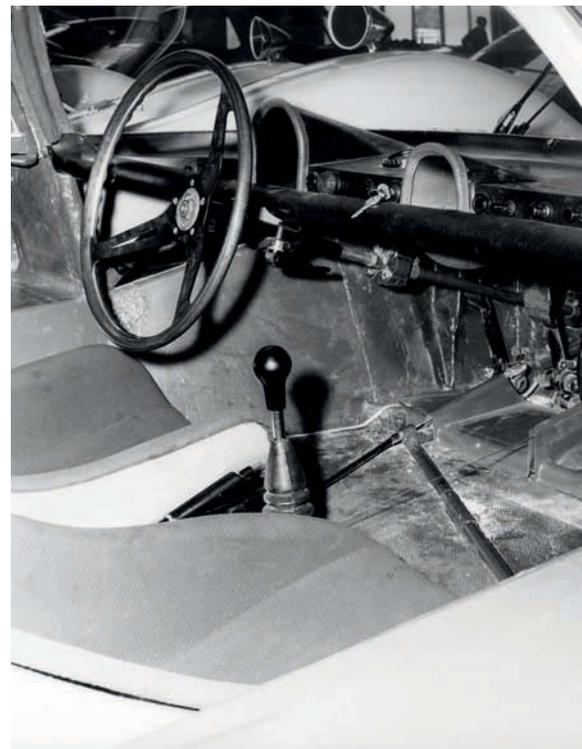
So Porsche started again, carrying nothing

more than a few suspension components over from the original 904 design. In place of the baking tray came a rather elegant lattice of carefully triangulated steel tubes that alone would provide all the structural strength the car would get. It was then clothed in bodywork that was in places barely a millimetre thick. The gullwing doors looked impossibly cool but were in fact purely symptomatic of the chassis structure – conventional doors like those of the 904 were impossible.

But perhaps the greatest progress was made with its shape which was so low, flowing and post modern it made even the 904 look slightly sit-up-and-beg and the fastest sports car of the day – Ford's GT40 – look more akin to a flying breeze block. In those days aerodynamics had not yet developed into the dark art they are today and there would be no question of the Carrera 6 shape creating meaningful amounts of downforce. But simply eliminating or even mitigating the lift that was well known by those who'd flung 904s and 911s along the Mulsanne straight at full chat, would have been welcome.

As for the engine, Porsche found itself in the somewhat surreal position of having three entirely different 2.0-litre race motors to choose between, even if on closer scrutiny only one made real sense. There was the four-cylinder engine used by most 904s and if that sounds nice and simple it was, in fact, a fiendishly complex four-cam unit whose design was already over a decade old. The eight-cylinder engine was derived from the 1.5-litre motor used in Formula One during 1962 and had power but

Ten laps of the 72km course and over seven hours later Porsche's point had been proven







Here: The 906 crosses the line at the 1970 Targa Florio



it lacked torque and, crucially, 24 hour durability. So the Carrera 6/906 was only ever likely to use the still-new flat-six motor that had debuted in the 911 and made its way into the very last 904s. It was more reliable than the eight and more powerful than the four and, according to Karl Ludvigsen's essential *Excellence Was Expected*, lighter too.

But while it was based on the engine you'd find in a 911, it was massively modified, using space age materials like titanium for the con rods and cylinder head bolts and magnesium for the crankcase and cylinder heads. The biggest possible valves were fitted and to get around the sub-optimal spark plug location caused by the single overhead camshaft design, each cylinder had a second hole drilled in its head to facilitate twin spark ignition. Running high compression pistons, the engine was good for around 215hp running on Weber carburetors and closer to 220hp with fuel injection.

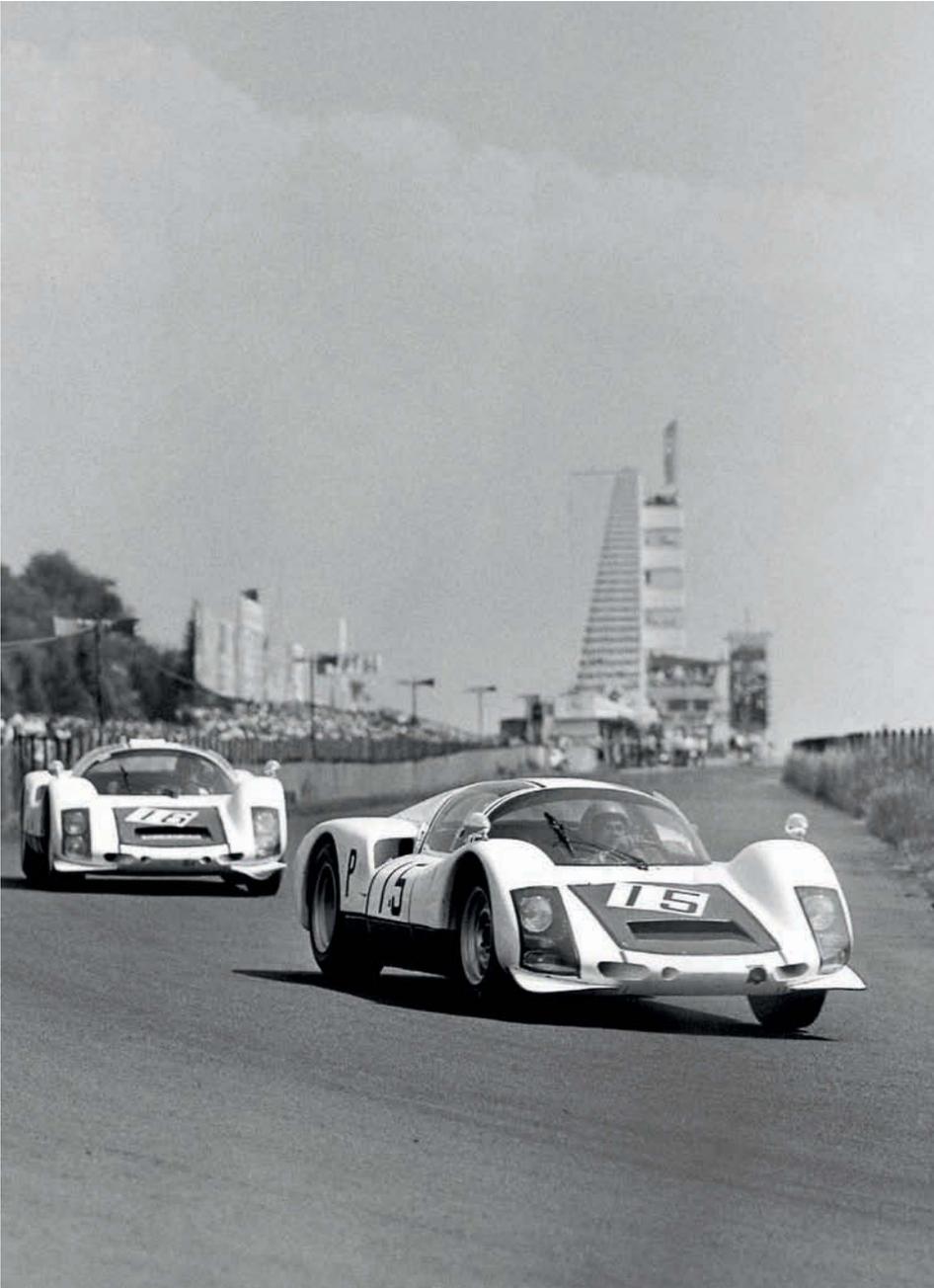
When it was finally complete, the Carrera 6 had a homologated weight of a barely believable 580kg, or over 100kg than the 904. To put that in perspective a brand-new 911 GT3 offers a power-to-weight ratio of 311hp per tonne. Almost half a century ago and with an engine of barely half the capacity, the Carrera 6 managed 370hp per tonne. Structurally the approach was vindicated by the discovery that its torsional rigidity was comparable to that of the 904 which, in real terms made the Carrera 6 significantly stiffer thanks to its lower kerb weight.

The results were astonishing. Days after being

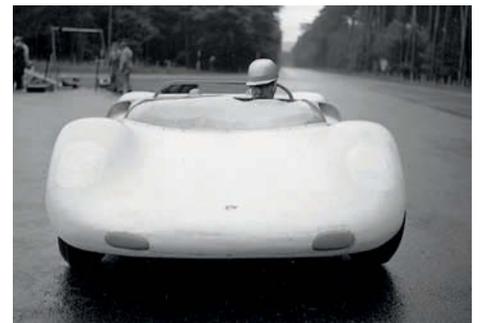
finished, the first car was on its way to America for the ultimate test: the Daytona 24 Hours. Inevitably the first cars across the line were the full sized prototypes including four Ford GT40s with, count 'em, 7.0-litre engines. In the mix, too, was a prototype factory Ferrari with an engine only slightly more than twice the size of the Porsche's. And then came the Carrera 6, winning its class by a barely believable 133 laps or, put another way, over 500 racing miles. And this was on a power circuit. How would it perform on somewhere more tortuous that would play to the strengths of its extreme lightweight construction?

It took a while to find out because the next round of the World Sports Car Championship was the 12 Hours race at the American Sebring airfield circuit. This time it would come fourth overall again, bested only by GT40s, though in fifth place came Ferrari's new 206S only three laps down, suggesting that in the 2.0-litre category Porsche might not have its own way all season. That said, the 206s competed only as prototypes as Ferrari never had the slightest intention of building 50 units so the Carrera 6's results need to be seen in the context of this far more highly specialised opposition.

But the 206s were nowhere at Monza, three 906s claiming all three class podium positions, the highest placed fourth overall again but the real test would be the next round, the Targa Florio – a Sicilian road course which could have been designed for the 906 – and the Ferrari 206. Ten laps of the 72km course and over seven hours later Porsche's point had been



Left: The Nürburgring 1000 kilometres in 1966 – Hans Herrmann (number 15) leads Udo Schutz (number 16), both driving Porsche 906s
Below: Gerhard Mitter in the number 171 906 Spyder in 1965



emphatically proven. The 906 of Herbie Muller and Willy Mairesse not only won the class, but the entire event, with three Carrera 6s placing in the top five. A single second place for Ferrari must have seemed like scant consolation.

So the Spa 1000km, when a single private 906 finished in next, but last position must have come as a bit of a shock. There was no single reason for the retirements – one works car crashed in practice, another during the race, but it would have hurt nonetheless, though perhaps not so much as the next round of the championship at the Nürburgring where while a 906 with an eight-cylinder engine managed to qualify at a fairly incredible third overall, by the time the flag fell seven hours later, being the vast and victorious Chaparral came two tiny Ferraris in second and third place, with fourth the best Porsche could manage. Le Mans was next and

these results did not bode well for it.

But cometh the hour, cometh the team. Ferrari didn't even bother sending factory 206s to Le Mans, preferring to attack with full size prototypes far more suited to the ultra fast circuit. And understandably so, given they were up against over a dozen GT40s. Inevitably three of the fastest 7.0-litre cars blasted twice around the clock to take the three first places. But was that really a greater achievement than that of the little 2.0-litre 906s that filled the next four places, winning the class for both 2.0-litre prototypes and sports cars? The fastest of them had qualified 22nd... Porsche's legendary reliability was back and at Le Mans it showed.

The last round was at Hockenheim and open only to 2.0-litre cars. Ferrari didn't show up so the 906s ran amok, and occupied every place from first to ninth, save a lonely Lotus in seventh.

The die was cast. The 906 battled on into 1967 where it begat the 910 and then the numerically confusing 907 which in turn led to the 908 which really should have won Le Mans in 1969, losing only by a matter of yards to an antediluvian GT40 and thence to the 917. And this is no mere chronology: if you look at their layouts, their construction methods, their air-cooled, flat-formation engines, the nature and exoticism of the materials they used, there can be no doubting the 906 sent Porsche in a direction that led directly to the 917 and all the glories it would bring.

So the next time you see a 917 at Goodwood, or fast forward through the many boring bits of Steve McQueen's *Le Mans* movie, think not just of the car you're drooling over, but the revolutionary and today almost entirely unsung hero without which it would not even exist ○



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Tunnel of LOVE

The days of naturally aspirated Porsches are numbered. Luckily the Panamera GTS comes with a melodious 4.8-litre V8, and there's no turbocharger in sight...

Story and photography: Simon Jackson

Porsche is about to enter a period of unprecedented change. As you may have already read earlier in this issue, confirmation of this revolution came at the recent Detroit Motor Show: that every 911 will be turbocharged by the end of this year. That's right, all of them. The days of raucous, growling Carreras will soon be over, replaced by efficient whistling turbos that are sure to register far lower on the decibel meter. For this move we can thank a desire to reduce CO₂ emissions and therefore engine capacities across the automotive sector. It's happened in Formula One, now it will happen to your road car.

For those who prefer the driveability, noise and simplicity of naturally aspirated powerplants, these are sad times. Porsche's shift in mechanical emphasis is really no surprise though; it follows a trend observed in other mainstream car manufacturers, the direct result of pressure from government bodies for more

economical motors. But sure, saving the world is great and all, but will it make you feel any better when you turn the ignition key of your new 911? Probably not.

Off the back of these Motor City murmurs you'd be forgiven for presuming this may spell the end for one of the finest engine architectures ever conceived – that of the V8. Happily though word from behind the scenes has it that an all-new Porsche V8 is being developed by the talented chaps in white coats for production in Leipzig, created specifically for future Panamera and Cayenne models. Don't get too excited though, as this engine will almost certainly be force-induced too. This makes the car you see here even more important, as potentially the last bastion of the naturally aspirated Porsche V8. Audiophiles must enjoy it while it lasts, and for us that meant there was only one place to take this goliath – a tunnel...

The Panamera is the latest addition to the GTS range, and joins its GTS siblings in wearing the three-letter badge denoting Porsche's sporting intention. I say 'sporting intention' because the space, pace and mile-munching comfort offered in other versions of the super saloon mean it isn't widely regarded as an accomplished out-and-out sports cars. Other Panamera models might be capable, but the GTS is more so. Twisting the key to spark the Panamera GTS into life provides the

first hair-raising thrill – a gravelly bark as the eight-pot engine residing under the sprawling bonnet blips into life like a Nascar. The soundtrack leaves you in no doubt that driving this car is going to be a unusual experience.

There's a reason the Panamera GTS sounds so immense, and it's down to Porsche's Sound Symposer. This system is what's commonly referred to as an intake noise amplifier, which works using a pipe, diaphragm and regulator system. When the Sport button is depressed a valve opens turning the blare up to 11 – sucking sound from the intake plenum and using it to make the hairs on the back of your neck stand to attention. It sounds a little naff, but it's actually a very effective system, and allows for quiet running when making a racket is not the order of the day.

As a large car (and the Panamera is an unmistakably vast saloon at over five metres long and two metres wide), on paper it doesn't scream 'driver's car'. But with its GTS additions sprinkled all over it, well, then this two tonne beast might well pull the wool over your eyes. And there's one easy way to demonstrate that fact. With Sport Plus activated, brake firmly depressed, throttle pedal mashed into the carpet, rev counter bouncing, engine screaming, launching the GTS (with Launch Control mode) is an otherworldly experience thanks to 440hp

This kind of driving isn't going to achieve the GTS' claimed combined fuel consumption – but who cares when life sounds this good?



and 520Nm torque delivered through Porsche's seven-speed PDK system. The speed at which the four-wheel drive GTS gains velocity (62mph is served up in just 4.4-seconds) is more than impressive for a car this size and weight (1925kg), but it's the drama of it all that gets under your skin. The delicious sound of the V8 engine is the main act – snarling and barking in the way that has always made this engine layout so special. Automotive audio at its finest, and the main thing we're all sure to miss when a spoiling turbocharger is running the show. For now though, we don't have to worry about that, we're here to enjoy the acoustics.

Amplifying the already spine-tingling clamour is top of our list as soon as we're rolling in the GTS. I point the nose towards London and we make progress in effortless style, there's time to digest my surroundings. The GTS is presented with a leather and Alcantara trim with contrasting red stitching – it communicates the traditional comfort and elegance of the Panamera, with a hint of naughty sporty (without being crass). There's nothing to complain about in here. Adaptive sports seats provide 18-way electric adjustment, carbon accents trim the cabin and Sport Chrono is fitted as standard. Automatic climate control, cruise and a powerlift tailgate are further factory fit items designed to make life easier, and they do. Further comfort and convenience features include automatically dimming mirrors (interior and exterior), front and rear ParkAssist (a must for a car this size in the UK), and Porsche Communication Management – version 3.0. Our test car boasts further options: heated front and rear seats (£353), privacy glass (£378), and USB/iPod audio interface (£224) – probably all



options boxes you'd want to tick.

Underneath the GTS runs adaptive air suspension with PASM, and PTM for traction management. Our test car enjoys the added benefit of Porsche Dynamic Chassis Control with Porsche Torque Vectoring (£3392) and PCCB ceramic brakes (£6629). What this equates to is something of a missile, as capable as its counterparts on long motorway runs, but also a secret weapon on fast A roads and back routes. It's deceptively quick.

Taking the GTS tunnel running might seem like an exercise in immaturity to some, but there's got to be one reason alone that a Porsche customer will opt for this version of Panamera over the others in the showroom – the noise. Approaching the Blackwall tunnel we deploy the GTS' switchable Sports exhaust and slow to a frankly ridiculously crawl, cracking open a few windows to invite the forthcoming reverberations into the cabin. You don't need to nail the throttle pedal to create a show in this car, any tickling of the accelerator creates a riotous cacophony of howling, gravelly V8 – and the Panamera's orchestra truly does deserve a standing ovation. Eight cylinders and an exhaust system created by a team of people I would like to buy a round of drinks for, produce the kind of noise sure to excite any true petrolhead. The base note bounces around the tunnel and induces instantaneous ear-to-ear smiles. On the pedal, off the pedal, on the pedal, off the pedal, it doesn't get tiresome. This kind of driving probably isn't going to help achieve the GTS' claimed combined fuel consumption figure of 26mpg, or even see us within range of the urban figure of 18mpg for that matter – but who cares when life sounds this good?





Clear of London the next part of our journey takes us on a whistle stop tour of Kent's tunnels. Any short underpass, footbridge, roadway, car park, anything undercover becomes fair game for unleashing the GTS' noise making equipment. As night falls I make a beeline for a tunnel on the Kent coast that I know is long, slow and always deserted. This tunnel doesn't really go anywhere (well done Kent County Council), but that's fine as it provides an excuse to turn around and drive back through – lots. Sure enough we arrive for several enjoyable runs in the name of achieving interesting photographs for these pages, and listening to the last of Porsche's naturally aspirated V8 engines burbling away. You don't need to speed through here, that's not what this experience is about, and to be frank, enormous

pace away from a motorway isn't what the Panamera GTS does best.

Porsche is keen to promote the idea that the Panamera shrinks around you, that its super saloon size does not encumber its use as a sports vehicle, but I think that's relative to your experience of big cars. If you've just stepped out of a Volkswagen Golf this thing will feel like an oil tanker. From behind the wheel though the GTS certainly does do a noble job of trying to make you forget its gigantic size, steering feel and turn-in are impressive in 'Sport' and Sport Plus modes, and there's a noticeable difference in suspension changes – the ride becoming far harsher with Sport Plus engaged. It will happily obey if you want to make progress on country roads, and it will play ball if you wish to throw it around a bit,

you never quite forget though that if you meet someone coming the other way you're likely to swap wing mirrors, exchange rear three quarter paintwork and see in detail what the other driver had for breakfast. It's far happier in Comfort mode on the motorway or main roads – where its presence is an asset, never a hindrance.

Ultimately the GTS would seem to be intended for those who covet an elegant prestige saloon, but occasionally want to feel like they're driving a 911. It's a sub £100,000 'best of both worlds' machine, and in our opinion is fully deserving of the GTS badge. As for the naturally-aspirated V8 under the bonnet? It's silky smooth, heart stopping and purely delectable – thank God for those two banks of four. We'll see you in the tunnel... ○

2014 PANAMERA GTS

ENGINE: 4806cc V8 direct injection

TRANSMISSION: Seven-speed PDK, PTM four-wheel drive

BRAKES: 6-piston calipers (front), four-piston callipers (rear), ventilated discs

CHASSIS: Adaptive air suspension with load-leveling system and adjustable ride height

WEIGHT: 1925kg

PERFORMANCE:

Top Speed: 178mph (claimed)

0-62mph: 4.4-seconds (claimed)

Fuel Consumption: 26mpg (combined, claimed)

Co₂: 249g/km

ONE THE ROAD PRICE: £93,391

OPTIONS FITTED TO CAR:

Carmine red paint: £2670

PDCC with PTV: £3392

PCCB Ceramics: £6629

20-inch RS Spyder Design wheels: £1031

Heated seats (front and rear): £353

Privacy glass: £378

Universal Audio Interface: £224

TOTAL COST OF TEST CAR: £108,068

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ONE
YEAR
AGO
MARCH
2014



Twelve months ago we drove PS Autoart's Speedster – a bespoke creation built by Porsche experts Paul Stephens – and it had us in raptures. We also examined another altered machine, a 964 Carrera RS re-creation to discover if you really could make a convincing replica from a Carrera 4 base.

We pitched a GT3 versus a GT3 RS on an empty track to determine which 997 was the ultimate king. Contributor Jethro Bovingdon wrote: "Put a gun to my head and I'd take the RS and never sell it, never covet another car. Anyone got a gun handy?" Elsewhere Colin Goodwin pondered whether or not the 928 made a sound investment or at least enough to ward off the advances of his financial advisor.

FIVE
YEARS
AGO
MARCH
2010



In March 2010 we celebrated the magazine's 100th issue with a special gatefold cover. Some of the magazine's regular contributors picked their favourite moments and images from the past 100 issues.

Jethro Bovingdon attempted to settle an argument about whether your money should go on a 997 Carrera or 987 Cayman. The conclusion? Well, Jethro preferred the 911 although he also saw the appeal of the Cayman!

There was also a buying guide on the 944 Turbo, a £4000 performance bargain.

We also drove Gemballa's Mirage GT and 9ff's GT-T900 to find out if modifying a Carrera GT was a step too far.

TEN
YEARS
AGO
MARCH
2005



The magazine celebrated its 40th issue ten years ago with a special head-to-head cover. Four classic tests were performed. We drove the 2.7 Porsche Boxster 987 for the first time on UK soil, reporting: "You only have to drive the latest Boxster a hundred yards down the road to know with certainty that this car is absolutely nailed on."

The big news was the sighting of an undisguised 'Boxster Coupé' which, of course, we now know as the Cayman.

We also took a look at classic Porsches at auction, where a '73 2.8 Carrera RSR was sold to a buyer in the USA for £208,000, and a 1955 Pre-A 356 Speedster 1500cc saw the hammer come down at £61,765.

The 928 as a species is gaining ground and when did you last see a really clean and original '79/80 example?



I wrote the historical advice piece in a closing moment. I couldn't see how else to finish it. A...
The 928 was the most expensive car ever...
The 928 was the most expensive car ever...
The 928 was the most expensive car ever...

Final Fling

This is it. This is what it comes down to: Two 997s, one track, one day. Which is the best 997?

Story: James Spooner Photography: Andrew Morgan



March 2011 88

BUYING GUIDE: 944 TURBO

The 944 Turbo was a genuine supercar-killer when it arrived in 1985. At £4000 today, it's a performance bargain.

Story: Dan Prosser Photography: Dennis Paezer



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MARCH 2011 117

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MARCH 2012 79

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THE MAN IN THE MACHINE...

The Boxster has been called the car that saved Porsche, but the man responsible for the Stuttgart concern's continued success and independence is Werdnig Wiedeking.

Story: Dominic Barton Photography: Max Eddy

The man's...
The man's...
The man's...

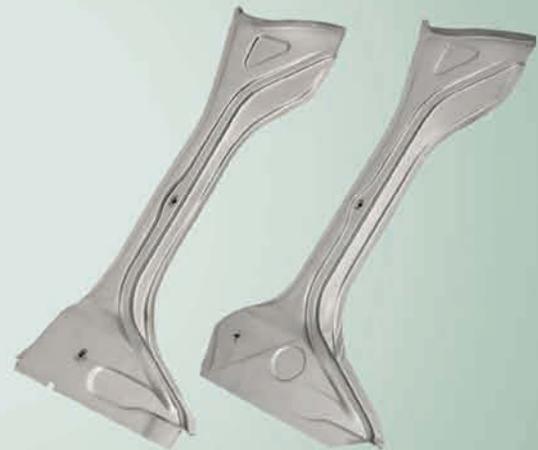


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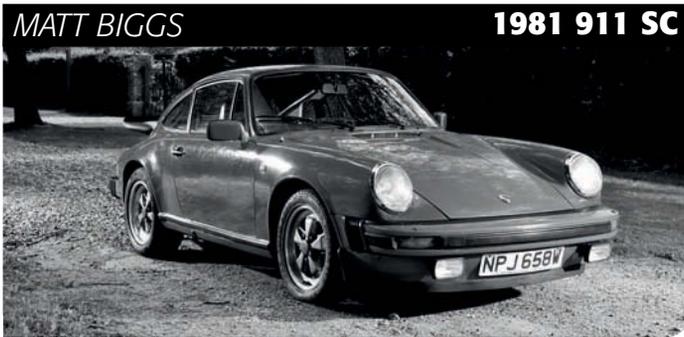


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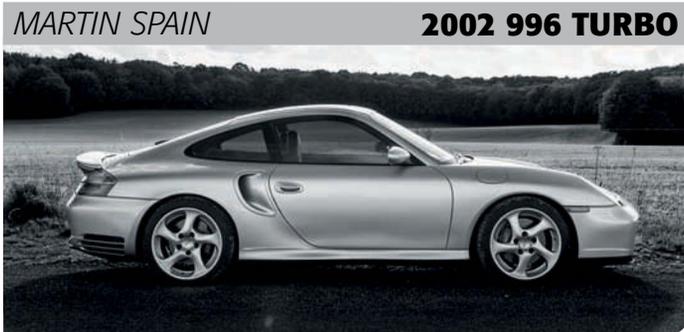
long-term fleet

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



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

[twitter](#) @PawnSacrifice



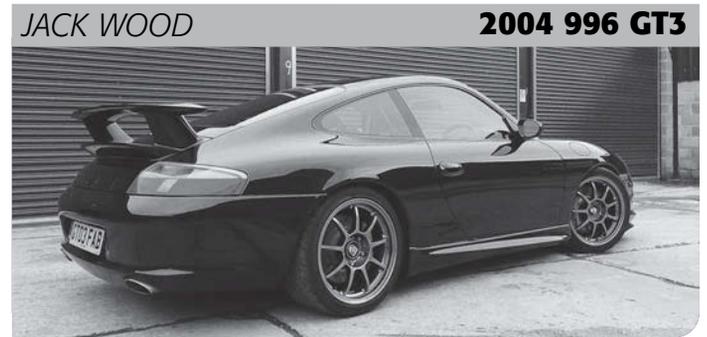
After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that keeps him coming back for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

[twitter](#) @MartinSpain



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

[twitter](#) @Jackkwood



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

[twitter](#) @Jackkwood



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

[twitter](#) @PawnSacrifice



Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 for a number of years, he's currently on the lookout for an example that fits his dream. The question is: will it live up to the hype?

[twitter](#) @Racereightysix

long-term fleet



TBC



Allow me to introduce myself. My name is Rob and as I write this I'm on the cusp of fulfilling a dream I've had for a very long time. Before that, though, a bit of history: I've been good friends with editor Simon for nearly a decade now. We met through our love of cars and, thanks to both working on *Retro Cars* magazine, we have had some great adventures. I've bought, built, modified, driven, shown, raced and loved a wide range of cars over the years, all of them classic, retro, or both, and was able to share my experiences and love for these cars through that magazine. Now I've been invited back to do the same with *GT Porsche* and it's a real privilege.

My journey with Porsche ownership thus far started and ended with the 924

shown here. A car in amazing condition when I bought it, I only had to change the wheels, interior and suspension to turn it into my '80s GT car dream. I drove it every day and it was brilliant. With sleek lines and rock solid engineering it was a perfect entry point to a great bloodline of front-engine Porsches. Bar the traditional slow-hot-starting-new-accumulator-required it was fantastic and faultless for many miles.

Although I sold it I still know the car today and it's going strong, enjoying a pampered retirement as a sunny days and shows car. The humble 924 has come a long way in the last few years and it's great that these cars are getting the appreciation they deserve.

So, where do I go from here? Well, for me it's always been about the 911. That's the dream. I love the purity of form and function and, finally, I'm in a

position to do something about it. I'm officially in the market for my first 911. For a long time it had to be a '60s car as I love cars from that era (I've also got a '68 Triumph Herald in the garage inspired by Porsche Outlaw-meets-Café-Racer culture) for their style and simplicity. Back in the summer of 2013 I was lucky enough to photograph and enjoy a weekend driving a gorgeous '69 911T in the Peak District for this very magazine. It was the first time I'd ever driven a 911 and it was everything I wanted it to be. Alas the big 'early 911 prices' elephant in the room has squashed any chances of that dream. A 912 is still an option and that could get me into a short wheel base car. If I track down a pre-'66 three-clock dash car I'll be parking on the embankment of Lavante at the Goodwood Revival,

or at least in the pre-'73 car park with a five-speed, five-dial car. These things are important, don't you know!

With that said I want a car I can use and clock up some miles in, with everything from adventures to Europe to summer time commutes to work down the back roads and even join in the occasional track day or sprint. It'd be rude to invest in all that motorsport pedigree and not stretch its legs, wouldn't it? So this leads me to the Impact Bumper cars. A glorious 3.0 or 3.2 air-cooled flat-six, legendary Carrera badge and the absolute quintessence of the '911'. For my requirements they seem a bit like having my cake and eating it... they are still affordable. I'd best get back to trawling those classifieds!

Rob Richardson
@Racereightysix



Rob's 924 was a peach, and gives you a taste of what to expect when he finally tracks down his perfect 911...



long-term fleet

Matt has been battling track rod issues on the SC



1981 911 SC



I haven't had much of a chance to drive the SC over the past month. Not that I haven't wanted to but with a lot else on and needing the 924 for its superior load-lugging abilities and the fact that it is shod with winter tyres, the 911 has remained in the garage. Largely. There has been the occasional outing and these generally result in me stepping out of the car feeling like Steve McQueen. No, that hasn't worn off yet, with the sporadic nature of use quite possibly making those odd trips out even more special.

As is quite often the case with my cars, and I suspect many of your own, there is always another job that needs doing, either through necessity or that one upgrade to make the car go, stop or handle that little bit better. For me, this time, I had a problem...

From my second drive of the SC (the very first was me trying to come to terms with the fact I owned a 911 and then figure out the gearbox and clutch) I thought the steering and pointiness of the car was hugely impressive. Without power steering this old Porsche is so light that it can use a manual rack and still feel light, precise and provide ample feedback. But at low speeds, on full lock, there is a knock from the front end driving over even minor imperfections. Hit an ant. Clunk. And yet, on the go, it feels great. In more

experienced 911 eyes, Adam Towler certainly enjoyed his brief test-drive and wasn't complaining about the steering, so there was obviously nothing unroadworthy going on.

Putting the front of the car up on stands I poked and prodded around the front axle and turned the wheels lock to lock but there were no obvious gremlins. I could not replicate the 'clunk' so I stopped listening and started looking. All bushes appeared to be in reasonable condition and nothing was bent out of shape, always worth checking. Following from the steering knuckle along the track rods, the inner track rod bushes appeared to be in poor order. My suspicion was that on full lock additional movement through the bushes was causing one part of the rack to knock against another part of the car.

I had a look for the replacement track rod ends and it transpired that it is possible to upgrade to the Turbo track rods, these do not have rubber bushes on the inner, therefore there is less movement and the steering is more direct, but did involve replacing the entire track rod, at a premium. The price of the upgrade wasn't prohibitively expensive but other financial commitments, moving house, for one, resulted in my buying the direct replacements. Beside, even with my sloppy bushed ends I thought the steering was great! I anticipate that at some point I will be doing the Turbo

update and reporting how much better it is. But, until then...

Parts were ordered. That was months back now. I don't recall why, but I didn't get the work done when the parts were in and it came to moving time so I thought this would be the first job in the new garage; the last thing I wanted was to run into a problem and have the car stranded in the old garage.

I really don't know if I followed the correct procedure but replacing the inner track rod ends was far simpler than I expected. Although rarely is anything entirely straightforward, this time I was determined to get in my own way by trying to figure it out on the fly.

Originally I tried disconnecting the track rod from the inner track rod end, a total pain of a job that involved removing a split pin in a very tight spot. My problem was that once the track rod was removed I had no leverage to unscrew the end. Then began the painful process of reattaching the track rod. On the driver's side, which I did first, I was able to unscrew the track rod end using a spanner on the track rod itself. After that, I removed a bolt, fitted the new end and put all the parts back.

The passenger's side was far more of a struggle. The track rod adjusters were moving and therefore I was not able to use it to unscrew anything. Pulling the steering toward me as far

as possible I was able to get a spanner onto the coupling, enough to remove it. The end plate that screws onto the track rod end, however, was corroded and unwilling to move. It requires a C spanner, probably another Porsche specialist tool, which I do not own. The suspension spanner was too large so I tried a rubber hammer, releasing agent, heat and thick gloves, all to no avail. While making tea I checked in my man drawer for something or other and saw my old bicycle spanner, the multi one and that has a C spanner part which was a perfect fit! I was in business. From there on in it was easy.

My favourite part of any job is the test-drive, and thankfully it was a perfect sunny winter's day. My plan had been to top up with fuel and go for a long drive. A mild hoon, even. Sadly the pump at the local fuel station seems cursed with an octogenarian's flow rate and I became bored after taking a good part of a morning to get just ten litres out; I was burning sunlight. The morning, however, was cut short due to the tracking definitely being out. The car was crabbing slightly and it certainly wasn't safe to drive with gusto. It needed aligning. Under normal circumstances I would opt for a full geo setup, but I want to replace the shocks this year so I don't feel any desperate need to pay for the same work twice.

Matt Biggs
@PawnSacrifice





2002 996 TURBO



By now you'll all have seen last month's issue with my car on the cover, and very lovely it looked too. I didn't want to spoil the article by mentioning the shoot in last month's report but suffice to say it was a great pleasure to meet both Adam Towler and Andy Morgan and talk about 911 Turbos while trying to hide from the biting wind and freezing rain on a very cold December day!

It was also good have the opportunity to listen to the sound of the car from the outside while Adam and Andy got the cornering shots in the bag; the sports exhaust makes a noticeable difference to the timbre of the exhaust note, giving it a little more volume but more importantly unlocking more of the signature flat-six sound than the stock unit, and confirms my thoughts that if the car

hadn't come with one fitted when I bought it, I would have upgraded to a sports exhaust very soon afterwards.

Over the Christmas period MVC saw more use than I expected as various members of the family came down with assorted illnesses and therefore required mercy missions to the shops for soup and medicine. There's no sense in taking the slower family car when I can make the journey a little faster (and fun) in the 911, is there?

I also visited a few friends in the car over the holiday period, including one who recently moved house to live next to a farm, necessitating some unexpected green-laning as you can see from the photos! I can confirm that the four-wheel drive does indeed help with traction in slippery conditions but as you might expect, the ground clearance of a 996 Turbo is not really suited to rutted farm tracks. We made it to the house safely but annoyingly I'd

kerbed one of the alloys thanks to an unavoidable pothole. The wheels are due a refurb anyway so I'm not as cross as I might be but I think I'll take an alternative route next time!

As a result of this unexpected winter usage, the anticipated service and health check has been pushed back but as you read these words the car will have been into RPM Technik for some care and attention. It's not actually due a service yet according to the servicing schedule, but since I've owned the car it's done three track days and a fair few miles and, much like Jack, I believe in over-servicing cars like these, particularly given the Turbo's reputation for causing eye-watering bills.

On that subject, I recently looked back at a series of tweets I made when I began looking for a Porsche this time last year. A number of people had suggested the 996 Turbo as an alternative to my then-preferred choice

of the 997 Carrera S, and judging by my replies the major concern for me at the time was the potential cost of repairs on the Turbo. When I finally started considering the Turbo, I was careful to check that the principal consumables – radiators, condensers, discs, pads and tyres – had all been recently replaced. I also set aside a 'war chest' fund to cover any unexpected maintenance, which fortunately I've not had to use. In fact, I've only had to shell out for a new battery and fuel during my ownership thus far. I'm hopeful that the trip to RPM won't unearth any nasty surprises, but I am expecting a number of small issues to crop up.

I've usually had at least one member of the family in the car with me in my recent drives in the Turbo, but last weekend I had a precious couple of hours free to take the car out on my own, just for fun. It was one



Martin took his four-wheel drive 996 Turbo off-road this month...

of those magical occasions where the roads are quiet and dry, and I emptied a tank of fuel all too quickly enjoying my local roads.

As I stood on my local Shell forecourt filling up again before heading home, a number of things stood out for me. First, I'm learning to trust the messages that come through the steering wheel and becoming more confident in the grip the car generates through the corners. Second, the engine feels like it could rev higher than it does; on full boost in second gear, the redline rushes up so quickly that it's very easy to clip the limiter. Which brings me to my final thought – could it use a little more power? It's a dangerous (not to mention expensive) road to start down, but the idea has wormed its way into my head...

Martin Spain
@MartinSpain



long-term fleet

1986 924 S



I find it hard to fathom that I picked the 924 S up for just £400, albeit the car I have is in far better order now than when it arrived, and hopefully worth more. It is incredible to think how hard it goes and how it just works; it's arguably more reliable than any modern car I've owned. Over the winter, and there have been a number of very cold snaps now, I get in the car, turn the key and drive.

I recently moved house to somewhere that is in similar condition to a squat for drug addicts that are too messy for a regular squat; a bricks and mortar version of the 924 on delivery day. This has left me needing something of a workhorse, at which the front-engined Porsche has not failed. Where a year ago I was prepping for my first track day of 2014, the same car is taking plaster, rubble and whatever else I have destroyed, to the local tip. Stripping the car out for track use has actually made it far more versatile as there is a remarkable amount of space in the back. I think the guys at the tip are always quite surprised by how much I seem to produce from the coupé.

Being something of a discount whore I waited and bought a new oven and hob in the sales. I drove the 924 to the office to collect the works van, which, frustratingly didn't want to

start. Determined not to miss a bargain I drove to the hardware store in the car. I was being very optimistic but I did manage to fit the oven in the back, although the glass tailgate had no chance of closing. Utilising the straps that held the appliance boxing together I was able to close it to a level in line with the car's roof. It kind of looked like a big spoiler. I like to think it had a touch of the 935 about it (which it most obviously did not). That setup didn't seem to slow the car down any... obviously I was driving most sensibly, but, in the name of science, I needed to run it through the gears a little, once the fastenings were proven.

In spite of the car's versatility there is one old problem I still struggle with: condensation. It has always been a problem, to a greater or lesser extent, but has been heightened since I removed more of the trim leaving exposed metal. But, flicking through the 'Black Friday' deals the other month I found the Pingi LV-A300 – a little pillow-shaped car dehumidifier. I simply pop it on the dash when parked and it takes in most of the moisture. It took a little while to dry the car out and it does mist up once I've let the cold air in and start breathing, but the screen clears up very quickly. It's a little miracle packet. It cost about £7 and has an indicator that when it's turned from blue to pink means it

needs to go in the microwave to be dried out. I was raving about this thing on Twitter and was told that I could buy bulk bags of silica for less money, but frankly I like the neatness and convenience. I was so impressed I bought a second one for the 911.

Another benefit of the Pingi is that I don't need to use the blowers for as long to clear the windscreen. The batteries in my cars take a real battering at this time of the year. I go into work when it's dark and come home after the sun's gone down so I am constantly running with all electrics blazing. This really took its toll on the SC. I notice from the labouring electric windows in the 924 that the battery is feeling the strain, with minimal daytime running to keep the battery fully charged.

I now need to look ahead to the jobs that I need to complete in 2015, largely those that are unfinished from last year. I have the half-finished dashboard, which is now languishing in the garage somewhere. Now is probably the perfect time, with the house being a mess, to bring it inside and finish off the crack filling. Despite the better performance of the new pads and discs, I would still like to upgrade the hoses and refurbish the brake calipers. Servicing-wise, it probably needs a water pump replacement. It's an oft overlooked consumable and I don't know when it

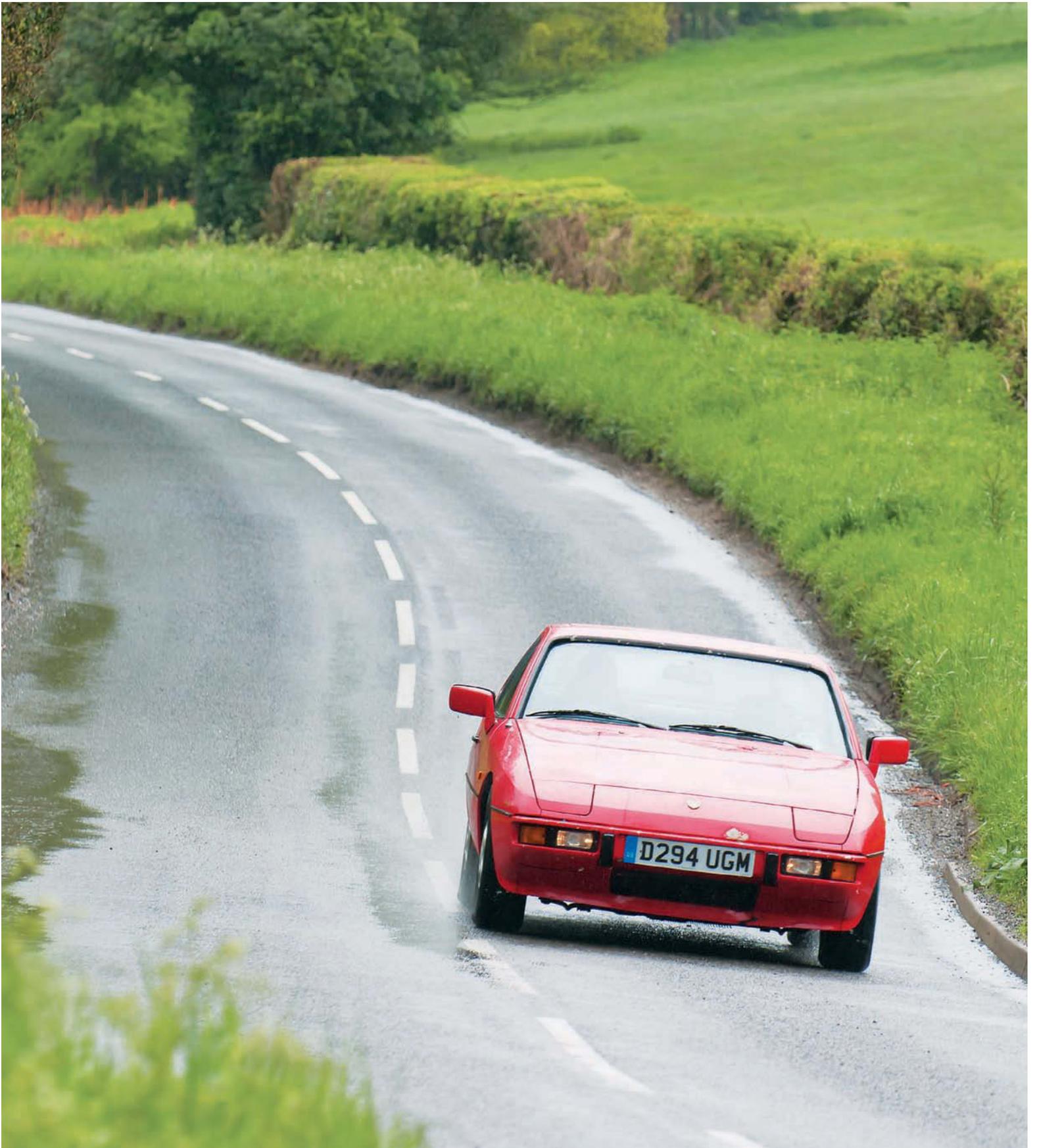
was last done. There are areas of the bodywork that need attention, most notably the front wings, both of which are rusting around the sills, just slightly. Perhaps it's time for some lightweight plastic. Also the gearbox is leaking oil and I suspect it could do with a few new seals here and there.

Most immediately, though, I need to turn my attention to its MoT next month. The exhaust has been blowing a little. It is not as bad as it was previously as, you may recall, I fitted a used back section that I purchased on eBay, last year. This time around, though, I decided it was time to treat the car to a new exhaust, back box and mid-section. I should be writing about that now but have been let down by a national car parts supplier; we have very different ideas about the meaning of 'priority'. Still, I am looking forward to getting it fitted. I've gone with a Dansk system and the price compared to an exhaust I bought for my old BMW Z4 seems ludicrously cheap so, while I should be spending money elsewhere, I am happy. I may need to look again at a problem I had with a temperamental indicator bulb as it's being a git again.

All in all, that sounds like a reasonable list of things to be getting on with... in addition to the 911 and house. And track days.

*Matt Biggs
@PawnSacrifice*





long-term fleet



2010 997 GTS



Buying a used car sight unseen is always a bit of a gamble. When

you're purchasing said car from a dealer several hours drive away, the stakes are raised that little bit further. The prospect of having to sort out any potential post-purchase issues over such a distance is enough to give even the most laissez faire of buyer pause for thought. Which is where the security of buying through the OPC network comes into play. Yes, you pay a premium for the experience but it does offer rewards. Some of them priceless.

A prime example of this is the little issue I alluded to last month: an occasional crunch when shifting between first and second gear. I left the car with the service team at Porsche Centre Wilmslow after being introduced to Pete Lloyd, the technician that was going to be working on the car, and drove off in a Mercedes courtesy car

with the promise of a call later in the day after my GTS had been taken for a test-drive.

The call came a couple of hours later with the unsurprising news that Pete hadn't been able to replicate the issue on his test-drive but wanted to keep the car in overnight so that it could be driven in the morning once everything in the car had dropped to ambient temperature. I was over the moon with this call as it showed me that a) Wilmslow had listened to the information I'd passed on to them and 2) they weren't trying to sweep any potential problems under the proverbial rug.

At 10am the next morning he was on the phone again to inform me that, surprisingly this time, the technicians had managed to replicate the issue whilst the engine and 'box was stone cold and that they acknowledged that all was not as it should be. Their recommendation was to first replace

the clutch as they felt it was quite worn and could almost certainly be contributing to the issue, if not being the actual cause. At which point they said I needed to take this up with the dealership I purchased the car from, as a clutch replacement wasn't a warranty issue... Oh.

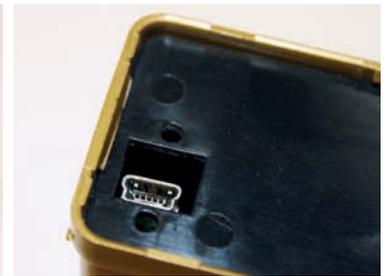
However, after a brief chat with Alan, my service manager, it was agreed that the call was best coming from the technical team at Wilmslow as they could best put forward the case for demonstrating that the clutch needed replacing, and that given I had been the custodian of the vehicle for less than six weeks, that the burden of ownership of the issue and the costs involved should be borne solely by the selling agent, namely OPC Bristol. Basically I didn't have to do anything, Wilmslow would handle everything for me. Phew.

It took a day or so for Bristol to agree to the work being carried out,

as things always do, but three days later I received another call from Wilmslow to say that unfortunately the new clutch hadn't fixed the issue. The crunch was still there when the 'box was cold and the only remaining avenue they had to explore was a replacement gearbox.

Now at this stage I imagine a lot of people would be up in arms at the fact that a car they had owned for only six weeks was in need of a new gearbox. I, on the other hand, was doing cartwheels with joy. My new-to-me, 45,000-mile, four-year-old car was getting a new clutch, new gearbox and, in a lovely twist of fate, a new locking differential. It comes as part of the new gearbox unit, apparently, and it's all done under the two-year extended warranty that came with the car and handled by Porsche Wilmslow, Porsche Bristol, Porsche UK or Porsche GmbH with professionalism and efficiency. To me

Jack has fitted the TPS Racing DSC module and initial reports are good



that is just perfect. I've basically just purchased a used car with a brand-new transmission system! It's a whole load of stuff I just don't have to worry about for the foreseeable future.

So the day before Christmas Eve I got an early present of a very clean GTS with a minty-fresh gearbox, locking diff and clutch. Presents don't get much better than that.

I can report that the horrible graunching noise has now gone. Yes, the short shifter does make a couple of the lower-down upshifts feel terribly recalcitrant when the 'box fluids are cold. But once warmed through the shifts feel fantastic from top to bottom.

So with the car back on the drive it was time to have a little play around. While I'd been waiting for the car to be repaired something on Rennlist caught my eye and had me very intrigued. A company called TPS Racing out of the US had started shipping a new product, a replacement PASM module that it

had been developing for the past couple of years. TPS had first come to my attention back in 2006/7 when it developed a turbo modification for the 987 Cayman. But here it was producing something entirely more sophisticated. Not the usual tuners arena of claimed giant horsepower gains but something far more subtle and nuanced: digital suspension tuning.

The TPS Racing DSC (Dynamic Suspension Control) module is a direct plug 'n' play replacement of the car's PASM (Porsche Active/Adaptive Suspension Management) module. This is the little black box that monitors an array of sensors, such as G-sensors, steering angle and throttles and brake pedal position and, using that data, determines the damping rate at each corner of the car. Most people think that the PASM switch on the dash just toggles the damping rate between comfort and sport mode. Two fixed rates. In reality the damping rate is

being continually shuffled depending on road and driving conditions, both front to back and side to side. The switch just sets the bands or ranges in which the dampers operate.

So what's different about the TPC Racing module then? Well, to start with, it's gold. Second, it has three modes instead of the standard two. They are loosely described as 'Road/Wet Track', 'Bumpy Track' and 'Smooth Track'. But what TPC also claims is unique to its DSC system is the way that the dampers react after a bump. I'll go into much more detail next month and show just how easy it is to switch between the standard PASM module and the TPC one but for now it's safe to say that on the road there immediately feels like more compliance in the suspension. But that in no way means it feels soft or wallowy. Quite the opposite. Everything feels very controlled and even on the softest setting it feels like all body roll has

been removed. Admittedly the road conditions have not been ideal for testing it to the car's upper limits, but everything is pointing encouragingly towards this upgrade doing exactly what it advertises. At some point I'd like to get the car on track to see how different the track-specific modes feel as this is where most of the online praise has come from owners of 997 GT3s running the OEM dampers with the new module. I'd also like to get the opinion of someone who has more experience evaluating chassis setups than I have to give their opinion on whether they feel TPC has managed to better the OEM offering that Bilstein has developed for Porsche. I see a road and track battle on the cards.

There's also a rather large box that's arrived for my attention. It says something like 'Sharkwerks' down the side of it. Wonder what that could be...?

Jack Wood
@Jackkwood

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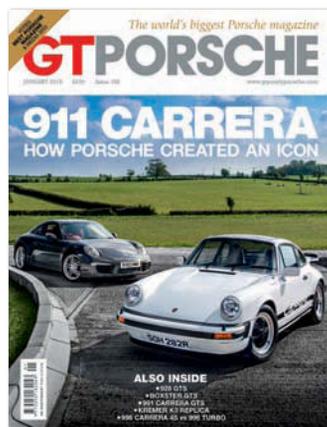
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991 Carrera

The latest 911 may not be a safe haven for your money, but does that really matter?

With all the talk in recent years about classic Porsches being a great investment it's easy to forget what cars are really for – getting from A to B, not a way to boost a pension fund. If it was simple as that, though, we would all be driving Toyota Aygos or some such sensible mode of transport. Those of us who choose Porsches as everyday cars do so because we want something that adds zing to the act of perambulation.

Now there is no reason that you shouldn't use a classic Porsche – such as a 993 – as a daily driver. They remain practical and reliable cars and, indeed, many people do use them regularly. However, there's no getting away from the fact that modern cars do make life easier. We've got used to a diet of sat-navs, parking sensors, climate control and cupholders, while today's Porsches offer astonishing performance, handling and efficiency.

What's more, there's something very special about being in the hi-tech ambience of a Porsche Centre, sitting on a leather sofa, drinking coffee and choosing the exact colour and specification of your very own Porsche 911, followed a few months later by the excitement of being given the keys in the showroom's hand-over bay, and driving off in a Porsche that no one else has owned.

There is, though, a cost to such an indulgence – and that's depreciation. Gone are the days of new 911s holding their value, because these days Porsche is a major manufacturer and sells a lot of cars relative to some

other prestige marques. The 991 has been with us for three years now and in that time it's sold well and a fair few have filtered through to the used market. At the time of writing no fewer than 230 used 991 Carrera variants were for sale on Pistonheads (we're ignoring Turbos and GT3s here), which is about half the number of equivalent 997s (the previous generation 911) which had a shelf life of seven years. For the sake of completion, we also found 168 996s (the first of the water-cooled 911s) and just 90 993s (the last of the air-cooled).

So if you're in the market for a used current-generation 911 you have quite a lot to choose from, and you can make a worthwhile saving over a brand-new Porsche, if you can live without choosing your own specification and colour. You see, one of the criticisms of the latest 911 is that it has become an expensive car. Of course, a new 911 has never been cheap but Porsche seems to have repositioned the standard 911 higher up the price range. Today, the cheapest 911 you can buy is a manual transmission, two-wheel drive 3.4-litre Carrera for £73,509.

However, no one ever buys one at that price – add a few options and the price will soar. We've just spec'd a Carrera with some basic extras that most people would want, such as metallic paint (£800) and a rear wiper (yes, that's an extra at £234), heated seats (surely one of the best reasons for owning a modern car and a £323 extra) plus a few other little things and we were soon at £80,000.

At the other end of the 991 Carrera





the market place



range is the Carrera 4 GTS Cabriolet which starts at £104,385. Go crazy when ticking the option boxes and you'll be touching £150,000 with this, although it's unlikely anyone would do so. Incidentally, you can spec your own Porsche at home using the online configurator at www.porsche.com. It's a lot of fun!

What is not a lot of fun, though, is

the depreciation that a new 911 will suffer. The cheapest 991 for sale at the time of writing was at Chappell Sports Cars (www.chappellsportscars.com); a 2012 Carrera with a very nice specification including a sports exhaust and much more for just £53,995.

Chappell's Steve Coles says the car was around £87,000 when new, so that's a £35,000 (or 40 per cent) drop

in under three years. That sounds painful but, according to the AA, most new cars lose 40 per cent of their value in just one year, and 60 per cent over three years, so the 991 is performing much better than most. Steve Coles agrees: "The 991 is holding up pretty well value-wise and I don't see them dropping dramatically over the next year, as demand is high

and we're certainly getting strong interest in this one."

Longer term, 991 values are bound to follow those of the 997. You can now buy an early 997 for as little as £20,000, but that's for a car that is almost ten years old, so it'll be a long time before you'll see a 991 for that sort of money. Indeed, we don't expect 991 prices to drop below £50,000







991 CARRERA (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 feature 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 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. **2014:** The return of the GTS badge to the 911 offers both Carrera 2 and 4 specifications, 420 horsepower delivers 325 lb ft torque capable of 0-62 in 4.4 seconds. 991 GTS comes with a Powerkitted engine, PASM, Sport Chrono and a Sport exhaust and was priced at just £7000 more than the Carrera S, making it excellent value.

911 Coupé (991)

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
Carrera GTS	2014	1425	3800	430	325	4.4	190
Carrera 4GTS	2014	1470	3800	430	325	4.4	188

“The 991 is holding up well value-wise and I don’t see them dropping dramatically over the next year”

until 2016, and then it will be only high-mileage early cars with a low specification. “991s are very spec-sensitive,” insists Steve.

As with the 997, the cheapest 991s will be the smaller-engined Carreras as buyers are, for some reason, drawn towards the more powerful S. “The 3.4-litre 991 has a really sweet engine,” says Steve. “It really shouldn’t be overlooked.”

So don’t expect a 991 to be an investment – or at least not for many years – but as a modern and exciting mode of transport it makes a lot of sense. Buy a used one today and you won’t lose a huge amount of money on it over the next year or two, and you’ll have a lot of fun getting from A to B in the meantime ○

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all you need to know...



Speed

It may seem like a simple concept, but achieving speed is far more complicated than you might think...

Speed. Small word, but so difficult to achieve. On the face of it, making a car move at all seems simple, just add power and if you want it to go fast, streamline the body. But there's much more to it than that and in reality, the laws of physics see to it that virtually every aspect of a car is subject to forces which oppose motion.

Needless to say, some offenders are worse than others and at the top of the list are inertia, aerodynamic drag, friction and rolling resistance. The last of these is usually associated with tyres but it also applies to other components like bearings and brakes. Inertia can be described as the unwillingness of an object to change its velocity or direction, so it has to be overcome to accelerate the car or make it go round corners. To combat this, Porsche went to town in order to shave weight off the 991 by using a combination of aluminium, magnesium and steel for the first time on a 911 body and making the rear spoiler from a combination of

aluminium and plastic.

Aerodynamic drag is a speed killer, there's no other way to describe it. Why? Because drag increases with the square of the speed, so as the speed doubles, aerodynamic drag quadruples. At 100mph, that becomes very significant. The additional horsepower needed to increase speed from 100mph to 110mph is out of all proportion to an increase from 30mph and 40mph.

We've looked at aerodynamics before in this column but to recap there are several types of parasitic drag. There's skin friction between air and surfaces and interference drag when one stream of airflow hits another. Then there's form drag, suffered by every moving object. The bigger the form and the faster it goes, the worse it gets. Even for Porsche, the challenge of moving a Cayenne or Macan through the air and the effect their size and shape has on top speed in relation to power required, is much bigger than for any of its other cars.

Very fast road or racing cars pose another kind of problem in that

sometimes, there can be a conflict of interest between reducing drag and keeping the car on the ground. Porsche's active rear spoilers help overcome that, while the 911 Turbo's adaptive aerodynamics with active front and rear spoilers take the concept one step further. Considerable attention to detail goes into underbody aerodynamics and detailing around the wheel arches on all Porsches, as well as the entire upper body.

In the early days of the automobile, the battle against drag was waged by adopting long, impractical teardrop shapes. In 1936 Wunibald Kamm discovered that chopping off the end of the teardrop at 50 per cent of the cross-section made the airflow behave in much the same way as if the full teardrop was in place. It's been widely adopted since and appeared on the 904 Carrera and GT as well as versions of the 917 rear-end.

Although aerodynamic drag is probably the most important single barrier to speed, there are others too. Rolling resistance is caused by friction from the tyres, bearings and brakes. As

a tyre rolls, it absorbs energy as the sidewall deforms at the base due to the weight of the car. As it does so, it absorbs energy but as it springs back into shape, it expends less energy in a process called hysteresis. The difference is expended as heat and the price paid, wasted power.

Low rolling resistance tyres, such as those fitted to the Panamera S E-Hybrid improve on this through differences in sidewall construction and compound. Computer modelling of the tread design reduces deformation, a switch from old-skool carbon black to silica filler, modified sidewall construction and even flat lettering to reduce aerodynamic drag, all help reduce rolling resistance. Ultimately, though, low rolling resistance tyres don't grip as well as tyres optimised for performance.

Bearing quality, stiffness and lubrication also play a part. Jack the car up, spin the front wheel and pretty soon it will come to a stop. That's mainly to do with friction from the wheel bearings, hub seals and brakes. In good condition, brake callipers



Drag squares with speed, which means aerodynamics have an important part to play

should not provide too much drag but to work effectively and avoid pedal play, the pads have to be lightly touching the disc all the time. They still cause drag, though, which can become excessive with age. PFC Bremse, a Porsche Motorsport partner, manufacture Zero Drag callipers which are fitted to 911 GT3 Cup cars as standard and these are claimed to significantly reduced drag by minimising pad contact with the disc until it's needed.

So with drag and chassis taken care of, that leaves the powertrain. Around 70 per cent of the energy contained in fuel is wasted by an internal combustion engine. Some of the losses are due to friction in a variety of forms such as sliding friction, rotating friction and pumping losses and the rest in lack of thermal efficiency, the fuel being converted to heat rather than mechanical energy.

Pistons sliding in bores, rotating main and big end bearings and valve gear are all a source of friction. Lubricants should largely prevent metal-to-metal contact but sliding

friction will always occur. There are pumping losses too, caused by the engine pumping in air and exhaust gas out, as well as pumping air around inside the crankcase beneath fast moving pistons. Pumping losses are substantial and increase at part load when throttle butterflies are partially closed (imagine sucking on a straw then squeezing the end part shut). All of these 'parasitic' losses are enemies of speed along with energy consumed by water and oil pumps, air conditioning, power steering and alternators. The gears meshing in transmission absorb power as well.

These factors pose a constant challenge to engineers but the basics will never be overcome. What will change are the frictional and parasitic losses in engines. That's already happening by making engines smaller (downsizing), boosting and electrifying them. Ultimately, the electric Porsche (and it will have to happen eventually) will be super efficient with direct electric drive and no transmissions. Either way, speed will continue to become easier to achieve ○



Panamera's rear spoiler helps reduce drag whilst keeping the car on the ground



Polycarbonate Windows

Replacing your car's glass with plastic is one way to save weight

If you're spending money on preparing a car for racing, rallying, hillclimbing, sprinting or just as a track day or modified road car, it makes sense to think about weight saving before doing any serious engine or suspension tuning. We've looked at the impact of reducing weight before and why manufacturers are keen to do it (mainly for fuel consumption and CO₂ reduction these days) but it's something that can be tackled at shed level, too. One less obvious way to prune weight from your car is to replace the glass, or some of the glass, with plastic. If the manufacturers of polycarbonate windows are to be believed, there's up to a 50 per cent saving to be made by switching glass for plastic and virtually all competition cars are equipped with plastic windows.

Saving weight seems like an obvious thing to do to improve performance but the physics as to why it's a good thing to do isn't so obvious. Clearly saving weight is an important way of improving performance. Heavy components mounted higher in the car will raise the centre of gravity and this has an unfavourable impact on

handling and road holding. Weight also increases inertia, slowing acceleration and, again, adversely affecting cornering. So in a nutshell, shaving weight from a car can make it go better, stop better and handle better.

Polycarbonate windows usually take the form of a product called Lexan. There are lots of specialists around making them for most cars including Porsches, and not just 911s either; you can get them for the 924, 944, 928, and 968, hard-top Boxster and Cayman as well. 944s and 968s are particularly popular for hillclimbing because they have all the right credentials such as great balance (front mid-engine), sophisticated suspension, a tuneable engine and rear-wheel drive. Oh, and relatively speaking, they're cheap, too. Plastic makes a big enough difference that some hillclimbers find replacing the huge rear screen of a 944 or 968 with it actually makes the rear end too light.

The better suppliers produce windows that can directly replace the existing glass and winder mechanisms. This is ideal for road use but it's recommended you opt for a material that's been given a hard coating

(at additional cost) to avoid scratching. For pure motorsport or track applications, most people opt for bolt-in front side windows, the others can be glued or fit standard rubber seals depending on the car. Lexan windows are even available to fit Porsche carbon fibre motorsport doors. Again, any windows can be specified with a hard coating if required.

Fixed, bolted door windows are generally equipped with sliders to allow communication with the outside world or for ventilation and they come in a variety of styles. For a single-seat application (like a race, hillclimb or sprint car) you can just fit one on the driver side if you prefer, though in a rally car you need them in both door windows. Some older cars can have flat panels replacing the original glass but for later cars thermo-formed plastic windows are essential and should mimic the original in shape.

Companies (like Plastics For Performance, for example) offer a wide range of options and for a given car and use, you can choose kits on a mix and match basis to get exactly what you are after. When you order, your windows' dimensions can be adjusted

slightly on a made to measure basis if necessary to suit the fitting method.

Thicknesses generally range from three to five millimetres but for motorsport use in the UK the RAC Motorsport Association dictates at least four millimetres. The regulations need checking carefully before you decide what to do. Plastic front screens are allowed in racing, hillclimbing and sprinting, for example, but not in rallying where you must use laminated glass.

Full kits range from around £350 to £650 and fitting can range from straightforward to highly specialised depending on the car and available skill levels. Installing screens and glass was never the easiest job, even on early cars with rubber seals all-round, but things get even trickier with glued screens on modern cars. In competition cars with fixed windows, the usual method is to bolt, seal and sometimes glue them in. Seek advice from the supplier and if in doubt get someone who knows the ropes to help. Once the job is done, though, you should find you've succeeded in shaving a substantial amount of lard from your car ○

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LEGO SPEED CHAMPIONS SETS

How much? TBC

Where from? www.lego.com

LEGO has announced its seven-strong Speed Champions range, which has two sets featuring Porsche models. The GT Finishing Line set (75912) includes a 911 RSR and 911 GT3 R Hybrid, as well as a start line and podium. Then there's a standalone car – the 918 Spyder (75910) – which has enough space inside the cockpit to fit the included race suit-clad LEGO minifigure. The sets will also include a winner's cup, flags and detailed tools, though prices have yet to be confirmed. If you'd like to recreate the hypercar showdown of the year in miniature, there's also the McLaren P1 and Ferrari LaFerrari available.



PORSCHE OFFICIAL MERCHANDISE AND DRIVING EXPERIENCE

How much? From £25

Where from? www.porsche.co.uk

Porsche has released its latest official merchandise and an all-new driving experience. Featuring jackets, T-shirts and rugby shirts for both men and women, the new Steve McQueen range comes in various colours, priced from £25 to £540. There's also a set of Factory Team Jackets, which hark back to the golden era of Le Mans in the late 1960s and early 1970s. Meanwhile, the Taste of Porsche experience provides 20 minutes driving a 991 Carrera, 20 minutes driving the new Cayman GTS, and lets you be a passenger in a Cayenne off-road and a Panamera on-road. To top it all off, you and a guest get a three-course meal in the Porsche Restaurant, all for £150.





1:3.5 SCALE WIRE 911

How much? £1400 (+P&P)

Where from? www.wirecardesign.com

This is rather unique. What you're looking at here is a handcrafted artistic representation of a car's form in wire, which can be displayed in any indoor environment. Wire Car Design accurately captures the lines and curves that were synonymous with cars of the 1960s and 1970s, and one of its first works is the Porsche 2.7RS.

The Porsche example is constructed using an acrylic frame and weighs 2.75kg. The artwork can be displayed horizontally on Perspex stands or can be wall mounted, which, we think you'll agree, would make quite a style statement in any indoor space.



RICHBROOK TAILOR-MADE BOOT COVERS

How much? £59.99 (Cayenne liner)

Where from? www.richbrook.co.uk

Richbrook's waterproof boot liners are tailor-made to fit your car perfectly and provide protection for your car's interior against heavy and messy loads. The accessory maker claims to provide versions for more than 300 vehicles, with the Porsche Cayenne among them and the Macan set to be added soon. With 4cm high sides that prevent liquid spills damaging your car's interior and a thick removable carpet insert to provide comfort for pets, the liner is ideal for keeping your interior safe whether you're transporting shopping or the dog.

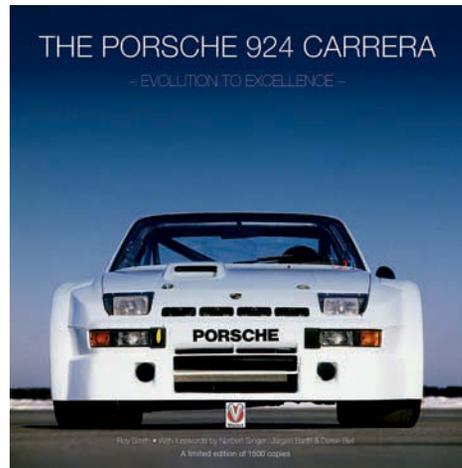


SOLUTION FINISH BLACK TRIM RESTORER

How much? £14.95 (1 oz bottle)

Where from? www.i4detailing.co.uk

Black sections of trim like bumpers and door handles are prone to going grey in the sunlight, so a little lick of product can make a tired old car look like new. The makers of Solution Finish claim it will restore black surfaces to their original deep, rich black finish without leaving a wet-look effect. The formula can be used on mirrors, mud flaps, seals, running boards and door handles and treated surfaces are said to feel clean rather than greasy after an application.



THE PORSCHE 924 CARRERA BOOK

How much? £75

Where from? www.veloce.co.uk

Limited to just 1500 copies, this 320-page hardback details the story of the 1980s supercar. With 400 images on the homologation, competition and GTR models, Roy Smith gives a definitive breakdown of the 924, from the Rallye Turbo of 1979 to the prototype GTR/P model that tested at Paul Ricard and went on to place sixth at Le Mans in 1980. Created with the full support of Porsche, the book contains race details covering Europe and the USA, from the Sports Car Club of America production D racers to the GTO and Trans Am-class GTRs of the mid-1980s.





RACE-KEEPER ON-BOARD VIDEO LOGGER

How much? From £1500

Where from? www.race-keeper.com

The HDX-2 is the world's first dual-stream 1080p HD on-board video logger from Race-Keeper. The system allows for the capture of broadcast quality video and automatically synchronises with data feeds from GPS and ECUs (amongst others).

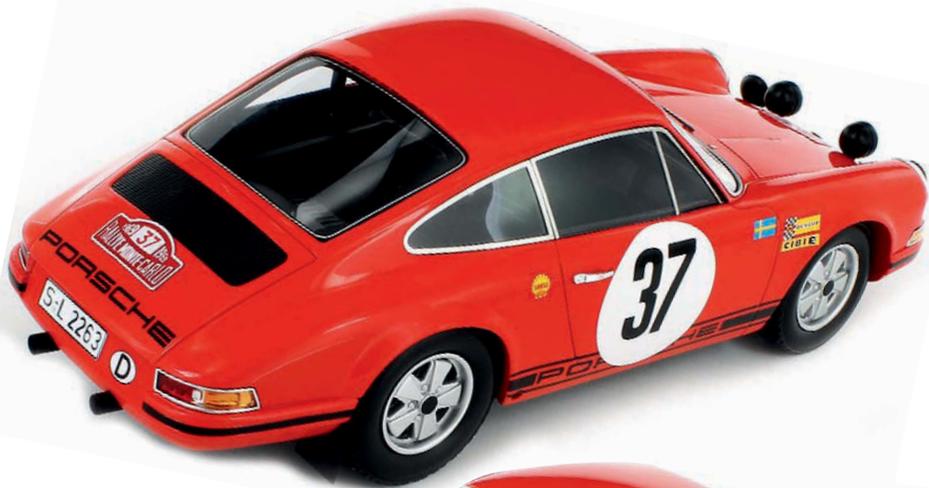
A single camera system is priced at £1500 and you can add a second camera at a later date. A complete dual camera HDX-2 system with 20Hz GPS and built-in Accelerometers allows you to capture all the action from multiple angles and costs £1800 excluding VAT. Adding additional data channels, such as OBDII or CAN communication, costs an additional £100. Coming complete with easy-to-use software, this system from Race-Keeper is the perfect way to capture and keep your on-circuit antics for posterity. Visit the website to see the quality of what can be captured.

SPARK 1:18 PORSCHE 911

How much? £125

Where from? www.racingmodels.com

One of the larger 1:18 scale models on offer from Racing Models, this is a recreation of the 911 driven to victory in the 1969 Rally Monte Carlo by Bjorn Waldegaard and Lars Helmer. A nicely detailed piece worthy of any cabinet or shelf.



KINETIC CHARGER

How much? From \$95

Where from? www.getampy.com

This clever smartphone charger, called Ampy, will help you to recapture some of your lost energy throughout the day. With a lithium-ion battery that gets topped up as you move and a USB port to connect your device, it's manufacturers claim it can add up to three hours of battery life during an average day of walking. The accessory pack lets you attach the device to your hip, and is included in the \$125 price. Alternatively, you can pay \$95 and just slip the Ampy in the front pocket of your jeans. Deliveries start in July, though postage to the UK costs \$39.95, taking the total to just over £100 at current exchange rates.

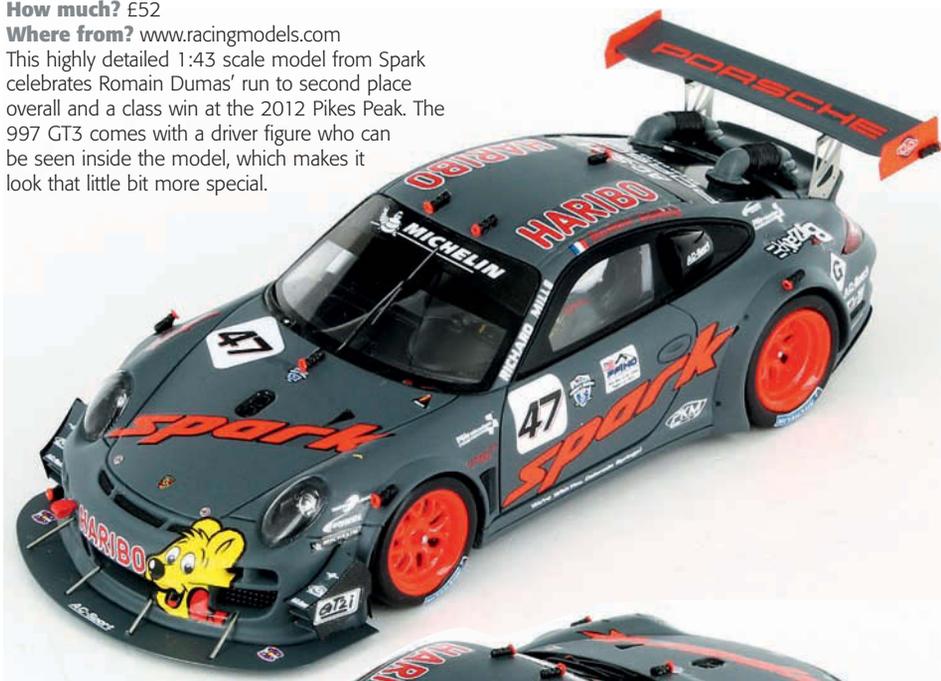


SPARK 1:43 PORSCHE 997 GT3

How much? £52

Where from? www.racingmodels.com

This highly detailed 1:43 scale model from Spark celebrates Romain Dumas' run to second place overall and a class win at the 2012 Pikes Peak. The 997 GT3 comes with a driver figure who can be seen inside the model, which makes it look that little bit more special.

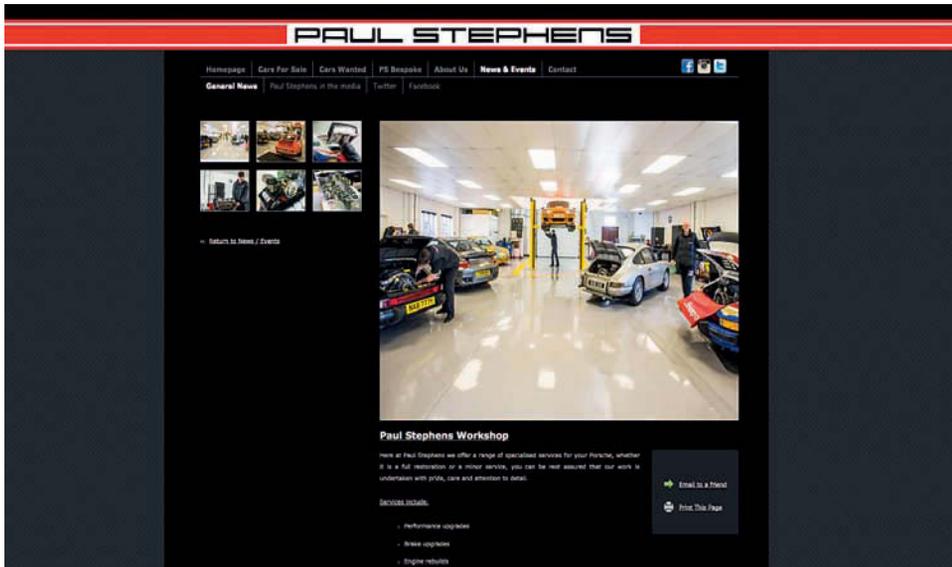


CHRISTOPHER WARD C60 TRIDENT GMT 600

How much? From £799

Where from? www.christopherward.co.uk

Luxury Swiss watch maker Christopher Ward's best selling collection to date is the Trident, and in response to growing demand the company has remodelled the collection for 2015. It will become the first range to feature six strap sizes and it will also give customers an extraordinary choice of 133 possible combinations of case, watch movement, colour, bezel and strap – allowing wearers to create a truly unique timepiece. Our pick is the C60 Trident GMT 600 (38mm and 42mm), a dual-time automatic watch with an automatic movement, set to retail from £799.



WINTER HEALTH CHECK

How much? Free

Where from? www.paul-stephens.com

Leading UK Porsche specialist Paul Stephens is offering free winter checks if you book your Porsche in for a service this February.

To ensure your Porsche is fit for winter and safe to drive in the worst of the British weather the comprehensive winter checks will examine: the tyres, for overall condition (including examining pressure and tread depth); the batteries, for cell and voltage performance; coolant and anti-freeze levels (if applicable); the wiper blades; windscreen wash levels; and all light bulbs will also be checked. Call now to book your service.

711 1:43 CARRERA GT

How much? £15

Where from? www.racingmodels.com

These 1:43 scale models from 711 celebrate the fantastic Porsche Carrera GT supercar. Presented in a nice showcase, the models are reasonably priced and would make a great addition to any collection of Porsche road car models.



EBBRO 1:43 PORSCHE 956

How much? £44

Where from? www.racingmodels.com

This Ebbro model features removable engine covers revealing intricate suspension and engine details, which makes it a pretty special item. This model depicts the Newman Joest Porsche 956 as it raced to fifth place in the 1983 WEC Fuji 1000km race driven by Bob Wollek, Hans Heyer and Volkert Merl.

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BRUMM 1:43 PORSCHE 917 SET

How much? £72

Where from? www.racingmodels.com

Now here is something special. Anything 917 is sure to flick our switches but this new 917 dual car set from Brumm is particularly nice. The John Wyr Automotive Gulf Porsches are depicted as being driven in their epic 1970 Spa Francorchamps 1000km duel, the winners being Jo Siffert, Brian Redman, Pedro Rodriguez and Leo Kinnunen. These sets are limited to just 250 examples and come complete with a stunning showcase. Grab yours while you can.



HALFORDS POWERPACK 200

How much? £99

Where from? www.halfords.com

Like the Ring Lithium Powerpack, this Halford's branded 200 watt offering provides 230v AC mains power to run appliances such as TVs and laptops, and will allow the jump starting of 12 volt vehicles. It includes a 2.1A high-power USB charging socket suitable for charging most smartphones, while an integrated 150psi compressor will inflate vehicle tyres as well as leisure inflatables. An LED work light is also included. A charging station is available separately.





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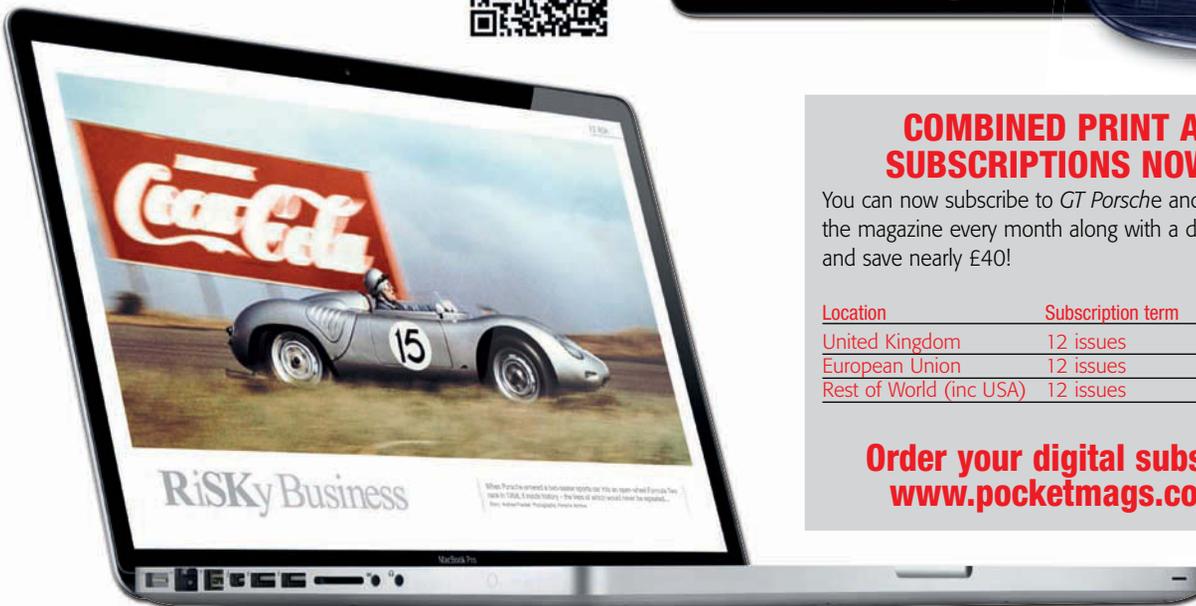
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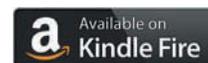
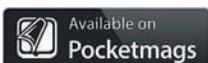
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GMÜND COUPÉ/356: 1948 – 1964

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

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

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

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

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

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



356

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

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

1950: 'Pre-A' 356: – Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced. **1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the '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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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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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



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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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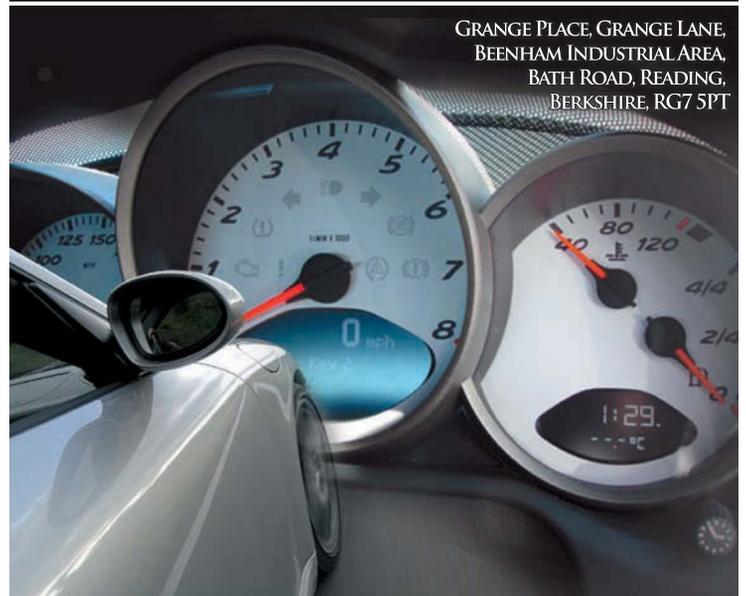
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928: 1978 – 1995

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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(997) "2S" 3.8
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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

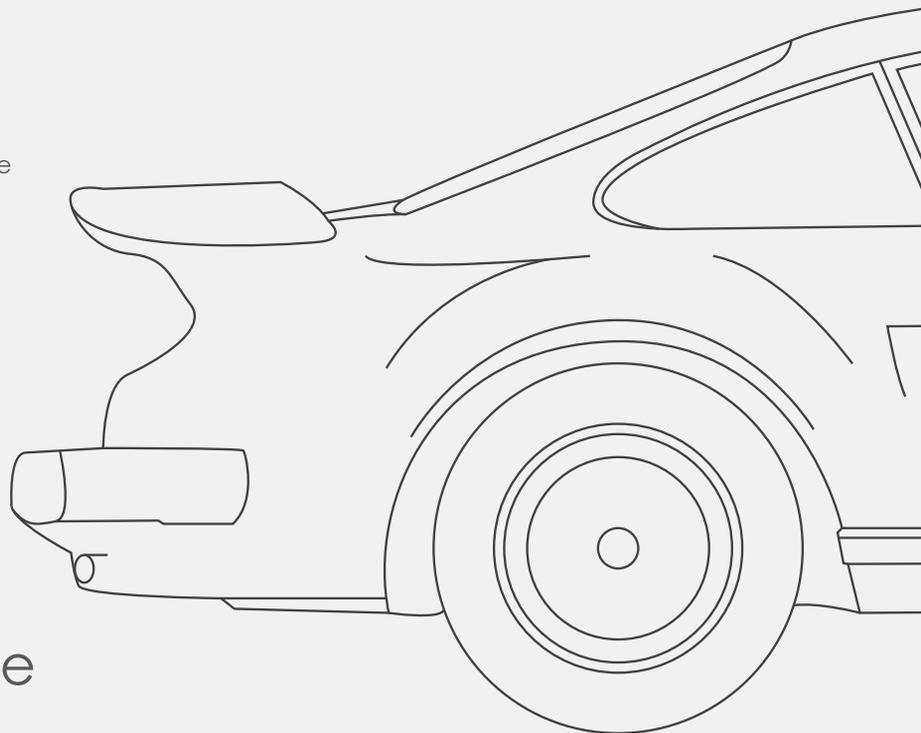
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Cayenne (2003 – 2007; 2007 – 2010; 2010-)

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: 2014 –

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

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

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

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

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



CARRERA GT: 2003 – 2006

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



PANAMERA: 2009 – 2013

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

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

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

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



918 SPYDER: 2014 –

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



MACAN 2014 –

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

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

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

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

918 Spyder (2014 –)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612 **Significant developments: 2013 – 2014MY** Where to start with the most technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combination of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includes a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Available in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41 kgs – 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.

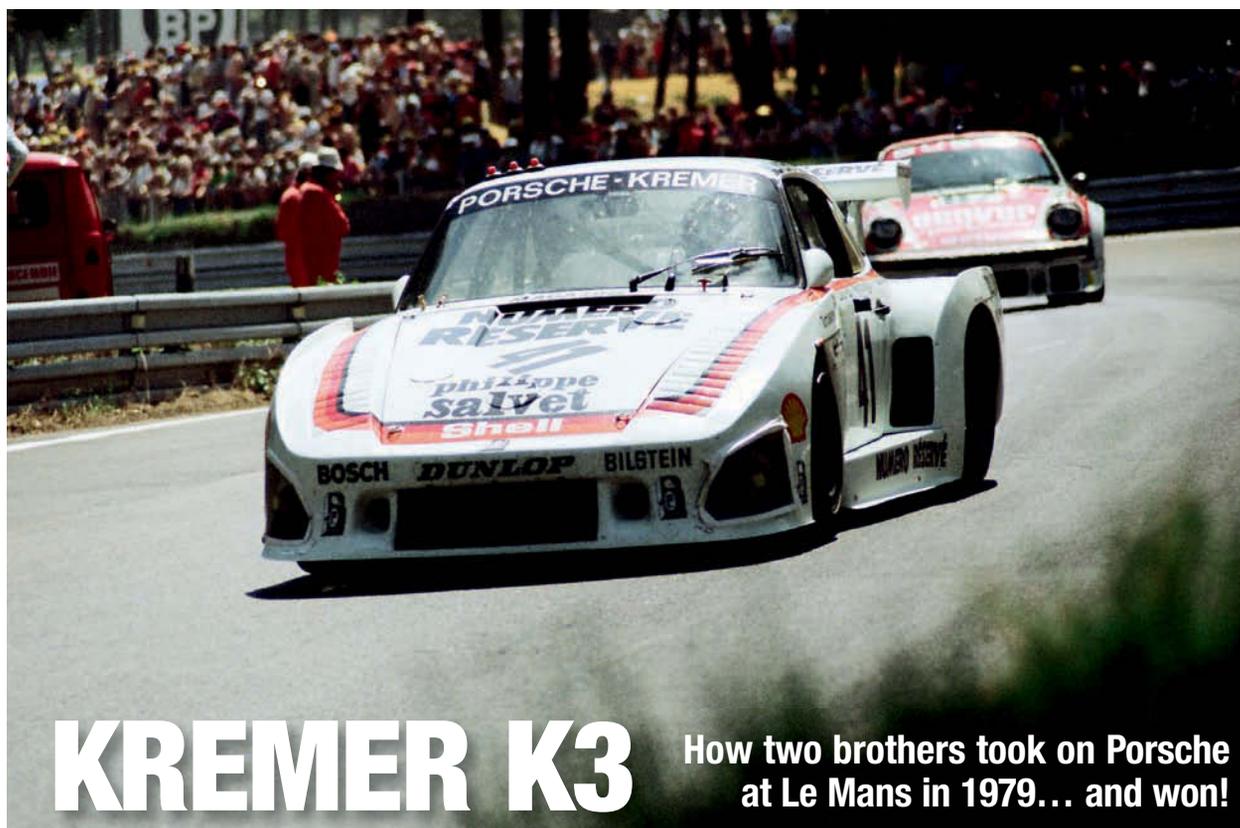
MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

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 – 2014MY** 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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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. 991 Turbo S. SVP Cayman SV. 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:* 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.



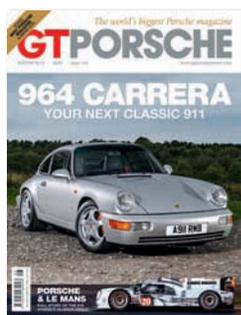
JUNE 2014

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 Carrera4 25th Anniversary. Derek Bell and the 962. *The Market Place:* 996 GT3 RS. *Tech Guide:* Strut braces. Buying a Porsche for £80-90,000. *All You Need To Know:* Transaxles.



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.



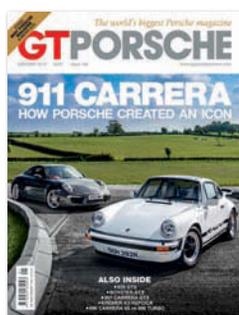
NOVEMBER 2014

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.



DECEMBER 2014

Cover Story: 1974 2.7 Coupé
Inside: RPM Technik 996 CSR. Redtek 911 SC. 964 Speedster. 991 Carrera GTS. 909 Bergspyder. Macan Turbo vs Cayman S. *Market Place:* 1974 911 2.4 S. *All You Need To Know:* Carbon fibre. *Tech Guide:* Bodywork pt2.



JANUARY 2015

Cover Story: Carrera 3.0 vs 991 Carrera 3.4
Inside: 928 GTS. 935 Kremer K3 replica. 991 Targa 4S. 991 Cabriolet. 996 Carrera 4S Cabriolet vs 996 Turbo Cabriolet. First Drives: 991 GTS, 981 Boxster GTS, Macan S. *Market Place:* 997 Carrera GTS.



FEBRUARY 2015

Cover Story: 996 Turbo turns fifteen
Inside: 996 GT2. Formula Two RSK. The TAG-McLaren Porsche years. 997 Carrera *Ultimate Guide*. First Drives: Gemballa Cayenne and Panamera. Technical guide: chain tensioners. LMP1 2014 season review. *Market Place:* 914-6.

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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

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

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

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

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 GTS	£72,523	6cyl/3604cc	440hp	442lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£92,628	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg

PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,454	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
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg



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John Holland

John Holland sources prestige and luxury vehicles, including Porsches, and is run by a family with a strong background in Stuttgart's finest...

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

JH: We have been established for 40 years. John Holland started the company in 1975, originally at West Bar in Sheffield. In 2004, we purchased Meadowhall Riverside Retail Park and the company moved to its current location on Meadowhall Road.

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

JH: We are under the leadership of John's son Mark who took sole charge of the business in 2011 following John's retirement. Sheffield born and bred, Mark trained as a mechanic from the age of 18 before going on to buy Bentleys Subaru and then turning his full attention to John Holland Sales in 2004.

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

JH: We have a 20,000 square feet showroom which sees around 150 quality, luxury and prestige vehicles a month which are purchased by our team of professional buyers from main dealer groups and individuals around the UK. We also buy from Europe and other locations worldwide. From there, the vehicles are then finely checked and the very best examples are hand selected to retail.

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

JH: Professional, expert knowledge; attention to detail, and a level of service that goes beyond their expectations. We're passionate about meeting these needs and this is why we were chosen by the industry as the *Car Dealer Magazine's* Dealers' Dealer of the Year at the 2014 Used Car Awards.

GT: What facilities do you have on site?

JH: As well as our showroom, we have a preparation department that enables us to get our cars to an impeccable standard. We also have an extensive aftersales department, bringing together a dedicated team who are there for any aftersales needs that a customer may have. We also offer collection and delivery of vehicles anywhere in the country, by prior appointment.

GT: What is your USP?

JH: We are a long-established, family-run business which offers a unique personal service. We genuinely care, and we offer a tailored service which is designed around the customer and exceeds expectations every time.

GT: Which Porsches do you specifically cater for?

JH: Anything from a 1960s 356 to a 2014 GT3 and everything in-between! We have the expertise and knowledge to find any Porsche; we love sourcing cars and we are particularly passionate about the classic ones. We currently have a pristine 1991 Porsche 964 Carrera 4 Targa which was featured in a recent issue of *GT Porsche* magazine.

GT: What is your background with the Porsche brand?

JH: Business owner Mark has a personal collection of several new and classic Porsches, over the years he has owned in excess of 100 Porsches. We also have a dedicated space in our showroom to showcase the Porsches we have in stock. We have great contacts through all the main Porsche dealers in the UK which enables us to source any Porsche in a short space of time.

GT: How many members of staff do you employ?

JH: We employ 22 members of staff.

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

JH: We are currently in the process of building a state-of-the-art workshop and service and MoT department

which will be equipped with all the latest technology. We have already taken on a master technician and we are looking to expand this team further.

By doing this, everything will be under one roof, allowing us to cater for all our customers' needs. We have also recently completed an extensive showroom refurbishment which includes a brand-new reception area.

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

JH: In our opinion, Porsche is performing better than ever. We're amazed at how the older 911s are not just retaining their value but going up in value, becoming a viable investment for the future. More people than ever before are coming to us to invest in classic Porsches.

Porsche's model line-up has broadened massively in recent years, with Porsche developing SUVs, diesels and hybrid models, showing they are at the leading edge of technology.

Contact information

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“In gear and with full throttle the 996 shot across the lawn and embedded itself in the side of Rob’s pal’s house”



My mate Rob had a diabolical motoring year in 2014. The year started well when he treated himself to a 996 Turbo, which was a fine choice, I thought. Anyway, some bastard who obviously has an issue with Porsches supercharged or otherwise, ran a bunch of keys all over Rob’s lovely silver 911. Naturally, he was peeved, not least because the crime was committed outside his house.

I bumped into Rob in the run up to Christmas and asked him how the freshly repainted Porsche was running. By the expression on his face, not well. It went like this: while manoeuvring his car in a friend’s driveway Rob managed to ruck the floormat up over the car’s throttle pedal. Now, I disliked Porsche’s Tiptronic gearbox right from its debut in the early ‘90s and what follows adds grist to my mill. In gear and with full throttle the 996 shot across a lawn and embedded itself in the side of Rob’s pal’s house. In the lounge, to be precise.

“The bill to repair the house was £16,000,” moaned Rob, “let alone fixing

the car.” They make them strong in Zuffenhausen and what was designed to stand up to striking a concrete block in a crash test made light work of causing structural damage to the house.

Well Rob, all I can say is that we’ve all been there. You may have read about my famous stunt of piling a 996 into the back of a Ferrari 360 Modena before. If you haven’t it was at the launch of the Ferrari in Maranello. Then, as now, Ferrari forbade magazines from bringing along rival cars. Especially Porsches. So I was holed up in a hotel in a nearby village. To cut to the quick I was following colleague Steve Sutcliffe and did the old chestnut of thinking he was pulling out of a junction when actually he’d stopped. *Bang!*

My friend John Barker, *ex-Performance Car* and one of the founders of *Evo*, used to race a yellow 968 Club Sport that had been built from the halves of two Clubbies. The front half of the car used to be a blue Club Sport that my great friend Paul Horrell provided. Paul (now writing for *Top Gear* as beautifully as ever) worked with me at *Car* in the late ‘80s

and early ‘90s. We were testing the 968 together with some other coupés at Castle Combe. Paul was driving the Porsche with journalist Mark Gillies in the passenger seat. Gillies is one hell of a driver, especially in vintage cars (today he regularly scores high finishes and wins at Goodwood), and had just been demonstrating to Paul the CS’s amazing balance. Unfortunately attempting to imitate Gillies Paul got into a tankslapper coming out of the Combe’s Camp corner. Gillies shouted “stop spinning”; a phrase that went on to become part of motoring journalism folklore. Paul replied “I can’t” and went backwards into the barriers.

Barker himself provided the rear of the car. “It was at the *Performance Car* of the Year event at Cadwell Park,” says Barker, “which the Club Sport actually won. I was showing off to a colleague drifting around the corners. In the sweeping right-hander before The Gooseneck I lost it. What seemed like half an hour later, after the car had lost no speed on the wet grass, we hit the tyre wall.”

Most modern cars, regardless of horsepower, are pretty easy to drive.

However, 30 years ago, plenty were a real handful. Tim Holmes, now in charge of PR at Ford but in 1985 a journalist at *Fast Lane*, will back this up: “I was driving a Dage Sport 911 Turbo somewhere in the countryside. While overtaking an Austin Princess we drove over a load of cow manure outside a farm entrance. The back wheels spun and this allowed the car’s enormous turbo to spin up some more and supply a large amount of boost. The car had over 550hp and no driver aids. We went straight into a ditch, were catapulted over a hawthorn hedge and ended up upside down in a field. The girl with me immediately undid her seat belt and fell on to her head. The car was mangled and worse, a load of hawthorn twigs had wrapped around the turbocharger and then caught fire. Bit of a mess.”

So Rob, you’re not alone. I hope you have a better motoring 2015 and that your friend’s house and your 996 Turbo are respectively liveable in and driveable very soon ○

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

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The screenshot shows the EBS Racing website interface. At the top, it says "EBS Racing - Porsche Parts Exclusively" and "EBS http://www.ebsracing.com/". Below that, it lists "Porsche Parts Exclusively for 356, 911, 912, 914, 934, 930, 944, 960, Boxster, Cayenne and Cayman." There is a search bar and a "Part # search" field. A navigation menu on the left includes: Home, Browse Catalog, Get a Quote, Accessories, Books & DVD's, Chemicals, Gift Certificates, Links, New Old Stock, New Products, Performance Parts, Specials, Used Parts. The main content area features a "Transsyberia Cayenne S 2007" with an image of the car. Below the car is a "Search Our Catalog" section with a 3-step process: 1. SELECT YEAR (dropdown menu), 2. SELECT MAKE (dropdown menu), 3. CLICK SEARCH (button). At the bottom, it says "Our payment gateway is secured and safe" with logos for VISA, MASTERCARD, AMERICAN EXPRESS, and DISCOVER.

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